

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



**SAVE
COAL**

LAKE SHORE DIVISION

No. 103

TIME TABLE

No. 103

Takes Effect Sunday, September 24th, 1939

At 2:00 o'clock A. M.

Central Time

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

F. J. BYINGTON,
GENERAL SUPERINTENDENT.

W. A. KRAEMER,
ASS'T GEN'L SUPERINTENDENT.

J. S. RICE,
SUPERINTENDENT.

FIRST CLASS											Station Numbers	Fuel, Water, Wye, and Turntable	Distance from Janesville	Sub-Division 2		Communicating Stations	FIRST CLASS														
121	125	417	217	25	239	151	209	9	161	STATIONS																					
Menominee Passenger	Express and Milk	Green Bay Passenger	Ashland and Ishpeming Passenger	MOTOR Fond du Lac Passenger	The Valley	The Valley	The Winnebago	MOTOR Marshfield Passenger	Iron and Copper Country Express	Time Table 103																					
	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	Daily except Sunday	DAILY				September 24, 1939			DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only					
	PM 9.35 PM 11.45	AM 12.20 AM 3.15	AM 1.50 AM 4.25	AM 1.50 AM 4.35		AM 9.30 AM 11.05	AM 9.30 AM 11.10	PM 3.30 PM 5.10		PM 6.30 PM 8.45	550		0	CHICAGO AS 00			AM 6.45 AM 8.25	AM 11.59 AM 10.07	PM 4.00 PM 1.50	PM 3.50 PM 1.45	PM 3.45 PM 1.55		PM 9.00 PM 6.50	PM 10.00 PM 8.20	AM 3.30 AM 12.05	PM 11.55					
	AM 1.17	AM 4.52	AM 6.03	AM 6.03	AM 8.49	PM 12.39	PM 12.45	PM 6.33		PM 10.18	65.06		65.06	TOWER NW 0 44			AM 2.50 AM 2.40	AM 8.47	AM 11.40	PM 11.59 PM 11.55	PM 12.35 PM 12.30	PM 2.05 PM 2.05	PM 5.05 PM 5.00	PM 6.43	PM 10.20	PM 10.20					
	1.20 1.25 1.28	4.55 5.15 5.20	6.05 6.10 6.12	6.05 6.15 6.17	8.55 AM	12.31 12.35	12.47 12.49	6.35 6.40 6.44	PM 6.45	10.20 10.25 10.27	69.28	W	69.28	FOND DU LAC 0 78		CS	2.38	8.42	11.33	11.50	12.28		4.56	6.36	10.09	10.13					
	1.29	5.21	6.18	6.19		12.38	12.50	6.45	5 50 PM	10.28	69.77	Y	69.77	TOWER WF 0 49			2.37	8.41	11.30	11.49	12.27		4.55	6.35	10.08	10.12					
	1.33	5.26	6.16	6.21		12.41	12.53	6.48		10.31	69.79	FWTT	69.79	TOWER PR 2 01		CS	2.34	8.38	AM 11.46	12.24		4.53	6.32	10.05	10.09						
														NO. FOND DU LAC 1.70																	
	1.36	5.30	6.19	6.24		12.43	12.55	6.50		10.34	90.53		90.53	TOWER DX 3 14			2.31	8.35		11.44	12.32		4.51	6.30	10.03	10.07					
	1.40	5.35	6.23	6.29		12.47	12.59	6.54		10.38	93.67		93.67	VANDYNE 3 57			2.26	8.31		11.40	12.18		4.47	6.26	9.59	10.03					
	1.44	5.40	6.27	6.35		12.51	1.03	6.58		10.42	97.04		97.04	BLACK WOLF 5 30			2.21	8.27		11.36	12.14		4.43	6.22	9.55	9.59					
	1.50	5.48	6.35	6.42		12.58	1.10	7.05		10.48	102.34	FWTT	102.34	SOUTH OSHKOSH 0 23		CS	2.18	8.20		11.29	12.07		4.36	6.15	9.47	9.52					
	1.51	5.49	6.36	6.43		12.59	1.11	7.06		10.49	102.57		102.57	CAPE STREET 0 44			2.12	8.19		11.28	12.06		4.35	6.14	9.46	9.51					
	2.05	6.10	6.42	6.53		1.02	1.16	7.10		10.55	105.01		105.01	OSHKOSH 2 33		CS	2.10	8.18		11.27	12.05		4.34	6.13	9.45	9.50					
	2.09	6.16	6.48	6.57		1.06	1.20	7.14		11.00	105.34		105.34	TOWER CF 1 03		CS	1.48	8.13		11.20	11.58		4.26	6.08	9.27	9.39					
	2.12	6.20	6.51	6.59		1.09	1.23	7.17		11.03	107.02		107.02	STATE HOSPITAL 4 44		CS	1.46	8.10		11.18	11.56		4.24	6.05	9.25	9.37					
	2.17	6.26	6.57	7.06		1.14	1.28	7.22		11.08	111.46		111.46	SNELLS 4 40			1.40	8.04		11.13	11.51		4.19	5.59	9.18	9.32					
	2.31	6.35 6.55	7.10	7.20		1.23	1.39	7.32		11.20	115.86	W	115.86	NEENAH AND MENASHA 5.41		CS	1.33	7.57		11.06	11.44		4.12	5.52	9.10	9.26					
	2.39	7.15 AM	7.30	7.28 8.05		1.31	1.47	7.43		11.29	121.27	Y	121.27	APPLETON JUNCTION 1 44		CS	1.19	7.48		10.56	11.35		4.02	5.43	8.41	9.17					
	2.50		7.43	8.17		1.36	1.54	7.49		11.37	122.71		122.71	APPLETON 4 04			1.15	7.43		10.52	11.32		3.55	5.40	8.35	9.12					
	2.58		7.51	8.25		1.43	2.01	7.56		11.45	127.65		127.65	LITTLE CHUTE 3 09		CS	1.05	7.35		10.43	11.24		3.45	5.32	8.20	8.57					
	3.03		7.57	8.32		1.47	2.05	8.00		11.48	129.57	W	129.57	KAUKAUNA 6 04		CS	1.02	7.32		10.40	11.21		3.42	5.29	8.16	8.54					
	3.11		8.06	8.42		1.55	2.13	8.08		11.56	135.71		135.71	WRIGHTSTOWN 4 35		CS	12.53	7.24		10.32	11.13		3.34	5.21	8.08	8.47					
	3.17		8.11	8.50		2.00	2.18	8.13		12.02	140.06		140.06	LITTLE RAPIDS 5 25			12.47	7.19		10.25	11.08		3.28	5.16	7.52	8.41					
	3.25		8.19	8.59		2.07	2.25	8.20		12.09	143.31		143.31	DE PERE 4 08		CS	12.40	7.12		10.17	11.01		3.21	5.10	7.44	8.34					
	3.32 AM		8.26 AM	9.07 AM		2.14 PM	2.32 PM	8.27 PM		12.17 AM	150.29		150.29	TAVIL 1 11		CS	12.29 AM	7.03 AM		10.09 AM	10.53 AM		3.13 PM	5.03 PM	7.35 PM	8.27 PM					
	3.40 AM		8.30 AM	9.15 AM		2.20 PM	2.40 PM	8.35 PM		12.30 AM	151.40		151.40	GREEN BAY 1 47			12.25 AM	7.00 AM		10.05 AM	10.50 AM		3.10 PM	5.00 PM	7.30 PM	8.20 PM					
											152.57		152.57	NORTH GREEN BAY																	
	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	Daily except Sunday	DAILY							DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only					

No. 121 will stop at Appleton Jct. to discharge revenue passengers from beyond Fond du Lac.

No. 151 will stop at State Hospital to discharge revenue passengers from Fond du Lac and beyond; at Appleton Jct. to discharge revenue passengers ticketed to points east of Appleton Jct. to connect with Ashland Division No. 116, and at Wrightstown to discharge revenue passengers from Oshkosh and beyond.

No. 209 will stop at Wrightstown to discharge revenue passengers from Milwaukee and beyond.

No. 239 will stop at State Hospital to discharge revenue passengers from Fond du Lac and beyond.

No. 125 will not carry passengers.

No. 161 will stop at State Hospital to discharge revenue passengers from beyond Fond du Lac; at Kaukauna to discharge revenue passengers from Milwaukee and beyond, and on signal to receive revenue passengers for Oconto and beyond, and at Depere to discharge revenue passengers for Oconto and beyond.

No. 206 will not stop at State Hospital on Sundays.

No. 162 will stop at Kaukauna to discharge revenue passengers from Marinette and beyond and on signal to receive revenue passengers for points beyond Milwaukee.

No. 216 will stop at State Hospital to discharge revenue passengers from Marinette and beyond.

No. 224 will stop at State Hospital to discharge revenue passengers from beyond Appleton Junction.

No. 220 will stop at Wrightstown to discharge revenue passengers from Green Bay and beyond and to receive passengers for Fond du Lac and beyond.

MOVEMENT OF PASSENGER TRAINS AT APPLETON JCT.

No. 125 will head in on passing track, pull around south wye, back to station platform on north wye track and transfer with No. 217.

Ashland Division No. 109 will back in on north wye and stand just west of Second Street crossing to make transfer from No. 209.

All first-class and extra passenger trains must obtain Clearance Form A at Fond du Lac. This will permit operator accepting train orders for such trains without display of train order signal.

No. 297 will not run between No. Fond du Lac and Tavit on Sunday.

4 LAKE SHORE WESTWARD—BETWEEN TOWER PR AND MARSHFIELD—EASTWARD

SECOND CLASS			FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Fond du Lac	Sub-Division 4 STATIONS			FIRST CLASS	SECOND CLASS	
621	39	35	9				10	622	34			
Soo Line Mixed	Way Freight	Way Freight	MOTOR Marshfield Passenger						MOTOR Fond du Lac Passenger	Soo Line Mixed	Time Freight	
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday	Daily except Sunday	
	AM 8.00		PM 8.45	668		3.28			AM 11.40		PM 7.00	
	AM 8.15		PM 6.50			1.27			AM 11.30		PM 6.45	
	\$ 8.50		\$ 7.05	582		9.88		27	\$11.16		6.23	
	\$ 9.05		\$ 7.11	533		12.45		CS	RN \$11.10		6.18	
	9.20		\$ 7.16	584		15.16			\$11.05		6.13	
	9.40		7.23	585	W	20.73			10.55		6.00	
	\$11.15		\$ 7.27	586		21.05		CS	DI \$10.53		5.58	
	\$12.01		\$ 7.38	587		27.11		CS	46 K \$10.40		5.44	
	\$12.45		\$ 7.57	590		36.13		CS	40 BR \$10.23		5.24	
	\$ 1.35		\$ 8.16	5003		45.83		CS	37 KR \$10.02		5.05	
	PM 1.45		\$ 8.21	5007	W	48.36			\$ 9.56		5.00	
	PM 4.47		\$ 8.35	5010		54.76		CS	35 WU \$ 9.45		4.47	
	\$ 5.45		\$ 8.48	5014	FY	62.30		CS	38 RO \$ 9.33		4.31	
	\$ 6.20		\$ 9.08	5018		72.78		CS	41 AD \$ 9.13		4.08	
	\$ 6.35		\$ 9.18	5020	W	78.32			\$ 9.02		3.56	
	\$ 7.10		\$ 9.34	5023		89.90			\$ 8.44		3.33	
	7.30		9.43		Y	90.05			8.34		3.17	
	\$ 8.30		\$ 9.50	5025	W	96.63		CS	40 GR \$ 8.32		3.15	
PM 8.35	8.40		\$ 9.54			97.87			8.25	AM 8.15	2.10	
\$ 8.55	\$ 9.10		\$10.09	5027		105.91		CS	\$ 8.12	\$ 7.55	1.50	
\$ 4.10	\$ 9.35		\$10.20	5029		111.14			\$ 8.01	\$ 7.35	1.30	
4.30	10.05		10.37			120.99			7.44	7.05	1.05	
PM	10.10		10.45	3564	W FY TT	122.26		CS	MD 7.40	AM	1.00	

Nos. 9 and 10 will stop on signal to receive or discharge passengers at St. Marie, 3 miles west of Green Lake. Trains cannot meet or pass at West Rosendale, Ripon, Lohrville, Spur N-283 1.5 miles east of Eastmar, or N-286, 5 miles east of Eastmar. Ripon Junction passing track is located one half mile east of Ripon Junction station. Vesper passing track is located one mile east of Vesper station.

BETWEEN BANNERMAN AND RED GRANITE

WESTWARD			Station Numbers	Fuel, Water, Wye and Turntable	Distance from Bannerman	Sub-Division 4a			Communicating Stations	Capacity of Siding	Telegraph Calls	EASTWARD	
SECOND CLASS						STATIONS						SECOND CLASS	
	39											40	
	Way Freight											Way Freight	
	Daily except Sunday											Daily except Sunday	
	PM 2.00	5007	W			BANNERMAN				55		PM 4.15	
	2.10			3.02		GLENROCK						4.05	
	2.15	5205		4.41		SPRING LAKE				22		4.00	
	2.20			6.10		LOHRVILLE						3.50	
	2.25 PM	5208		7.50		RED GRANITE		CS		15	RD	3.30 PM	

No. 39 is superior to No. 40.

WESTWARD—BETWEEN JANESVILLE AND TOWER NW—EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Janesville	Sub-Division 1 STATIONS			Communicating Stations	Capacity of Hiding	Telegraph Calls	FIRST CLASS	SECOND CLASS			THIRD CLASS	
53	51	281	297	25				28	286	296				298	52	54			
Way Freight	Way Freight	Forester	Northern	MOTOR Fond du Lac Passenger									MOTOR Janesville Passenger	Potato Special	Valley Paper	Time Freight	Way Freight	Way Freight	
Tuesday Thursday Saturday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday									Daily except Sunday	Sunday Only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Monday Wednesday Friday	
	AM 6.00						1.23										PM 4.20		
	AM 6.30			AM 5.45	648	W							PM 5.35				PM 4.00		
	\$ 7.05			\$ 6.00	650		7.79						\$ 6.15				\$ 3.85		
	\$ 7.20			\$ 6.10	651		12.90						\$ 5.03				\$ 3.15		
	\$ 7.45			\$ 6.30	652	W	19.73						\$ 4.50				3.00		
	11.30			\$ 6.44	658		25.40						\$ 4.17				\$ 2.15		
	12.30																		
	\$ 1.15			\$ 6.52	1318	WY	27.89						\$ 4.11				\$ 1.15		
	\$ 1.30			\$ 6.59	654		30.75						\$ 4.05				\$12.35		
AM 11.30	2.00 PM			\$ 7.15	656	FWY	39.15						\$ 3.50				PM 12.50		
\$11.50				\$ 7.30	658		47.15						\$ 3.28				PM 12.20		
\$12.20		PM 11.35	AM 1.55	\$ 7.35	5752	FWY	48.35						\$ 3.24	PM 3.30	PM 9.15	PM 11.35	\$12.01		
\$ 1.00		11.48	2.10	\$ 7.47	660		53.53						\$ 3.12	3.10	9.00	11.21	\$11.15		
\$ 1.20		11.55	2.17	\$ 7.54	661		57.21						\$ 3.03	3.01	8.50	11.12	\$10.00		
\$ 1.40		12.05	2.26	\$ 8.02	662	W	60.57						\$ 2.55	2.50	8.40	11.02	\$ 9.40		
\$ 2.05		12.24	2.44	\$ 8.20	664		69.19						\$ 2.39	2.30	8.25	10.40	\$ 8.50		
\$ 2.30		12.34	2.54	\$ 8.30	665		74.25						\$ 2.30	2.18	8.17	10.32	\$ 8.30		
\$ 2.45		12.41	3.01	\$ 8.37	666		77.37						\$ 2.24	2.10	8.10	10.25	\$ 8.00		
3.05 PM		1.00 AM	3.20 AM	8.49 AM			83.00						2.07 PM	1.45 PM	7.45 PM	10.00 PM	7.17 AM		
				8.55 AM	668		85.50						\$ 5.05 PM						
Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	DAILY	Daily except Sunday									Daily except Sunday	Sunday Only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Monday Wednesday Friday	

WESTWARD

BETWEEN SHEBOYGAN AND TOWER WF

EASTWARD

THIRD CLASS	FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Sheboygan	Sub-Division 3 STATIONS			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS	THIRD CLASS
47												
Way Freight												
Daily except Sunday					Time Table 103 September 24, 1939						Daily except Sunday	
AM 7.45		3253	FWTT			SHEBOYGAN	CS		SB			PM 5.50
7.48				0.30		MARYLAND AVE.						5.48
\$ 8.10		570		5.10		SHEBOYGAN FALLS	CS	9	FA		\$ 5.30	
\$ 10.15		572	W	14.15		PLYMOUTH	CS	15	MO		\$ 5.00	
\$ 11.05		573		19.70		GLENBEULAH	CS	21	GB		\$ 1.45	
\$ 11.30		575		26.30		ST. CLOUD	CS	23	CD		\$ 1.05	
\$ 12.10		576		30.40		CALVARY	CS	18	CA		\$ 12.35	
\$ 12.20		577		32.50		MALONE		19			\$ 12.10	
\$ 12.50		578		38.00		PEEBLES		5			\$ 11.60	
1.05 PM			Y	43.68		TOWER WF.					\$ 11.20	
1.30 PM		608		44.47		FOND DU LAC					10.45 AM	
											10.30 AM	

Spur track at Hull's Crossing 3.6 miles west of Glen Beulah holds 4 cars.

BETWEEN GREEN BAY AND EAST SWITCH—WESTWARD

LAKE SHORE 5

FIRST CLASS											Sub-Division 6			SECOND CLASS			THIRD CLASS				
211	209	217	517	317	121	161				173	295	187	37	297	169	533	171	21	43		
Ashland Limited	The Winnebago	Escanaba Passenger	MOTOR Long Lake Passenger	MOTOR Elmd. Passenger	Manitowish Passenger	Iron and Copper Country Express	Station Numbers	Fuel, Water, Wyse and Variable	Distances from Milwaukee	Green Bay Time Freight	Fort Howard	Dan Trot	Mountaineer	North-erner	Prulake	Way Freight	Way Freight	Pen. Div. Way Freight	Way Freight		
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY				Daily except Monday	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily except Sunday	Tuesday Thursday Saturday		
AM 12.01	PM 8.40	AM 10.00	AM 9.35	AM 8.25	AM 4.15	AM 12.50	696		117.16	AM 6.00	AM 8.00	AM 7.20		PM 12.25	PM 11.10				PM 2.15		
12.05	8.42	10.02	9.37	8.27	4.17	12.53			117.76	5.10	6.05	7.25		12.30	11.14				2.18		
12.07	8.45	10.05	9.39	8.29	4.20	12.55	698	FW TT	118.00	5.15 AM	6.10 AM	7.30 10.40	PM 6.20	12.35 PM	11.20 1.40	AM 8.00	AM 7.40	AM 8.00	2.25 PM		
12.11	8.50 PM	10.10 AM	9.43	8.34	4.25 AM	1.00 AM	700		121.38			10.50 AM	6.40 PM		1.50	8.10	7.47	8.30 AM			
12.20			9.53	8.44			8003		126.12						2.25	8.27	8.05				
12.30			10.01 AM	8.54			8006	WY	132.73						2.50	8.40 AM	8.35				
12.40				9.06			8025		141.26						3.10		8.55				
12.47				9.17			8029		146.55						3.25		9.05				
1.02				9.35			8436	W	154.90						3.55		11.30				
1.10				9.44			8035		159.48						4.15		11.50				
1.20				9.55			8039		166.13						4.45		12.10				
1.32				10.12			8044		174.94						5.20		12.54				
1.42				10.23			8049		180.06						5.40		1.15				
1.55 AM				10.35 AM					186.07						6.10 AM		1.30 PM				
2.00 AM				10.40 AM			3387	FW V	186.94						6.20 PM		1.35 PM				

BETWEEN EAST SWITCH AND GREEN BAY—EASTWARD

FIRST CLASS											Station Numbers	Fuel, Water, Wyo and Turntable	Distance from Eland	Sub-Division 6 STATIONS Time Table 103 September 24, 1939		Communicating Stations	Capacity of Siding	Telegraph Calls	SECOND CLASS							THIRD CLASS				
244	224	220	504	214	120	210	212	162	36	280									294	174	180	172	170	290	42	382	522	22		
Milwaukee Passenger	Milwaukee Passenger	Fox River Valley Passenger	MOTOR Green Bay Passenger	The Cleveland	MOTOR Chicago Passenger	The Valley	Ashland Limited	Iron and Copper C'try Exp.	Arrow	Ben Hur									Chicago Merchandise	Stock Freight	Ben Hur	Milwaukee Stock and Mide	Tolake	Fond du Lac Freight	Way Freight	Way Freight	Way Freight	Pen. Div. Way Freight		
Sunday Only	Daily except Sunday	Sunday Only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY									Daily except Sunday	Wednesday Only	DAILY	Daily except Sunday	DAILY	Daily except Sunday	Monday except Sunday	Monday Wednesday Friday	Monday and Friday	Tuesday Thursday Saturday	Daily except Sunday	
	PM 8.00	PM 7.10	PM 4.50	PM 4.20	PM 12.50	PM 2.30	AM 9.55	AM 1.00	AM 12.10	68	69.08	TWO TRACKS { GREEN BAY 8.50 K. G. B. & W. CROSSING		CS	FO	PM 3.58	PM 6.38	PM 8.10	AM 2.30	AM 4.10	AM 8.38									
	7.53	7.04	4.45	4.13	12.45	2.24	9.48	12.53	12.03		69.08					3.55	6.35	8.05	2.27	4.08	8.35									
	7.55	7.05	4.45	4.11	12.45	2.21	9.47	12.52	12.02	69	FW TT 68.21	NORTH GREEN BAY		CS	ND	AM 1.50	9.35	3.50 PM	5.35 PM	6.30 PM	8.00 PM	2.20 11.59	4.00 AM	8.50 AM	PM 1.45	PM 1.05	PM 4.00			
	7.49 PM	7.00 PM	4.40 PM	4.07 PM	12.40 PM	2.18 PM	9.44 AM	12.49 PM	11.59 PM	700	65.46	DUCK CREEK 2.75 5.74			98	1.19 AM	9.22 AM		5.25		11.52			1.35	12.55	3.48 PM				
				3.58		2.08		12.39		5605	58.72	ANSTON 5.61		CS	40 ON				5.12		11.40			1.20	12.40					
				3.50 PM		2.00		12.30		5609 WY	53.11	PULASKI 7.32		CS	60 KY				5.00		11.30			1.00	12.25 PM					
						1.48		12.20		5625	45.59	ZACHOW 5.33			49				4.35		11.10			12.15						
						1.40		12.13		5629	49.26	BONDUEL 5.32		CS	49 BO				4.20		10.55			11.45						
						1.28		11.59		3456 W	31.94	SHAWANO 4.58		CS	57 SA				3.55		10.30			11.15						
						1.16		11.49		5635	27.36	THORNTON 6.04			48				3.32		9.56			9.10						
						1.07		11.40		5639	36.72	LYNDHURST 8.52		CS	48 NY				3.19		9.43			8.55						
						12.54		11.28		5644	11.90	BOWLER 5.75		CS	49 RO				2.59		9.23			8.35						
						12.46		11.20		5648	6.15	SHEPLEY 5.38			52				2.47		9.08			8.15						
						12.39		11.09 PM			0.77	EAST SWITCH 0.77							2.35 PM		8.50 PM			8.05 AM						
						12.35 PM		11.05 PM		3367 FW	.00	ELAND			JU				2.30 PM		8.45 PM			8.00 AM						

No. 317 is superior to No. 120.

No. 211 is superior to all trains of same class in opposite direction, Duck Creek to East Switch.

Schedules void between K. G. B. & W. Crossing and Duck Creek. Centralized Control System rules govern.

No. 317 will be made up at Green Bay on eastward main track and depart through first cross-over west of passenger station.

No. 211 will stop at Bowler to discharge revenue passengers from Green Bay and beyond.

No. 212 will stop at Bowler to receive revenue passengers for Green Bay and beyond and on Fridays and Sundays to discharge revenue passengers from Appleton and points south who arrive Eland on No. 109.

No. 317 will stop on signal at Anston to receive revenue passengers for Zachow and beyond.

Between East Switch and Eland, trains will be governed by Ashland division time table.

FIRST CLASS												Station Numbers	Fuel, Water, Wye and Turntable	Distance from Milwaukee	Sub-Division 5 STATIONS Time Table 103 September 24, 1939						Communicating Stations	Capacity of Siding	Telephone Calls	SECOND CLASS						THIRD CLASS			
211	209	109	153	151	239	167	217	417	317	121	161				187	295	231	169	297	173				45	49	43							
Ashland Limited	The Winnebago	Twin Cities Express	The Shoreland	The Valley	The Valley	Manitowoc Passenger	Ashland and Ishpeming Passenger	Green Bay Passenger	Eland Passenger	Menominee Passenger	Iron and Copper Country Express				Don Trost	Fort Howard	Freight	Freight	North-amer	Green Bay Time Freight				Way Freight	Way Freight	Way Freight							
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY				DAILY	Daily except Monday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday				Monday Wednesday Friday	Daily except Sunday	Tuesday Thursday Saturday							
PM 6.00 PM 8.15	PM 3.30 PM 5.10		AM 11.00 PM 12.43	AM 9.30 AM 11.10	AM 9.30 AM 11.05	AM 8.00 AM 9.40	AM 1.50 AM 4.25	AM 1.50 AM 4.25	AM 1.50 AM 4.15	PM 9.55 PM 11.45	PM 6.30 PM 8.45	550		55.00	CHICAGO 65.00 MILWAUKEE 7.34						PM 10.00 AM 1.35	PM 8.15 PM 11.45		PM 8.45	PM 8.15	AM 7.45							
PM 8.29			PM 12.55			AM 9.51			AM 4.29			5709	Y	7.34	WISCONSINA 3.05 FOX POINT 5.25 MEQUON 6.55 ULAO 4.95 PORT WASHINGTON 3.30						AM 2.00			PM 10.50	AM 8.10								
8.35			1.00			9.53			4.34			3209		10.40							2.10			10.58	8.15								
8.42			1.07			10.03			4.42			3218		15.75							2.22			11.07	8.30								
8.50			1.15			10.11			4.50			3220		22.76							2.34			11.22	8.45								
9.00			1.23			10.18			5.10			3230	W	27.71							2.54			11.35	9.00								
9.05			1.27			10.22			5.14			3231	W	30.01							3.00			11.43	11.45								
9.12			1.38			10.30			5.23			3238		33.33							3.11			11.58	12.15								
9.19			1.44			10.36			5.31			3239		40.93							3.20			12.10	12.45								
9.21			1.46			10.38			5.33			3242		42.00							3.30			12.12	12.50								
9.25			1.53			10.43			5.39			3243		44.80							3.45			12.17	1.15								
9.30			1.59			10.49			5.45			3248	PW TT	49.14							3.54			12.25	1.25								
9.35			2.03			10.53			5.50			3248		52.57							4.30			12.35	1.45 PM	8.35 AM							
9.38			2.08			10.58			5.53			3253	W	54.37																			
9.47			2.15			11.00			6.02			3253		54.67							Via Cut Off			PM 7.30	Via Cut Off		Via Cut Off						
9.55			2.25			11.07			6.09			3254		56.92							4.42			7.40	1.15		8.50						
10.01			2.33			11.13			6.15			3260		61.74							4.51			7.50	1.25		9.20						
10.07			2.41			11.20			6.22			3264		65.35							5.00			8.00	1.35		9.45						
10.13			2.49			11.28			6.30			3269		71.55							5.10			8.11	1.47		10.05						
10.15			2.52			11.31			6.33			3275		73.55							5.14			8.15	1.52		10.20						
10.24			2.58			11.37			6.40			3276	PW WY	75.37							5.40	AM 9.30	8.30		2.27	AM 9.45	10.55						
10.40		PM 6.00	3.10			11.45 AM			6.55			3277	W	79.39							Via Cut Off		9.40	Via Cut Off	Via Cut Off		Via Cut Off	Via Cut Off					
10.44		6.04	3.13						7.00			5502		81.00									9.50 AM				9.50 AM	11.00					
10.45		6.05 PM	3.14						7.01			5504		81.44							6.00			9.58	3.20		11.40						
10.54			3.22						7.11			5507	Y	87.98							6.17				3.47		12.20						
11.04			3.30						7.22			5510	W	95.23							6.30			10.15	4.05		1.25						
11.12			3.37						7.31			5514		100.24							6.40			10.27	4.20		1.50						
11.22			3.46						7.41			5516		105.34							6.55			10.45	4.40		2.10						
11.34	PM 8.27		3.58	PM 2.32	PM 2.14		AM 9.07	AM 8.26	7.54	AM 8.32	AM 12.17	5517		1115.05							7.15	AM 6.40		11.05	PM 12.15	4.40		2.10					
11.45 PM	8.35 PM		4.05 PM	2.40 PM	2.20 PM		AM 9.15	AM 8.30	8.00 AM	3.40 AM	12.30 AM	5517		1117.18							7.20 AM	6.00 AM		11.10 PM	12.35 PM	5.00 AM		2.15 PM					
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY										DAILY	Daily except Monday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Monday	Monday Wednesday Friday	Daily except Sunday	Tuesday Thursday Saturday				

No. 211 is superior to all trains of same class in opposite direction, Wisconsin to Tavil.

No. 169 will not run between Sheboygan and Calumet Yard on Sunday.

No. 211 will stop at Oostburg to discharge revenue passengers from beyond Milwaukee and at Cedar Grove and Denmark to discharge revenue passengers from Milwaukee and beyond.

No. 153 will stop at Denmark to discharge revenue passengers from Sheboygan and beyond.

No. 317 will stop at Bellevue to discharge revenue passengers from Milwaukee or beyond and on signal to receive revenue passengers for Green Bay and beyond.

Westward freight trains, light engines and yard engines will use the switch lead moving from Calumet Yard to, Manitowoc and from South Yard to Sheboygan.

Westward inferior class trains receiving a clear signal at Wisconsin may proceed ahead of following first class trains to Fox Point.

Between Wisconsin and Butler, Wisconsin and Milwaukee, trains will be governed by Milwaukee District Terminal Time Table.

Unless otherwise indicated in train orders, all unscheduled train movements will move via the Cut Off at Manitowoc and via the Cut Off at Sheboygan.

No. 317 will be made up at Green Bay on eastward main track and depart through first cross-over west of passenger station.

BETWEEN GREEN BAY AND WISCONSINA.

EASTWARD

LAKE SHORE 7

FIRST CLASS

Sub-Division 5

SECOND CLASS

THIRD CLASS

STATIONS

Time Table 103

September 24, 1939

	244	224	220	116	120	168	216	214	240	210	108	306	206	212	162	STATIONS				170	294	202	48	180	172	290	44	42		
	Milwaukee Passenger	Milwaukee Passenger	Fox River Valley Passenger	Chicago Passenger	Chicago Passenger	Chicago Passenger	The Winnebago	The Cleveland	The Valley	The Valley	Fox River Express	Chicago Passenger	Chicago Passenger	Ashland Limited	Iron and Copper Country Express	Time Table 103				Teleks	Chicago Merchandise	Freight	Ferry Special	Ben Hur	Milwaukee Stock and Mdn.	Fond du Lac Freight	Way Freight	Way Freight		
	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	September 24, 1939				DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Monday	Daily except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday		
	PM 11.55	PM 3.30 AM 12.05	PM 10.00 PM 8.30		PM 10.55 PM 8.05	PM 9.00 PM 6.50	PM 9.00 PM 6.50	PM 8.40 PM 5.50	PM 8.15 PM 1.45	PM 8.50 PM 1.45		AM 11.59 AM 10.11	AM 11.59 AM 10.07	AM 7.15 AM 4.40	AM 6.45 AM 4.25	CHICAGO 85.0 MILWAUKEE 7.34				AM 2.25				AM 5.30 AM 12.10	AM 5.00		PM 2.00			
					PM 7.32 7.46 7.38 7.29 7.22	PM 6.36 6.30 6.28 6.15 6.08		PM 3.38 3.33 3.27 3.19 3.13				AM 10.02 9.56 9.49 9.41 9.35		AM 4.25 4.18 4.10 4.02 3.55		WISCONSIN 3.08 FOX POINT 8.38 MEQUON 6.05 ULAO 4.95 PORT WASHINGTON 3.30					PM 11.50 11.42 11.33 11.22 11.10	AM 2.45 2.35 2.22 2.07 1.50		PM 1.40 1.27 1.07 12.45 12.30 11.00						
					7.15 7.08 7.00 6.58 6.54 6.48 6.43	6.02 5.55 5.47 5.44 5.40 5.33 5.28		8.07 8.00 2.53 2.51 2.48 2.43 2.39				8.50 9.24 9.17 9.14 9.11 9.05 9.01		3.47 3.39 3.32 3.26 3.21 3.16		SIGNA 3.82 BELGIUM 5.10 CEDAR GROVE 1.07 HILTON 2.20 OOSTBURG 4.35 WEEDENS 3.42 SOUTH YARD 1.80					10.50 10.41 10.32 10.28 10.23 10.15 10.00	1.33 1.22 1.10 1.06 1.00 12.50 12.35		10.51 10.40 10.10 9.52 9.45 9.16 9.10 AM 2.40						
					6.39 6.38	5.24 5.23		2.36 2.35				8.58 8.57		8.11 8.10		MARYLAND AVENUE 0.30 SHEBOYGAN 3.18	AM 7.00					Via Cut Off Via Cut Off		Via Cut Off Via Cut Off		Via Cut Off Via Cut Off				
					6.23 6.17 6.11 6.03 6.00	5.16 5.08 5.01 4.53 4.50		2.25 2.19 2.14 2.07 2.05				8.50 8.45 8.39 8.32 8.29		2.57 2.51 2.44 2.37 2.34		ROTHS 4.02 HAVEN 6.02 CLEVELAND 5.42 NEWTON 1.71 DUVENECK 4.81	6.47 6.35 6.22 5.58 5.55					9.10 9.00 8.53 8.44 8.41	11.15 11.05 10.55 10.45 10.40		2.17 2.05 1.30 1.00 12.50					
					PM 5.54 5.50 5.37	4.44 4.40 PM 4.37		1.59 1.55				AM 8.42 8.20 AM		2.27 2.20		CALUMET YARD 1.53 MANITOWOC 1.12	5.40 Via Cut Off		PM 5.20 PM 5.10	PM 7.45 Via Cut Off	8.30 8.00 Via Cut Off	10.24 Via Cut Off		11.23 Via Cut Off						
					5.00 4.59 PM 5.25 5.14 5.06 4.55	5.33 5.32 5.25 5.14 5.06 4.48		1.48 1.47 1.40 1.32 1.25 1.16				8.38 8.37 AM 8.42		2.05 2.04 1.55 1.46 1.39 1.38		TWO RIVERS JCT. 0.42 ROSEMERE 6.54 FRANCIS CREEK 7.35 MARIBEL 6.01 DENMARK 8.19 BELLEVUE 7.71 TAVIL 0.79 GREEN BAY	4.20 4.00 3.17 3.80 3.05 2.35 2.30 AM		5.05 PM 7.25 PM 7.43 7.31 7.21 7.05 4.03 3.58 PM		9.34 9.22 9.10 9.00 8.40 8.17 8.10 PM		11.40 11.10 10.40 10.15 9.10 8.43 8.38 AM							
	PM 8.27 PM 8.20	PM 7.35 PM 7.30	PM 6.08 PM 5.00		4.48 4.40 PM	PM 3.13 PM 3.10	1.04 1.00	10.53 10.50	10.09 10.05			AM 7.03 7.00 AM		1.14 1.10 AM	12.29 12.25 AM								DAILY	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday

No. 211 is superior to all trains of same class in opposite direction Wisconsin to Tavit.

No. 170 will not run between Calumet Yard and Sheboygan on Sunday.

No. 212 will stop on signal at Denmark to receive revenue passengers for Milwaukee and beyond.

No. 306 will stop on signal at Cedar Grove and Belgium to receive revenue passengers for Milwaukee and beyond.

No. 214 will stop at Denmark to receive revenue passengers for Milwaukee and beyond.

No. 120 will stop at Newton, Haven, Oostburg and Cedar Grove to discharge revenue passengers from west of Manitowoc.

No. 317 will be made up at Green Bay on eastward main track and depart through first crossover west of passenger station.

Westward freight trains, light engines and yard engines will use the switch lead moving from Calumet Yard to Manitowoc and from South Yard to Sheboygan.

Unless otherwise indicated in train orders all unscheduled train movements will move via the Cut Off at Manitowoc and via the Cut Off at Sheboygan.

Between Wisconsin and Butler, Wisconsin and Milwaukee, trains will be governed by Milwaukee District Terminal time table.

Eastward inferior class trains may proceed ahead of first class trains Two Rivers Jet. to Manitowoc.

THIRD CLASS		SECOND CLASS				Sub-Division 9 STATIONS Time Table 103 September 24, 1939					THIRD CLASS	
	409		405									
	C. M. St. P. & P. Freight		Mixed	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Oconto		Communicating Stations	Capacity of Siding	Telegraph Calls		
	Daily except Sunday		Monday Wednesday Friday								Tuesday Thursday Saturday	Daily except Sunday
.....	AM 11.00		AM 8.15	708	FW Y	0.00					PM 3.05	AM 10.20
.....	11.30 AM		\$ 8.45	3485		8.53		CS	16	UN	\$ 2.35	9.50 AM
.....			\$ 9.25	3480		13.22		CS	13	CA	\$ 2.15	
.....			f 9.35	3477		16.43					f 1.43	
.....			9.50 AM	3472	FW	21.06		CS		DU	1.30 PM	
	Daily except Sunday		Monday Wednesday Friday								Tuesday Thursday Saturday	Daily except Sunday

WESTWARD—BETWEEN ROSEMERE AND KAUKAUNA—EASTWARD

SECOND CLASS			FIRST CLASS		Station Number	Fuel, Water, Wyo and Turntable	Distance from Kaukauna	Sub-Division 7 STATIONS Time Table 103 September 24, 1939			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS		SECOND CLASS	
	49		109					108	116					48			
	Way Freight		Twin Cities Express					Fox River Express	Chicago Passenger					Ferry Special			
	Daily except Sunday		Daily except Sunday					Daily except Sunday		Daily except Sunday							
	AM 9.50		PM 6.05	5502		33.70	ROSEMERE 0 15	CS	MS	AM 8.37	PM 4.59		PM 7.26				
	9.51		6.06	3282		33.35	SIDEMONT 5 00	35		8.36	4.58		7.20				
	10.05	\$	6.14	3284		28.33	BRANCH 3 04	22		\$ 8.29	\$ 4.50		7.00				
	f 10.15	\$	6.19	3286		25.41	WITELAW 3 04	36		\$ 8.24	\$ 4.44		6.52				
	f 10.22	\$	6.23	3389		23.37	CATO 1 31			\$ 8.20	\$ 4.39		6.45				
	\$ 10.26	\$	6.27	3291		31.56	GRIMMS 3 46	12		\$ 8.16	\$ 4.35		6.40				
	\$ 10.55	\$	6.32	3293		19.07	REEDVILLE 5 06	CS 35	RD	\$ 8.11	\$ 4.30		6.32				
	\$ 12.15	\$	6.41	3296	W	13.12	BRILLION 4 44	CS 26	BR	\$ 8.01	\$ 4.18		6.02				
	\$ 12.55	\$	6.49	3304		8.08	FOREST JCT. 5 38	44		\$ 7.51	\$ 4.08		5.52				
	\$ 1.15	f	6.56	3307		5.30	DUNDAS 5 30	22		\$ 7.44	\$ 4.01		5.43				
	1.45 PM		7.09 PM	3313	PW TT	0.0	KAUKAUNA	CS	KO	7.33 AM	3.50 PM		5.30 PM				
	Daily except Sunday		Daily except Sunday							Daily except Sunday	Daily except Sunday		Daily except Sunday				

SECOND CLASS		FIRST CLASS						Sub-Division 8						FIRST CLASS		SECOND CLASS	
533		517		Station Numbers		Foot, Water, Wyo and Terrible		Distance from Green Jay		STATIONS		Communicating Stations		Capacity of Siding		Telegraph Cables	
Way Freight		MOTOR Long Lake Passenger								Time Table 103						504	
Monday Wednesday Friday		Daily except Sunday								September 24, 1939						MOTOR Green Bay Passenger	
AM 8.00		AM 9.55		886		0.0		GREEN BAY.		CS		FO		PM 4.20		PM 1.05	
AM 8.45	AM 10.03	8806	WY	18.57	PULASKI	CS	60	KY	PM 3.49	PM 12.10							
\$ 9.00	\$ 10.13	8808		23.73	KRAKOW				\$ 3.38	\$ 11.57							
\$ 9.10	\$ 10.17	8610		25.44	GREEN VALLEY	CS	54	G	\$ 3.34	\$ 11.50							
\$ 9.50	\$ 10.23	3472	FW	32.76	GILLETT	CS	56	DU	\$ 3.23	\$ 11.30							
9.55	10.26		Y	33.90	GILLETT JCT.				3.18	10.30							
10.20	10.44	3806		39.63	CLAYWOOD			25	3.09	10.10							
\$ 10.25	\$ 10.48	3809		41.40	SURING	CS	34	RI	\$ 3.06	\$ 10.05							
\$ 11.05	\$ 10.56	3814		47.45	BREED			34	\$ 2.56	\$ 9.40							
\$ 11.25	\$ 11.02	3816	W	50.87	BONITA			40	\$ 2.50	\$ 9.32							
11.40	\$ 11.11	3820		53.00	MOUNTAIN	CS	44	MI	\$ 2.43	\$ 9.20							
\$ 12.35	\$ 11.30	3824		63.12	LAKEWOOD	CS	37	KS	\$ 2.25	\$ 8.45							
\$ 1.20	\$ 11.37	3825		69.21	TOWNSEND	CS	34	NS	\$ 2.16	\$ 8.24							
\$ 2.16	\$ 11.45	3827		74.25	CARTER			17	\$ 2.07	\$ 8.08							
\$ 2.32	\$ 11.51	3826		77.53	SOPERTON				\$ 2.01	\$ 7.55							
\$ 2.40	\$ 11.55	3828	W	79.99	WABENO	CS	27	W	\$ 1.58	\$ 7.50							
\$ 3.10	\$ 12.04			83.32	PADUS				\$ 1.49	\$ 7.20							
3.22	\$ 12.10	3830		86.50	BLACKWELL JCT.			17	\$ 1.44	7.10							
3.30	\$ 12.17	3831	FW Y	88.08	LAONA	CS	29	GO	\$ 1.40	7.00 AM							
3.35 PM	12.27			93.87	SIDING NO. 62			25	1.28								
	12.29	3833		95.37	SOO LINE CROSSING				1.26								
	\$ 12.39	3836		101.54	NEWALD	CS	35	A	\$ 1.17								
	12.55 PM	3840	W	109.19	LONG LAKE	CS	40	JN	1.00 PM								
		3846		115.20	TIPLER			34									
		785	Y	123.30	SCOTT LAKE			43									
Monday Wednesday Friday	Daily except Sunday								Daily except Sunday	Tuesday Thursday Saturday							

BETWEEN TWO RIVERS JUNCTION AND TWO RIVERS

WESTWARD			Station Numbers Foot, Water, Wyo and Territorial	Distance from Two Rivers Junction	Sub-Division 5a STATIONS Time Table 103 September 24, 1939			Communicating Stations	Capacity of Siding	Telegraph Calls	EASTWARD	
SECOND CLASS		FIRST CLASS			FIRST CLASS	THIRD CLASS						
	231										202	
	Freight										Freight	
	Daily except Sunday										Daily except Sunday	
	AM 9.50			0.00	TWO RIVERS JCT.						PM 5.04	
	10.15 AM		3279	0.30	TWO RIVERS	CS	11	RS			4.50 PM	
	Daily except Sunday										Daily except Sunday	

General Rules governing employees of the Operating Department, dated December 1st, 1929, are issued in book form.

Every employee, whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

The following signs when placed before the figures of the schedule indicate:

a—Regular stop.
f—Flag stop to receive or discharge passengers or freight.
M—Meals. N—Luncheon.

The following signs when placed elsewhere indicate:

F—Fuel. W—Water.
TT—Turn table. Y—Wye.
CS—Communicating station.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely, so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under the condition above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, buildings, structures, station platform canopies and obstructions which, owing to local conditions or requirements do not give clearance to men on top of or on side of car or engine.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these obstructions. New employees must exercise great care in this respect.

SPECIAL RULES

Standard Time. 1. Clocks showing Central Standard time are located at yard office North Fond du Lac, telegraph offices Janesville, Fond du Lac, South Oshkosh, Wisconsin Rapids, Marshfield, Milwaukee Depot, Manitowoc, Sheboygan, Kaukauna, Eland, Laona, Green Bay and North Green Bay. Roundhouses at Sheboygan, Manitowoc, Green Bay and North Fond du Lac.

Superior Direction. 2. EASTWARD trains are superior to WESTWARD trains of the same class except between Duck Creek and K. G. B. & W. crossing, Green Bay. Rule 8-72

Register Stations. 3. Train registers are located at Fond du Lac, North Fond du Lac, Clyman Junction, Watertown, Janesville, Bannerman, Marshfield, (Soo Line trains at Soo Line Station), Wisconsin Rapids, South Yard, Sheboygan, Calumet Tower, Manitowoc, Two Rivers, Green Bay, North Green Bay, Eland, Gillett, Stiles Jet., Oconto, Laona, Long Lake for Nos. 517 and 504. At Appleton Junction for Nos. 125, 55 and 296. At South Oshkosh, for Ashland Division trains. Trains not stopping at Clyman Junction, North Green Bay, Pulaski, Calumet Yard Tower and South Yard may register by using Register Blank R during open office hours.

Eastward trains will obtain train order register check at Marshfield. Westward trains via the Sheboygan Cut-off, before entering the main line will get a register check from the Train Dispatcher. Freight trains will not register at Green Bay. Westward trains originating at Milwaukee will obtain at Milwaukee a train order register check on superior trains at Wisconsin. Westward trains via Butler will obtain at Butler a train order register check on superior trains at Wisconsin.

Bulletin Boards. 4. Bulletin boards are located as follows: For CONDUCTORS, TRAINMEN AND YARDMEN: South Janesville, Janesville, Fond du Lac, North Fond du Lac, South Oshkosh, Neenah, Wisconsin Rapids, Marshfield, C. St. P. M. & O. Telegraph Office and Soo Line passenger station, Milwaukee, Sheboygan, Manitowoc, Calumet Yard, Green Bay, North Green Bay, Laona, Oconto and Eland. FOR ENGINEMEN: South Janesville, North Fond du Lac, Marshfield, South Oshkosh, Milwaukee, Sheboygan, Calumet Yard, Green Bay, North Green Bay, and Eland.

Trains Obtain Clearance. 5. Trains will not be required to obtain Clearance Form A at initial division or sub-division station when same is a non-communicating station. Clearance or the office is closed except as otherwise provided. Trains from Butler will not be required to obtain Clearance Form A Rule 83-A at Wisconsin when train order signal is clear. Trains from Milwaukee will not be required to obtain Clearance Form A at Wisconsin.

Train Orders. 6. In two or more track districts extra trains will be operated with Rule D-97a out train orders.

Two Track District. 7. Two main tracks are in operation as follows:

Tower NW to Tower DX.
For River bridge (Cape Street) Oshkosh to Tower CF.
Tavil to Cross-over at K. G. B. & W. crossing.

Normal position of switches at Tavil and Tower DX is for eastward trains.

Freight Trains Carrying Passengers. 8. The following freight trains only will be permitted to carry a limited number of passengers provided with proper transportation.

No. 39 Between Ripon and Bannerman.
No. 35 Between Bannerman and Wisconsin Rapids.
No. 67 Between Oshkosh and Tower CF.
No. 49 Between Grimms and Forest Jet.
No. 231 Between Manitowoc and Two Rivers.
No. 47 Between Fond du Lac and Sheboygan.
No. 34 Between Wisconsin Rapids and Ripon.
No. 66 Between Tower CF and Oshkosh.
No. 202 Between Two Rivers and Manitowoc.
No. 46 Between Sheboygan and Fond du Lac.

Freight Train Inspection. 9. All freight trains will stop and train crews will make an inspection of their train at the following points:

EASTWARD—Burnett for trains that stop for water, Clyman Jet. for trains that do not stop at Burnett, Watertown, Wild Rose, Ripon Jet., St. Cloud, South Yard, Calumet Yard, Gillett, Shawano, Mountain.

WESTWARD—Clyman Junction, Wild Rose, St. Cloud, South Yard, Calumet Yard, Gillett, Shawano.

Janesville. 10. The main track between Janesville passenger station and Madison Division switch will be used jointly by Lake Shore, Wisconsin and Madison Division trains. Trains and engines will run at restricted speed.

Wisconsin Rapids and Marshfield. Between Eastmar and Westrap, trains and engines of C. & N. W. and M. St. P. & S. S. M. Ry. will use main track and passing tracks jointly and in common, governed by rules and timetable of C. & N. W. Ry. Trackage from Eastmar to two miles east of Arpin owned and maintained by M. St. P. & S. S. M. Ry. Trackage from two miles east of Arpin to Westrap owned and maintained by C. & N. W. Ry. Industry tracks at Arpin and Vesper to be used only by the owning company. All movements will approach Eastmar and Westrap at restricted speed expecting to find trains or engines occupying or entering and leaving main track. Rule No. 93 applies between yard limit boards and junction switch at these points.

Normal position of Junction switch at Eastmar will be for Soo Line trains.

Normal position of Junction switch at Westrap will be for C. & N. W. trains.

Marshfield. The main track between the Soo Line transfer switch, located 1100 feet east of the Lake Shore and Ashland Division junction switch, and the yard limit board just east of the yard two miles east of Marshfield will be used jointly by trains and engines of the C. St. P. M. & O. Ry. and the Ashland and Lake Shore Divisions. Lake Shore Division Time Table rules will govern.

The main track between the passenger station and the Soo Line Transfer switch, located 1370 feet east of the C. St. P. M. & O. and Ashland Division junction switch, will be used jointly and in common and irrespective of class, by trains and engines of the Soo Line and the C. St. P. M. & O. Ry. and the Lake Shore and Ashland Divisions. All trains and engines in this district must run prepared to stop within their vision.

Sheboygan. The main track between Maryland Avenue and Sheboygan passenger station will be used jointly by Sub-Division 3 and 5 trains. Trains within the above limits will run at restricted speed. Sub-Division No. 3 trains will send flagman east of viaduct before entering the main line of Sub-Division No. 5.

Stiles Jet. and Oconto. C. M. St. P. & P. Ry. trains and engines will use C. & N. W. Ry. tracks jointly and in common between interchange track switch at Stiles Jet. and the C. M. St. P. & P. connection switch west of roundhouse at Oconto.

All movements approaching these points will be at restricted speed and looking out for C. M. St. P. & P. engines or trains occupying or entering and leaving main track. Rule No. 93 applies within yard limit boards at both points.

Flanders Spur. The three yard tracks, wye track and 600 feet of logging line will be used jointly and in common by engines of C. & N. W. Ry. and Oconto Co. All movements must be made looking out for other engines and for cars on all tracks.

Movements at Milwaukee. All trains will approach the cross-overs at the north and south ends of Milwaukee passenger station under restricted speed, prepared to stop within their vision, and proceed on signal from switch tender, and in absence of such signal will come to a full stop and flag themselves into station. When operating on station tracks between the cross-overs 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 will do so at a very restricted speed, and exercise great care to prevent accidents. Station attendants will assist in protecting such movements to the fullest extent possible, and enginemen on approaching engines will keep sharp lookout for signals.

Movements at Green Bay. Between Tavil and K. G. B. & W. Crossing all movements will be made at restricted speed, expecting to find trains or engines moving against current traffic and extreme caution must be used by all Eastward movements around curve East of K. G. B. & W. Crossing and by all movements around curve between Tavil and G. B. & W. Crossing at Mason street.

Movements between North Fond du Lac and Tower NW. Westward trains from Sub-divisions 3 and 4 entering North Fond du Lac yard will use the third track from Tower WF.

North Fond du Lac and Tower NW. Eastward trains and light engines leaving North Fond du Lac yard will enter the eastward main track through cross-over at east end of yard. Eastward movements entering North Fond du Lac yard will enter at cross-over from eastward main track 1.5 miles east of Tower DX.

Trains from the Marshfield line, before entering any track at Tower PR, conductor or engineer must ascertain by telephone from the operator at North Fond du Lac or Fond du Lac whether all overdue trains affecting their rights have passed.

Movements at Pulaski. The main track between the Junction Switch and Passenger Station will be used jointly by Sub-Divisions 6 and 8 trains. All trains will move at restricted speed.

Movements at Nekoosa and Port Edwards. Trains and engines must approach Port Edwards and Nekoosa at restricted speed expecting to find engines of the Nekoosa-Edwards Paper Co. switching on C. & N. W. side tracks and their engine fouling main track with or without cars.

Mail Cranes. 11. Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and Trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Whistling Prohibited. 12. The whistle of any locomotive will not be sounded within the city limits of Oconto, Green Bay, Shorewood or the village limits of Fox Point, except such as may be absolutely necessary to prevent injury to persons or to property.

Air Brakes, Rule 1073. 13. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Reverse Movement Two Track Districts. 14. Whenever any train is operated against the current of traffic of such train will be restricted to not exceed twenty (20) miles per hour at any point. Trains in both directions, those operating against the current of traffic and those operating with the current of traffic in territory which is made single track, will approach terminals of single track operation at a speed of not to exceed ten (10) miles per hour.

A train moving in the reverse direction in two track district must not exceed ten (10) miles per hour over dangerous highway crossings, including crossings equipped with automatic signal protection or within the limits of any city.

Crossing Protection Ft. Atkinson. 15. Crossing flagmen are on duty on So. 5th, Milwaukee and Main Streets and Sherman Ave., from 8:45 to 5:05 p. m., daily, except Sunday. At all other times switch and freight trains will be preceded by flagman over these streets. No. 25 will reduce speed to 3 miles per hour over these crossings.

Crossing Protection Jefferson. 16. Between 6:00 a. m. and 9:00 a. m. all trains will stop and flag over Milwaukee Street crossing and between 5:00 p. m. Saturdays and 6:00 a. m. Mondays, will not exceed 5 miles per hour through City of Jefferson.

Crossing Protection Neenah. 17. At East Forest Ave. all switch movements must be protected by member of crew when crossing flagman is not on duty.

Crossing Protection Oconto. 18. All train and engine movements over Highway No. 41 crossing west of C. M. St. P. & P. crossing during the night will come to a stop and trainmen flag the crossing, and if empty flat cars in train must be protected by trainmen on each side of train.

Use of Engine Sanders. 19. The use of sand is prohibited on interlocking plants between the home signals; also between the fouling point and switch points on any turnout connected with the main line; also yard engines and gas-electric motor trains must not use sand on main tracks within yard limits in 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.

Sprinkling Hogs Rule 731. 20. Conductors will see that Rule 731 is observed and that record is entered on wheel report in space provided showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Ripon, South Oshkosh, Ft. Atkinson, Denmark, Calumet Yard, South Yard, Port Washington, Shawano, Gillett.

BLOCKING RULES

Automatic 21. Tower NW to Tavil.
Wisconsin to Rosemere.
Calumet yard to Rosemere via cut-off.

Centralized Control 22. "Westward, between Signal 801 west of K. G. B. & W. crossing, Green Bay and Duck Creek; Eastward between Signals 808 and 808A, 715 ft. west of junction switch Duck Creek and end of two tracks west of K. G. B. & W. crossing, Green Bay, Rules 401 to 406, 501AA to 501C and 601A to 601G govern."

Telephones for communication with train dispatcher are located as follows:

At all signals except 806 and 807.

At west end at Saranac on Peninsula Division.

At industry track switch west of Signal 802; at Yard Office North Green Bay.

When given oral permission to pass a Stop signal a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

When red light is visible on pole located on the west side of main track at Duck Creek, trainmen of stopped or waiting trains on either division will immediately call the train dispatcher on the telephone and ask for instructions.

Trains can enter Duck Creek passing track at the west end without interfering with the centralized control system, but no train, engine or car will enter the main track from the east end of this passing track without permission from the train dispatcher.

Manual 23. Rules 302A to 373 govern between:

Tower NW and Janesville... 7:30 AM to 4:30 PM.

Manual Block Rules will not prohibit switch engines or trains from occupying the main track between yard limit boards at the following stations:

Fort Atkinson, Jefferson, Jefferson Jct., Clyman Jct., Juneau.

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

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train ten minutes.

Time Spacing 24. Except as above specified, Rules 380 to 382 govern and trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within fifteen minutes.

Blocking 25. Peninsula Division trains starting at North Green Bay will receive Peninsula instructions at the telegraph office as to condition of manual block between Duck Creek and the next open block west of Duck Creek. 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 authority before proceeding.

SPRING SWITCHES

26. Rules 104f, 104g, 510a, and 512b will be observed

Janesville At end of Two Tracks one-fifth (1/5) mile west of Janesville passenger station. Normal position is for eastward movements.

Tower DX 1. At End of Two Tracks, normal position for Eastward movement.
2. On Eastward main track to Westward yard lead, normal position for main track movements.

Oshkosh At east End of Two Tracks, normal position is for westward movements.

Roths. Main track switch to Sheboygan Cut-off, normal position is for main track movements.

Manitowoc Main track switch of the cross-over to the switch lead track, normal position is for main track.

Green Bay 1. At End of Two Tracks, normal position is for eastward movements.
2. On the eastward main track to westward yard-lead, normal position is for yard-lead.

3. On eastward main track to eastward yard-lead, normal position is for main track.

When given oral permission to pass a Stop signal which governs over a spring switch in the facing direction, trainmen or enginemen must examine the spring switch points to know that they are fully closed before moving over the switch.

YARDING CARS

Clyman Junction

Lake Shore Division through freight trains will set out cars at Clyman Jct. on track No. 2 in the material yard.

Madison Division through freight trains will set out cars at Clyman Jct. on track No. 1 in the material yard.

Way freight trains on both divisions will set out their cars as instructed by the Agent or the Operator on duty.

CROSSINGS, JUNCTIONS AND DRAW BRIDGES

28. Crossings, Junctions and Draw-Bridges at which Rules 601A to 672 Amended, will be observed:

C. M. St. P. & P. 3 miles west of Janesville.
C. & N. W. Clyman Jct.
C. M. St. P. & P. and C. & N. W. Tower NW, Fond du Lac.
M. St. P. & S. S. M. Oshkosh (on Oshkosh Trans. Co. tracks).
M. St. P. & S. S. M. and C. & N. W. Tower CF.
C. & N. W. Wisconsin.
C. & N. W. Calumet Yard.
C. & N. W. Rosemere.
M. St. P. & S. S. M. Shawano.
M. St. P. & S. S. M. Soo Line Crossing.

In addition to observing Rules 601A to 672, amended, the following instructions govern at interlockings at the following points:

C. & N. W. and C. M. St. P. & P. 1/5 mile west of Janesville.
K. G. B. & W. Crossing Green Bay.

When a train or engine has been stopped by a Stop-signal at the above interlockings a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a Stop-signal, a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

Rules and instructions which will be observed at crossing of
C. M. St. P. & P. Watertown Jct.

C. & N. W. trains or engines will come to STOP at stopboards located 75 feet each side of crossing and thereafter may proceed when color light dwarf signal indicates YELLOW, Rule 601G, and the gate east of crossing is not across track or upon verbal instructions from operator at depot who controls the signals. Rules 601A to 601G apply.

Rules and instructions which will be observed at crossing of
M. St. P. & S. S. M. Neenah.

When Stop is indicated—Westward, Rules 501A and 509c; Eastward, Rules 501AA and 509a, and in addition, crews must know that gates are clear and must obtain permission from the gate-tender to move over the crossing. When Rule 501B is indicated, trains or engines need not stop, but the engine or leading car must not exceed a speed of 15 miles per hour, EASTWARD, 25 miles per hour, WESTWARD, passing the signal.

In addition to observing Rules 601A to 672, amended, all trains must 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 the speed shown below passing the home signal.

	Miles per Hour
M. St. P. & S. S. M.	2 miles west of Tower NE.... 15
C. M. St. P. & P.	Milton Junction..... 15
C. & N. W.	Jefferson Junction..... 20
C. M. St. P. & P.	Minnesota Junction..... 20
C. M. St. P. & P.	Burnett..... 20
C. M. St. P. & P.	3 miles east of Fond du Lac... 20
M. St. P. & S. S. M.	1 mile east of Fond du Lac... 20
Fox River Bridge.....	Oshkosh..... 15
C. & N. W.	Appleton Junction..... 15
C. M. St. P. & P. & C. & N. W.	Tavil..... 15
G. B. & W.	1/2 mile west of Tavil..... 15
Fox River Bridge.....	Green Bay..... 15
K. G. B. & W. Elevator Lead	Green Bay..... 15
C. & N. W.	Sheboygan Belt Line..... 20
C. M. St. P. & P.	Plymouth..... 15
C. M. St. P. & P.	Stiles Junction..... 20
C. M. St. P. & P.	Oconto..... 15

Rules and instructions which will be observed at crossing of
C. M. St. P. & P. Forest Jct.

C. & N. W. trains or engines will come to STOP at stopboards located on each side of crossing and thereafter may proceed if color light dwarf signal indicates YELLOW, Rule 601G. Signal on passing track operates only after opening of main track switch. If signals indicate RED, Rule 601A, operate as per Rule 672. Rules 601A to 601G, 662 and 672, amended, apply.

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a 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 No. 672.

29. Junctions at which Rules 401 to 407 and 601A to 601F will be observed.

C. & N. W.

Duck Creek.

30. Crossings, Junctions and Draw-Bridges at which Rule 98 will be observed.

Crossings	Railway	Location
C. M. St. P. & P.		Neenah Water Power.
C. M. St. P. & P.		Depere Water Power.
M. St. P. & S. S. M.		Tower PR.
C. M. St. P. & P.		Ripon Jct.
M. St. P. & S. S. M.		Bancroft.
C. M. St. P. & P.		Tower NE.
C. M. St. P. & P.		Wisconsin Rapids.
M. St. P. & S. S. M.		Wisconsin Rapids.
G. B. & W.		One-half mile west Wisconsin Rapids.
M. St. P. & S. S. M.		One-fourth mile east of Port Edwards.
N. E. P. Co. (Gauntlet track)....		One and three-fourths miles west of Port Edwards.
N. E. P. Co. Ry.		Nekoosa.
T. M. E. R. & L. Ry.		Port Washington, Belt Line.
C. & N. W.		Gillett.
C. M. St. P. & P. & C. & N. W.		Oconto, Down Town Lead.
C. M. St. P. & P.		Reiss Coal Dock Lead, Green Bay.
Draw-Bridges		Fox River..... Kaukauna Water Power.
		Fox River..... Depere Water Power.
Junctions		WESTWARD—Marshfield, Scott Lake. Branch Line Trains at their respective junction switches.

Cleaning 31. Ash pans may be cleaned at the following places:

Ash Pans	Location	Capacity
Kaukauna.....	Penstock	South Oshkosh..... Penstock
Burnett.....	Water tank	Jefferson Junction.... Water tank
Ft. Atkinson.....	Water tank	St. Cloud..... Water tank
Laona.....	Water tank	Calumet Yard..... Water tank
Gillett.....	Spur track	South Yard..... Water tank
Denmark.....	Water tank	Green Bay..... Passenger station

Cinders may be dumped when engine is standing on any siding, excepting in no case in close proximity to buildings of any kind; in all cases fire in cinders must immediately be extinguished.

TRACK SCALES

Location	Length	Capacity
Fond du Lac, Brook St., opp. Freight House.....	46 feet	100 tons
No. Fond du Lac, center of Yard.....	50 "	125 "
So. Oshkosh, Freight House Yard.....	50 "	100 "
Neenah, center of Storage Yard.....	50 "	100 "
Appleton, east end of passing track	40 "	100 "
Sheboygan, Freight House Yard.....	50 "	100 "
Sheboygan, Lake Front.....	46 "	120 "
Sheboygan, Reiss Coal Yard.....	40 "	120 "
Bannerman.....	50 "	125 "
Marshfield.....	50 "	125 "
Calumet Yard.....	40 "	100 "
Manitowoc, Lake Front.....	40 "	100 "
North Green Bay.....	50 "	125 "
Shawano.....	40 "	100 "
Laona.....	40 "	100 "

WATCH INSPECTORS

Milwaukee.....	H. HAMMERSMITH, 201 Alhambra Bldg.
Milwaukee.....	J. WELLSTIEN & CO., 1116 W. National Ave.
Milwaukee.....	H. J. OBERST, 615 W. Mitchell Ave.
Milwaukee.....	M. H. KLOPF, 2369 Kinnickinnie Ave.
Milwaukee.....	W. A. WAMPACH, 429 1/2 Farwell Ave.
Manitowoc.....	J. E. RUMMELE CO.
Sheboygan.....	A. IMIG SONS, 621 No. 8th St.
Kaukauna.....	J. M. SCHEER, 123 E. 2nd St.
Oconto.....	WM. RUNKEL, 1023 Main St.
Janesville.....	DEWEY & BRANDT, 16 E. Milwaukee St.
Jefferson.....	JOSEPH WESTERMAN.
Watertown.....	A. WIGGENHORN & SON, 13 Main St.
Fond du Lac.....	P. KRUMENACHER, 37 No. Main St.
No. Fond du Lac.....	D. W. TRESOTT.
Oshkosh.....	J. F. KRUMRICH, 145 Main St.
Neenah.....	P. A. HAERTL.
Appleton.....	M. SPECTOR, 626 Appleton St.
Green Bay.....	HALFPAP BROS., 409 Douglas St. and 614 S. Broadway.
Wisconsin Rapids.....	J. E. DALY, Drug and Jewelry Co.
Marshfield.....	W. L. Gray, Freight Station.

SPEED RESTRICTIONS

LAKESHORE 11

BETWEEN JANESVILLE AND TAVIL

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	Trains
Janesville	Between Janesville station and C. M. St. P. & P.-C. & N. W. Crossing one-fifth mile west of Janesville.....	15	15	15
Janesville and Tower MI	Between C. M. St. P. & P.-C. & N. W. Crossing one-fifth mile west of Janesville and 3000 feet east of Tower MI.....	35	35	20
Janesville and Tower MI	Between 3000 feet east of Tower MI and C. M. St. P. & P. Crossing at Tower MI.....	35	35	30
Janesville and Milton Jct.	Over C. M. St. P. & P. Crossing at Tower MI.....	30	30	30
Janesville and Milton Jct.	Between C. M. St. P. & P. Crossing at Tower MI and C. M. St. P. & P. Crossing at Milton Jct.....	35	35	30
Milton Jct.	Over C. M. St. P. & P. Crossing at Milton Jct.....	15	15	15
Milton Jct.	Over Madison Ave. crossing 1000 feet west of Milton Jct..... All movements between 7:30 a. m. and 7:15 p. m. STOP and flag crossing.....	5	5	5
Milton Jct. and Ft. Atkinson	Between Madison Ave. crossing 1000 feet west of Milton Jct. station and east city limits of Fort Atkinson.....	45	50	30
Ft. Atkinson	Through city of Fort Atkinson.....	12	12	12
Fort Atkinson and Jefferson	Between west city limits of Fort Atkinson and east city limits of Jefferson.....	45	50	30
Jefferson City Limits	Between east city limits of Jefferson and Candise Street crossing 1200 feet west of Jefferson station.....	12	12	5
Jefferson City Limits	Candise Street crossing 1200 feet west of Jefferson station.....	Stop	Stop	Stop
Jefferson City Limits	Between Candise Street crossing 1200 feet west of Jefferson station and west city limits of Jefferson.....	12	12	5
Jefferson and Jefferson Jct.	Between west city limits of Jefferson and C. & N. W. Crossing at Jefferson Jct.....	45	50	30
Jefferson Jct.	Over C. & N. W. Crossing at Jefferson Jct.....	15	15	15
Jefferson Jct. and Johnson Creek	Between C. & N. W. Crossing at Jefferson Jct. and east city limits of Johnson Creek.....	45	50	30
Johnson Creek	Through city of Johnson Creek ...	12	12	12
Johnson Creek and Watertown	Between west city limits at Johnson Creek and C. M. St. P. & P. Crossing at Watertown.....	45	50	30
Watertown	C. M. St. P. & P. Crossing.....	Stop	Stop	Stop
Watertown City Limits	Between C. M. St. P. & P. Crossing and Church Street crossing 5000 feet west of C. M. St. P. & P. Crossing.....	15	15	15

BETWEEN JANESVILLE AND TAVIL—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	Trains
Watertown and Clyman Jct.	Between Church Street crossing at Watertown and Interlocking Plant at Clyman Jct.....	45	50	30
Clyman Jct.	Interlocking Plant at Clyman Jct.....	15	15	15
Clyman Jct. and Juneau	Between Clyman Jct. Interlocking Plant and east city limits of Juneau.....	45	50	30
Juneau City Limits	Through City of Juneau.....	10	10	10
Juneau and Minnesota Jct.	Between west city limits of Juneau and C. M. St. P. & P. Crossing at Minnesota Jct.....	45	50	30
Minnesota Jct.	Over C. M. St. P. & P. Crossing....	20	20	20
Minnesota Jct. and Burnett	Between C. M. St. P. & P. Crossing at Minnesota Jct. and C. M. St. P. & P. Crossing at Burnett.....	45	50	30
Burnett	Over C. M. St. P. & P. Crossing....	20	20	20
Burnett and Tower NW	Between C. M. St. P. & P. Crossing at Burnett and C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW.....	45	50	30
Oakfield and Tower NW	Over C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW.....	20	20	20
Oakfield and Tower NW	Between C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW and M. St. P. & S. S. M. Crossing four-fifths mile east of Tower NW.....	45	50	30
Oakfield and Tower NW	Over M. St. P. & S. S. M. Crossing four-fifths miles east of Tower NW.....	20	20	20
Oakfield and Tower NW	Between M. St. P. & S. S. M. Crossing four-fifths mile east of Tower NW and Interlocking Plant at Tower NW.....	45	50	30
Tower NW	Interlocking Plant at Tower NW...	15	15	15
Fond du Lac City Limits	Between Interlocking Plant at Tower NW and Division Street 500 feet west of Fond du Lac.....	10	10	10
Fond du Lac City Limits	Between Division Street 500 feet west of Fond du Lac Station and Scott Street one and one-tenth mile west of Fond du Lac station.....	20	20	20
Tower WF and North Fond du Lac	Between Scott Street crossing one and one-tenth mile west of Fond du Lac and east end of North Fond du Lac.....	40	40	40
Tower WF and Tower DX	Main lead track Tower WF to Tower DX.....	20	20	20
Tower PE and Tower DX	Between east end North Fond du Lac yard and Tower DX.....	60	60	45
Tower DX	Through switches at Tower DX, WESTWARD.....	40	40	35
	EASTWARD.....	60	60	45

BETWEEN JANESVILLE AND TAVIL—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	Trains
Tower DX and South Oshkosh	Between Tower DX and east city limits of Oshkosh.....	60	60	45
Oshkosh City Limits	Through City of Oshkosh (over Fox River Bridge and spring switch at end of two tracks).....	12	12	12
Oshkosh and Tower CF	Between west city limits of Oshkosh and Tower CF.....	60	60	45
Tower CF	Interlocking Plant at Tower CF, straight route EASTWARD.....	60	60	45
	WESTWARD.....	25	25	25
Tower CF	Interlocking Plant at Tower CF, diverging route to and from Ashland Division.....	12	12	12
Tower CF and Neenah	Between Interlocking Plant at Tower CF and east city limits of Neenah.....	60	60	45
Neenah City Limits	Between east city limits of Neenah and M. St. P. & S. S. M. Crossing two-fifths mile west of Neenah ..	12	12	12
Neenah	Over M. St. P. & S. S. M. Crossing two-fifths mile west of Neenah, EASTWARD.....	15	15	15
	WESTWARD.....	25	25	25
Neenah and Appleton Jct.	Between M. St. P. & S. S. M. Crossing two-fifths mile west of Neenah and curve west of Bridge No. 366 one and one-tenth miles west of Neenah.....	60	60	45
Neenah and Appleton Jct.	Around curve west of Bridge No. 366 one and one-tenth miles west of Neenah.....	40	40	30
Neenah and Appleton Jct.	Between curve one and one-tenth mile west of Neenah and C. & N. W. Crossing at Appleton Jct....	60	60	45
Appleton Jct.	Over C. & N. W. Crossing at Appleton Jct.....	15	15	15
Appleton City Limits	Between C. & N. W. Crossing at Appleton Jct. and west city limits of Appleton.....	15	15	15
Appleton and Kaukauna	Between west city limits of Appleton and east city limits of Kaukauna.....	60	60	45
Kaukauna City Limits	Through City of Kaukauna.....	15	15	15
Kaukauna and Wrightstown	Between west city limits of Kaukauna and curve at Highway No. 41 crossing three miles west of Kaukauna.....	60	60	45
Kaukauna and Wrightstown	Around curve at Highway No. 41 crossing three miles west of Kaukauna.....	50	50	35

SPEED RESTRICTIONS

BETWEEN JANESVILLE AND TAVIL—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Kaukauna and Wrightstown	Between curve at Highway No. 41 crossing three miles west of Kaukauna and east end of curve at Wrightstown.....	60	60	45
Wrightstown	Around curve at Wrightstown.....	45	45	45
Wrightstown and De Pere	Between west end of curve at Wrightstown and De Pere.....	60	60	45
De Pere and Tavil	Between De Pere and three-fourths mile west of De Pere.....	15	15	15
De Pere and Tavil	Between three-fourths mile west of De Pere and Tavil.....	60	60	45

BETWEEN SHEBOYGAN AND MARSHFIELD

Sheboygan	Between Maryland Ave. and C. & N. W. Crossing on Sheboygan Cut-Off.....	20	20	20
Sheboygan	Over C. & N. W. Crossing on Sheboygan Cut-Off.....	20	20	20
Sheboygan and Sheboygan Falls	Between C. & N. W. Crossing on Sheboygan Cut-Off and Sheboygan Falls.....	35	35	25
Sheboygan Falls City Limits	Between Sheboygan Falls and west city limits.....	6	6	6
Sheboygan Falls and Plymouth	Between west city limits of Sheboygan Falls and C. M. St. P. & P. Crossing at Plymouth.....	35	35	25
Plymouth and Glenbeulah	Between C. M. St. P. & P. Crossing at Plymouth and curve two and one-half miles east of Glenbeulah.....	35	35	25
Plymouth and Glenbeulah	Around three degree curve two miles to two and one-half miles east of Glenbeulah.....	15	15	15
Plymouth and Hull's Crossing	Between curve two miles east of Glenbeulah and highway crossing one mile west of Glenbeulah....	35	35	25
Glenbeulah and Hull's Crossing	Between highway crossing one mile west of Glenbeulah and two miles west of Glenbeulah.....	25	25	20
Glenbeulah and St. Cloud	Between two miles west of Glenbeulah and St. Cloud.....	35	35	25
St. Cloud	Passing station at St. Cloud.....	12	12	12
St. Cloud and Silica	Between St. Cloud and one-half mile east of Silica.....	35	35	25
St. Cloud and Taycheedah	Between one-half mile east of Silica and Taycheedah.....	25	25	20
Taycheedah and Tower WF	Between Taycheedah and North Main Street crossing seven-tenths mile east of Tower WF.....	35	35	25

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Fond du Lac City Limits	Over North Main Street crossing seven-tenths mile east of Tower WF.....	5	5	5
Fond du Lac City Limits	Between North Main St. crossing seven-tenths mile east of Tower WF and Tower WF.....	15	15	15
Tower PR	M. St. P. & S. S. M. Crossing.....	Stop	Stop	Stop
Tower PR and Eldorado	Between Tower PR and Highway No. 41 crossing three-fourths mile west of Tower PR.....	40	45	30
Tower PR and Eldorado	Over Highway No. 41 crossing three-fourths mile west of Tower PR ..	20	20	20
Tower PR and Rosendale	Between Highway No. 41 crossing three-fourths mile west of Tower PR and Highway No. 26 crossing east end of Rosendale station platform.....	40	45	30
Rosendale	Over Highway No. 26 crossing east end of station platform.....	15	15	15
Rosendale and Ripon Jct.	Between Rosendale station and C. M. St. P. & P. crossing at Ripon Jct.....	40	45	30
Ripon Jct.	C. M. St. P. & P. Crossing.....	Stop	Stop	Stop
Ripon Jct. and Green Lake	Between C. M. St. P. & P. Crossing at Ripon Jct. and Bridge No. 1019 two and seven-tenths miles west of Ripon.....	30	30	20
Ripon and Princeton	Between Bridge 1019 two and seven-tenths miles west of Ripon and east end of St. Marie Marsh at Mile Post 31.....	40	45	30
Green Lake and Princeton	Over St. Marie Marsh between Mile Post 31 and Mile Post 33.....	30	30	20
Green Lake and Princeton	Between Mile Post 33 and curve at Princeton.....	40	45	30
Princeton	Between Princeton and Fox River bridge three-tenths mile west of Princeton.....	30	30	20
Princeton and Neshkoro	Between Fox River Bridge three-tenths mile west of Princeton and State Street crossing 600 feet west of Neshkoro.....	40	45	30
Neshkoro	Over State Street crossing 600 feet west of Neshkoro station.....	15	15	15
Neshkoro and Bannerman	Between State Street crossing 600 feet west of Neshkoro and Junction Switch at Bannerman.....	40	45	30
Bannerman	Over Junction Switch and around three degree curve at Bannerman.....	15	15	15
Bannerman and Wild Rose	Between curve at Bannerman Junction Switch and curve at Mile Post 102 three miles west of Wautoma.....	40	45	30

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Wautoma and Wild Rose	Around curves Mile Post 102 to Mile Post 103 four miles west of Wautoma.....	30	30	25
Wautoma and Wild Rose	Between curve at Mile Post 103 four miles west of Wautoma and curve 650 feet east of Wild Rose.....	40	45	30
Wild Rose	Around reverse curves between 650 feet east of and 1600 feet west of Wild Rose.....	20	20	20
Wild Rose and Almond	Between end of curve 1600 feet west of Wild Rose and Mile Post 110 three miles west of Wild Rose....	40	45	30
Wild Rose and Almond	Between Mile Post 110 and Mile Post 114, WESTWARD.....	40	45	30
	EASTWARD.....	30	30	25
Wild Rose and Almond	Between Mile Post 114 three miles east of Almond and Almond....	40	45	30
Almond and Bancroft	Between Almond and M. St. P. & S. S. M. Crossing at Bancroft.....	45	50	30
Bancroft	M. St. P. & S. S. M. Crossing.....	Stop	Stop	Stop
Bancroft and Tower NE	Between M. St. P. & S. S. M. Crossing at Bancroft and Mile Post 139 one mile east of Wisconsin River bridge.....	45	50	30
Kellner and Tower NE	Between Mile Post 139 one mile east of Wisconsin River Bridge and C. M. St. P. & P. Crossing at Tower NE.....	25	25	15
Tower NE	C. M. St. P. & P. Crossing.....	Stop	Stop	Stop
Tower NE and Wisconsin Rapids	Between C. M. St. P. & P. Crossing at Tower NE and Grand Ave. crossing 150 feet east of Wisconsin Rapids.....	20	20	20
Wisconsin Rapids	Grand Ave. Crossing 150 feet east of Wisconsin Rapids station platform.....	Stop	Stop	Stop
Wisconsin Rapids	Between Grand Ave. crossing 150 feet east of Wisconsin Rapids and C. M. St. P. & P. and M. St. P. & S. S. M. Crossings 1300 feet west of Wisconsin Rapids.....	20	20	20
Wisconsin Rapids	C. M. St. P. & P. and M. St. P. & S. S. M. Crossings 1300 feet west of Wisconsin Rapids.....	Stop	Stop	Stop
Wisconsin Rapids	Between C. M. St. P. & P. and M. St. P. & S. S. M. Crossings 1300 feet west of Wisconsin Rapids and G. B. & W. Crossing one-half mile west of Wisconsin Rapids....	20	20	20
Wisconsin Rapids	G. B. & W. Crossing one-half mile west of Wisconsin Rapids.....	Stop	Stop	Stop

SPEED RESTRICTIONS

LAKE SHORE 13

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Motor	Freight Trains
Wisconsin Rapids and Vesper	Between G. B. & W. Crossing one-half mile west of Wisconsin Rapids and reverse curves eight-tenth mile of Westrap.....	40	45	25
Wisconsin Rapids and Vesper	Around reverse curves eight-tenths mile west of Westrap....	25	25	20
Westrap and Marshfield	Between reverse curves eight-tenths miles west of Westrap and curve 900 feet east of C. St. P. M. & O.—M. St. P. & S. S. M. connection switches at Marshfield..	40	45	25
Marshfield	Around curve between C. St. P. M. & O.—M. St. P. & S. S. M. connection switches and 900 feet east..	15	15	15
Marshfield	See Rule No. 10, Page 9, regulating operation on joint track between C. St. P. M. & O.—M. St. P. & S. S. M. connection switches and Marshfield passenger station.....			

BETWEEN TOWER NE AND NEKOOSA

Tower NE and Port Edwards	Between Tower NE and M. St. P. & S. S. M. Crossing two and one-tenth miles west of Tower NE...	30	30	20
Tower NE and Port Edwards	Over M. St. P. & S. S. M. Crossing two and one-tenth miles west of Tower NE.....	15	15	15
Tower NE and Nekoosa	Between M. St. P. & S. S. M. Crossing two and one-tenth miles west of Tower NE and M. St. P. & S. S. M. Crossing one-fourth mile west of Port Edwards.....	30	30	20
Port Edwards and Nekoosa	M. St. P. & S. S. M. Crossing one-fourth mile west of Port Edwards.	Stop	Stop	Stop
Port Edwards and Nekoosa	Between M. St. P. & S. S. M. Crossing one-fourth mile west of Port Edwards and N. E. P. Co. Ry. Gauntlet track one and three-fourths miles west of Port Edwards.....	30	30	30
Port Edwards and Nekoosa	N. E. P. Co. Gauntlet track one and three-fourths miles west of Port Edwards.....	Stop	Stop	Stop
Port Edwards and Nekoosa	Between N. E. P. Co. Gauntlet track, one and three-fourths miles west of Port Edwards and N. E. P. Co. crossing 900 feet east of Nekoosa.....	30	30	20
Nekoosa	N. E. P. Co. Ry. Crossing 900 feet east of Nekoosa.....	Stop	Stop	Stop

BETWEEN BANNERMAN AND RED GRANITE

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Motor	Freight Trains
Bannerman and Red Granite	Between Bannerman and Red Granite.....	30	30	20
Red Granite	Depot Crossing, Protect by Flagman.....	Stop	Stop	Stop

BETWEEN WISCONA AND ELAND

Wiscona	Interlocking plant through diverging route to and from Milwaukee	25	25	25
Wiscona	Interlocking plant, to and from Tower BJ.....	25	25	25
Wiscona and Fox Point	Between Wiscona and one mile east of Fox Point.....	35	35	35
Wiscona and Port Washington	Between one mile east of Fox Point and east city limits of Port Washington.....	60	60	40
Port Washington City Limits	Through city of Port Washington...	15	15	15
Port Washington and Belgium	Between west city limits of Port Washington and curve two and one-half miles east of Belgium..	60	60	40
Signa and Belgium	Around curve two and one-half miles east of Belgium.....	50	50	40
Signa and Cedar Grove	Between curve two and one-half miles east of Belgium and Cedar Grove.....	60	60	40
Cedar Grove	Passing Cedar Grove station.....	20	20	20
Cedar Grove and Oostburg	Between Cedar Grove and Oostburg	60	60	40
Oostburg	Passing Oostburg station.....	20	20	20
Oostburg and Sheboygan	Between Oostburg and west end of South Yard.....	60	60	40
Sheboygan City Limits Main Line	Between west end South Yard and Center Ave. crossing 650 feet west of Sheboygan.....	15	15	15
Sheboygan City Limits Main Line	Over Center Ave. crossing 650 feet west of Sheboygan station.....	10	10	10
Sheboygan City Limits Main Line	Between Center Ave. crossing 650 feet west of Sheboygan and North Ave. crossing three-fourths mile east of Roths switch.....	15	15	15
Sheboygan City Limits Sheboygan Cut-off	Between South Yard and Roth's via Cut-Off.....	20	20	20

BETWEEN WISCONA AND ELAND—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Motor	Freight Trains
Sheboygan and Calumet Yard	Between Martin Ave. crossing one mile east of Roths and Interlocking Plant at Calumet Yard.....	60	60	40
Calumet Yard	Interlocking Plant at Calumet Yard.....	15	15	15
Manitowoc City Limits Main Line	Between Calumet Tower Interlocking Plant and west end of switch lead 1625 feet east of Manitowoc	25	25	20
Manitowoc City Limits Main Line	Over spring switch west end of switch lead 1625 feet east of Manitowoc.....	15	15	15
Manitowoc City Limits Main Line	Between west end of switch lead 1625 feet east of Manitowoc and Manitowoc.....	10	10	10
Manitowoc and Rosemere Main Line	Between Manitowoc and Rosemere Interlocking Plant.....	35	35	30
Manitowoc Cut-Off	Between Calumet Yard and Rosemere via Cut-Off.....	30	30	25
Rosemere	Interlocking Plant, straight routes.	30	30	30
Rosemere	Interlocking Plant, diverging routes	10	10	10
Rosemere and Denmark	Between Rosemere and Highway No. 141 crossing 730 feet east of Denmark.....	60	60	40
Denmark	Over Highway No. 141 crossing 730 feet east of Denmark.....	20	20	20
Denmark and Tavil	Between Highway No. 141 crossing 730 feet east of Denmark and Fox River Bridge one and one-fourth miles east of Tavil.....	60	60	40
Bellevue and Tavil	Over Fox River Bridge one and one-fourth miles east of Tavil.....	10	10	10
Green Bay City Limits	Between Fox River Bridge one and one-fourth miles east of Tavil and C. M. St. P. & P. Crossing at Tavil.....	15	15	15
Tavil	Over C. M. St. P. & P. Crossing and through switches at End of Two Tracks at Tavil— EASTWARD..... WESTWARD.....	15 10	15 10	15 10

SPEED RESTRICTIONS

BETWEEN WISCONA AND ELAND—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Green Bay and North Green Bay	Between Tavil and North Broadway Street 840 feet west of K. G. B. & W. Crossing, over K. G. B. & W. Crossing and over spring switches at End of Two Tracks and yard lead.....	15	15	15
K. G. B. & W. Crossing and Anston	Between North Broadway Street crossing 840 feet west of K. G. B. & W. Crossing and Duck Creek..	60	60	40
Duck Creek	Over Centralized Control Junction Switch at Duck Creek— DIVERGING ROUTE.....	20	20	20
Duck Creek and Anston	Between Duck Creek and curve one and one-fourth miles west of Duck Creek.....	60	60	40
Duck Creek and Anston	Around curve one and one-fourth miles west of Duck Creek— EASTWARD.....	40	40	30
Duck Creek and Pulaski	Between curve one and one-fourth miles west of Duck Creek and Mile Post 13 two miles west of Anston.....	50	50	40
Anston and Pulaski	Between Mile Post 13 two miles west of Anston and Pulaski.....	60	60	40
Pulaski	Over Junction Switch and through curve 1400 feet west of Pulaski	20	20	20
Pulaski and Shawano	Between Junction Switch 1400 feet west of Pulaski and M. St. P. & S. S. M. Crossing 3900 feet east of Shawano station.....	60	60	40
Shawano	Over M. St. P. & S. S. M. Crossing 3900 feet east of Shawano and to Shawano.....	40	40	30
Shawano	Over Main Street crossing at west end Shawano station platform..	10	10	10
Shawano and East Switch	Between Shawano and curve at East Switch.....	60	60	40
East Switch	Around curve and over junction switch.....	20	20	20

BETWEEN ROSEMERE AND KAUKAUNA

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Rosemere and Reedville	Between Rosemere and curve one-half mile east of Grimms.....	40	40	30
Cato and Reedville	Between one-half miles east of Grimms and one mile west of Grimms, around reverse curves..	40	40	25
Grimms and Reedville	Between curve one mile west of Grimms and Reedville.....	40	40	30
Reedville	Through Village of Reedville.....	15	15	15
Reedville and Brillion	Between Reedville and main street crossing east end Brillion station platform.....	40	40	30
Brillion	Main Street crossing east end of Brillion station platform.....	Stop	Stop	Stop
Brillion and Forest Jct.	Between Brillion and C. M. St. P. & P. Crossing at Forest Jct.....	40	40	30
Forest Jct.	C. M. St. P. & P. Crossing.....	Stop	Stop	Stop
Forest Jct. and Kaukauna	Between C. M. St. P. & P. Crossing at Forest Jct. and curve at Mile Post 110 two and seven-tenths miles east of Kaukauna station..	40	40	30
Dundas and Kaukauna	Between curve at Mile Post 110 two and seven-tenths miles east of Kaukauna and Dodge Street crossing 2000 feet east of Kaukauna, around reverse curve....	20	20	15
Kaukauna City Limits	Dodge Street crossing 2000 feet east of Kaukauna.....	Stop	Stop	Stop
Kaukauna City Limits	Between Dodge Street crossing 2000 feet east of Kaukauna and Main Street crossing at east end Kaukauna station platform.....	20	20	20
Kaukauna City Limits	Main Street crossing at east end of Kaukauna station platform.....	Stop	Stop	Stop

BETWEEN TWO RIVERS JCT. AND TWO RIVERS

Two Rivers Jct. and Two Rivers	Between Two Rivers Jct. and Waldo Blvd. crossing 1920 feet west of Two Rivers Jct.....	10	10	10
Two Rivers Jct. and Two Rivers	Over Waldo Blvd. crossing 1920 feet west of Two Rivers Jct.....	10	10	10
Two Rivers Jct. and Two Rivers	Between Waldo Blvd. crossing 1920 feet west of Two Rivers Jct. and Shoto Road crossing one and three-fifths miles west of Two Rivers Jct.....	25	25	25
Two Rivers Jct. and Two Rivers	Over Shoto Road crossing one and three-fifths miles west of Two Rivers Jct.....	12	12	12

BETWEEN TWO RIVERS JCT. AND TWO RIVERS—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Two Rivers Jct. and Two Rivers	Between Shoto Road crossing one and three-fifths miles west of Two Rivers Jct. and Two Rivers..	25	25	25

BETWEEN PULASKI AND SCOTT LAKE

Pulaski and Gillett Jct.	Between Junction Switch at Pulaski and Junction Switch at end of Gillett station platform.....	45	50	30
Gillett City Limits	Between Junction Switch at east end Gillett station platform and Gillett Jct.....	20	20	20
Gillett Jct. and Suring	Between Gillett Jct. and Suring...	45	50	30
Suring	Main Street crossing..... PASSENGER TRAINS.....	Stop	Stop	5
Suring and Bonita	Between Suring and Bonita.....	45	50	30
Bonita and Lakewood	Between Bonita and curve at Mile Post 61 five miles west of Mountain.....	40	40	25
Mountain and Lakewood	Around four degree curve at Mile Post 61 five miles west of Mountain.....	30	30	20
Mountain and Lakewood	Between curve at Mile Post 61 five miles west of Mountain and curve at Mile Post 62 six miles west of Mountain.....	40	40	20
Mountain and Lakewood	Around curve at Mile Post 62 six miles west of Mountain.....	20	20	20
Mountain and Lakewood	Around curves between Mile Post 62 six miles west of Mountain and Mile Post 63 seven miles west of Mountain.....	30	30	20
Mountain and Lakewood	Between curve at Mile Post 63 seven miles west of Mountain and Lakewood.....	40	40	20
Lakewood and Townsend	Between Lakewood and curve at Mile Post 67 two miles west of Lakewood.....	40	40	25
Lakewood and Townsend	Around reverse curves between Mile Post 67 two miles west of Lakewood and Mile Post 68 three miles west of Lakewood.....	20	20	20
Lakewood and Carter	Between curve at Mile Post 68 three miles west of Lakewood and curve at Mile Post 71 two miles west of Townsend.....	40	40	25
Townsend and Carter	Around reverse curves between Mile Post 71 two miles west of Townsend and Mile Post 74 one-fourth mile east of Carter.....	30	30	20
Townsend and Wabeno	Between Mile Post 74 one-fourth mile east of Carter and Wabeno..	40	40	25
Wabeno and Padus	Around reverse curves between Wabeno and Mile Post 81 two miles west of Wabeno.....	20	20	20

SPEED RESTRICTIONS

LAKE SHORE 15

BETWEEN PULASKI AND SCOTT LAKE—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Freight Trains	
		Engine	Motor	
Wabeno and Laona	Between curve at Mile Post 81 two miles west of Wabeno and Laona.	40	40	25
Laona and Soo Line Crossing	Between Laona and Soo Line Crossing.....	35	40	25
Laona	Over Main Street Crossing one mile west of station— EASTWARD.....	5	5	5
Soo Line Crossing	Over M. St. P. S. S. M. Crossing...	30	30	25
Soo Line Crossing and Scott Lake	Between Soo Line Crossing and Scott Lake.....	35	40	25
Blackwell Line Spur	Between Blackwell Jct. and Blackwell.....	12	12	12

BETWEEN GILLETT AND OCONTO

Gillett and Stiles Jct.	Between Junction Switch east end of Gillett station and C. M. St. P. & P. Crossing at Stiles Jct. station.	35	35	30
Stiles Jct.	Over C. M. St. P. & P. Crossing at Stiles Jct.....	20	20	20
Stiles Jct. and Oconto	Between C. M. St. P. & P. Crossing at Stiles Jct. and Highway No. 41 crossing 1800 feet west of Oconto.....	35	35	30
Oconto	Over Highway No. 41 crossing 1800 feet west of Oconto station.....	5	5	5
Oconto	Between Highway No. 41 crossing 1800 feet west of Oconto over C. M. St. P. & P. Crossing, and Oconto.....	15	15	15

ADDITIONAL SPEED RESTRICTIONS

The speed of a train moving over a crossover, turnout from main track to siding or to diverging route at a junction must not exceed 10 miles per hour except as provided for in foregoing speed restrictions.

When class J-JA or Z engine are used on passenger trains, either single or double head, the maximum speed of such trains must not exceed time table maximum speed for time freight trains.

Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines will not exceed 25 miles per hour on straight track and 20 miles per hour on curves.

The speed of any freight train handling carloads of logs or pulpwood must not exceed 20 miles per hour at any point between Gillett and Oconto and between Carter and Mountain and trains handling stone between Bannerman and Tower PR will not exceed 25 miles per hour.

Trains handling scale test car 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. Trains handling Magor dump cars will not exceed 25 miles per hour.

Trains handling rotary snow plows, not in service, either pushing or trailing, will not exceed 18 miles per hour.

Light engines or engines with caboose only must not exceed 15 miles per hour over any street or highway crossing in any city, town or village.

ACTUAL TONNAGE RATING

	CLASSIFICATION OF ENGINES			
	J-A	J	Z	R1
EASTWARD				
Scott Lake to Tipler.....				1175
Tipler to Laona.....				1475
Laona to Wabeno.....				1430
Wabeno to Suring.....				2000
Suring to Gillett.....				1700
Gillett to Pulaski.....	3350	3000	2100	1450
Eland to Pulaski.....	3600	3250	2500	1450
Pulaski to Green Bay.....	5500	5000	4000	2500
Gillett to Oconto.....				1800
Green Bay to Calumet Yard.....	2800	2500	2000	1300
With helper to Denmark.....	3800	3500	3000	2000
Calumet Yard to South Yard.....	3800	3400	2600	1600
South Yard to Butler.....	3800	3250	2500	1600
South Yard to Milwaukee.....	3800	3250	2500	1600
Kaukauna to Calumet Yard.....	1800	1500	1200	900
Fond du Lac to Glenbeulah.....				850
Glenbeulah to Kohler.....				1250
Kohler to Sheboygan.....				2000
Marshfield to Wisconsin Rapids.....			2500	1500
Wisconsin Rapids to Ripon.....			1750	1000
Ripon to Fond du Lac.....			2250	1400
Green Bay to Kaukauna.....	4500	4000	3000	2000
Kaukauna to Appleton Jct.....	3900	3500	2500	1600
Appleton Jct. to Fond du Lac.....	4700	4200	3050	2100
Fond du Lac to Janesville.....	3100	2700	2200	1350
WESTWARD				
Milwaukee to South Yard.....	3000	2700	2000	1300
Butler to South Yard.....	3150	2850	2100	1400
South Yard to Calumet Yard.....	3900	3500	2650	1600
Calumet Yard to Green Bay.....	3100	2750	2300	1400
Calumet Yard to Kaukauna.....	1800	1500	1200	900
Green Bay to Eland.....	2900	2600	2000	1200
Pulaski to Gillett.....	3400	3000	2100	1450
Gillett to Laona.....				875
Laona to Scott Lake.....				1250
Oconto to Gillett.....				1300
Sheboygan to Fond du Lac.....				1000
Fond du Lac to Wisconsin Rapids.....				1500
Wisconsin Rapids to Marshfield.....				2100
Janesville to Clyman Jct.....	3000	2650	2125	1500
With helper out of Janesville.....	3000	3250	2500	1850
Clyman Jct. to Fond du Lac.....	4100	3700	3000	2200
Fond du Lac to Neenah.....	4200	3800	3100	2000
Neenah to Appleton Jct.....	3800	3250	2500	1600
Appleton Jct. to Green Bay.....	4500	4000	3250	2300

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage however will be handled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire Chief Train Dispatcher the reasons therefor.

Except as above the train dispatcher will determine the tonnage to be hauled.

Cars loaded with merchandise will be rated at four (4) tons per car, plus the actual weight of the car.

With trains of over forty (40) cars, exclusive of cabooses, doubleheading is prohibited, except as hereinafter stated. Doubleheaders may be run in any district provided the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as doubleheader if practicable.

In making out way-bills, Agents will insert the Gross Weight in Tons (car and contents) on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over counted one ton.

OVERHEAD OBSTRUCTIONS

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

Between	Height Above Top of Rail			Structures Limiting Height
	9 ft. Wide	10 ft. Wide	11 ft. Wide	
Janesville and Jefferson Jct.....	21	5 21	5 21	5 O. H. Br. 181½ at Jefferson.
Jefferson Jct. and Clyman Jct.....	17	11 17	4 16	9 Tank at Jefferson Jct.
Clyman Jct. and Fond du Lac.....	17	7 17	0 16	6 O. H. Br. 293 W. of Oakfield, tank at Burnett.
Fond du Lac and Oshkosh.....	20	0 19	4 18	8 Br. 304 at Fond du Lac.
Oshkosh and Appleton Jct.....	21	6 21	6 21	6
Appleton Jct. and Tavil.....	21	6 21	6 21	6
Fond du Lac and Sheboygan.....	17	5 16	5 15	5 O. H. Br. 804 17th Street, Sheboygan. Tank at Plymouth.
Fond du Lac and Marshfield.....	17	9 17	3 16	9 Tank at Bannerman.
Bannerman and Red Granite.....	16	11 16	5 15	11 Tank at Bannerman.
Wisconsin and South Yard.....	19	11 19	0 18	1 O. R. Br. 1803 at Wisconsin and tank at Port Washington.
South Yard and Calumet Yard (via Main Line, wye and South Water St. Track in Sheboygan).....	19	11 19	11 19	11 O. H. Br. 2005½ at Georgia Ave., Sheboygan.
South Yard and Sheboygan (via main line).....	18	5 18	5 18	5 O. H. Br. 2006½ at Sheboygan.
Sheboygan and Calumet Yard.....	21	6 21	6 21	6
South Yard and Roths (via Sheboygan Cut-off).....	17	6 17	6 17	6 O. H. Br. 1998-D at Indiana Ave., and O. H. Br. 1998-M, Michigan Ave., Sheboygan.
Calumet Yard and Rosemere (via Manitowoc).....	20	0 19	6 19	0 Br. 2121 and 2121½ at Manitowoc.
Calumet Yard and Rosemere (via Cut-off).....	21	6 21	6 21	6
Manitowoc and Two Rivers Jct.....	20	0 19	6 19	0 Br. 2121 and 2121½ at Manitowoc.
Two Rivers Jct. and Two Rivers.....	20	7 20	0 19	5 Br. 2123-Q at Two Rivers.
Rosemere and Green Bay.....	20	4 20	0 19	4 O. H. Br. U-49, W. of Maribel and Br. U-104, Green Bay.
Rosemere and Kaukauna.....	21	6 21	6 21	6
Green Bay and Duck Creek.....	21	6 21	6 21	6
Duck Creek and Pulaski.....	20	3 20	3 20	3 O. H. Br. 1507 West of Duck Creek.
Pulaski and Eland.....	18	4 17	8 17	0 Tank at Pulaski.
Gillett and Oconto.....	18	16 18	0 17	2 Tank at Gillett.
Pulaski and Gillett.....	18	4 17	8 17	0 Tank at Pulaski.
Gillett and Scott Lake.....	18	10 18	0 17	2 Tanks at Wabeno and Gillett.

Overhead bridges on Sheboygan Cut-off and east of depot at Sheboygan are of such height that no one can remain on top of cars while passing under same.

No load must exceed eleven (11) feet in width, regardless of height. Trainmen and yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the division.

COMPANY SURGEONS

		Telephone Call	Office	Residence
Chicago	Irving S. Cutter, M. D., Medical Director. V. H. Horning, M. D., First Asst Medical Director.....			
Milwaukee	O. R. Lillie, M. D., Dist. Surgeon..... Dal 3221 Hop 0178 V. F. Lang, M. D., Assoc. Dist. Surgeon..... Mar 6975 Edg. 7863 G. W. Fox, M. D., Assoc. Surgeon..... Dal 3221 Lak 1948			
May be called any place between Milwaukee and Ulao.				
	Dr. J. S. Gordon, Oculist and Aurist.....			
	Dr. Ralph Sproule, Oculist and Aurist.....			
Butler	M. R. Markson, M. D., Local Surgeon. Emergency cases only.....	Blu 9619-R- Mar 6350 Blu 0581		
Fort Atkinson	H. O. Caswell, M. D., Local Surgeon.....	344	92	
Jefferson	Jay C. Brewer, M. D., Local Surgeon.....			
Watertown	Anthony C. Hahn, M. D., Local Surgeon.....			
Janesville	W. H. McGuire, M. D., Dist. Surgeon..... 840 G. W. Bartels, M. D., Assoc. Dist. Surgeon..... 49	142	1280	
May be called to any place between Janesville and Johnson Creek.				
Juneau	H. B. Hebenstrict, M. D., Local Surgeon.....	142-W	152-R	
Fond du Lac	Henry E. Twohig, M. D., Dist. Surgeon... 431 David J. Twohig, M. D., Dist. Surgeon... 431 W. H. Folsom, Oculist and Aurist..... 431	467	489	2873
May be called to any place between Fond du Lac and Black Wolf and Watertown and Wautoma.				
Oshkosh	F. G. Connell, M. D., Dist. Surgeon.....	4567	883	
May be called to any place between Appleton and Black Wolf.				
	E. B. Williams, M. D., Local Surgeon.....	4567	3593	
Neenah	G. H. Williamson, M. D., Local Surgeon... 147-W	147-R		
Appleton	J. B. Mac Laren, M. D., Local Surgeon... 5300 D. M. Gallaher, M. D., Local Surgeon... 5300	2212	132	
Kaukauna	A. B. Leigh, M. D., Local Surgeon.....	100	560	
Green Bay	C. S. Williamson, M. D., Dist. Surgeon... H-1201	A-2482		
May be called to any place between Appleton and Green Bay, Denmark, Eland and Scott Lake.				
	W. J. Troup, M. D., Oculist and Aurist... H-1201	A-1508		
	H. S. Atkinson, M. D., Local Surgeon... A-2450-W	A-2450-R		
	E. S. Schmidt, M. D., Oculist and Aurist... A-2392	A-2456		
	R. M. Carter, M. D., Local Surgeon..... A-410			
Sheboygan	A. E. Genter, M. D., Local Surgeon..... 2700 O. E. Fiedler, M. D., Local Surgeon..... 2700 W. M. Newman, M. D., Local Surgeon..... 2700	189	610	2660
Plymouth	H. F. Deicher, M. D., Local Surgeon.....	246-R2	246-R3	
Ripon	J. M. Johnson, M. D., Local Surgeon..... Blk 244	Blk 244-R		
Wautoma	G. L. Karnopp, M. D., Local Surgeon..... 6-77	6-77-2		
Wisconsin Rapids	Frank Pomainville, M. D., Local Surgeon.....	583	248	
Marshfield	K. H. Doege, M. D., Dist. Surgeon..... 370 W. A. Vedder, M. D., Local Surgeon..... 370	681	626	
May be called to any place between Marshfield and Wautoma.				
Port Washington	W. H. Drissen, M. D., Local Surgeon.....	85-W	85-R	
Manitowoc	F. W. Hammond, M. D., Dist. Surgeon... 844-W	844-R		
May be called to any place between Port Washington and Maribel, and between Manitowoc and Kaukauna.				
	R. W. Hammond, M. D., Local Surgeon... 844-W			
Two Rivers	L. J. Moriarity, M. D., Local Surgeon... 363	363		
Shawano	J. B. Gordon, M. D., Local Surgeon..... 419 C. E. Stubenvoll, M. D., Local Surgeon... 24-W	419	24-R	
Gillett	W. R. Berg, M. D., Local Surgeon.....	55-R2	90	
Oconto Falls	Geo. W. Krahn, M. D., Local Surgeon... 68	21		
Oconto	A. N. Tousignant, M. D., Local Surgeon... 386-N	386-R		
Wabeno	G. H. Reddick, M. D., Local Surgeon.....	1		
Laona	E. G. Ovitz, M. D., Local Surgeon.....	32	50	

COMMUNICATING STATION OFFICE HOURS

STATIONS	DAILY EXCEPT SUNDAY	SUNDAYS
Janesville.....	Continuous.....	Continuous.....
Milton Junction.....	12.15 a. m. to 10.30 p. m.....	3.00 a. m. to 5.00 a. m.....
Ft. Atkinson.....	8.15 a. m. to 5.15 p. m.....	Closed.....
Jefferson.....	8.15 a. m. to 5.15 p. m.....	Closed.....
Jefferson Junction.....	12.01 a. m. to 9.00 p. m.....	10.00 a. m. to 6.00 p. m.....
Johnson Creek.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Watertown.....	Continuous.....	Continuous.....
Clyman Junction.....	Continuous.....	Continuous.....
Juneau.....	7.30 a. m. to 4.30 p. m.....	Closed.....
Minnesota Junction.....	6.50 a. m. to 3.50 p. m.....	Closed.....
Burnett.....	7.45 a. m. to 4.45 p. m.....	Closed.....
Oakfield.....	7.30 a. m. to 4.30 p. m.....	Closed.....
Fond du Lac.....	Continuous.....	Continuous.....
No. Fond du Lac.....	5.00 a. m. to 1.00 p. m.....	6.45 a. m. to 2.45 p. m.....
	2.30 p. m. to 10.30 p. m.....	
South Oshkosh.....	8.30 a. m. to 5.30 p. m.....	9.00 a. m. to 11.00 a. m.....
Oshkosh.....	12.01 a. m. to 8.00 a. m.....	12.01 a. m. to 8.00 a. m.....
Tower CF.....	4.00 p. m. to 8.00 p. m.....	4.00 p. m. to 8.00 p. m.....
State Hospital.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Neenah.....	6.30 a. m. to 10.30 p. m.....	5.30 p. m. to 8.00 p. m.....
Appleton Junction.....	6.30 a. m. to 10.30 p. m.....	6.30 a. m. to 8.30 a. m.....
		7.15 p. m. to 9.25 p. m.....
Little Chute.....	7.30 a. m. to 4.30 p. m.....	Closed.....
Kaukauna.....	7.00 a. m. to 4.00 p. m.....	Closed.....
Wrightstown.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Depere.....	8.00 a. m. to 8.40 p. m.....	4.30 p. m. to 6.30 p. m.....
Tavil.....	Continuous.....	Continuous.....
Plymouth.....	9.30 a. m. to 6.30 p. m.....	Closed.....
Sheboygan Falls.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Glenbeulah.....	8.00 a. m. to 5.00 p. m.....	Closed.....
St. Cloud.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Calvary.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Rosendale.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Ripon.....	9.00 a. m. to 6.00 p. m.....	Closed.....
Green Lake.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Princeton.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Neshkoro.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Red Granite.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Wautoma.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Wild Rose.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Almond.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Wisconsin Rapids.....	7.30 a. m. to 4.30 p. m.....	Closed.....
Vesper.....	7.45 a. m. to 4.45 p. m.....	Closed.....
Marshfield.....	12.01 a. m. to 4.00 a. m.....	12.01 a. m. to 4.00 a. m.....
	7.15 a. m. to 3.15 p. m.....	10.00 a. m. to 11.59 p. m.....
	8.00 p. m. to 11.59 p. m.....	
Wisconsin.....	Continuous.....	Continuous.....
Fox Point.....	10.45 p. m. to 11.59 p. m.....	12.01 a. m. to 6.45 a. m.....
	12.01 a. m. to 6.45 a. m., ex. Mon.	
Port Washington.....	Continuous.....	12.01 a. m. to 7.00 a. m.....
Belgium.....	6.45 a. m. to 3.45 p. m.....	Closed.....
Cedar Grove.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Oostburg.....	8.00 a. m. to 5.00 p. m.....	Closed.....
South Yard.....	9.00 p. m. to 6.00 a. m.....	12.01 a. m. to 6.00 a. m.....
		9.00 p. m. to 11.59 p. m.....
Sheboygan.....	2.45 a. m. to 10.45 a. m.....	2.45 a. m. to 10.45 a. m.....
	2.30 p. m. to 10.30 p. m.....	2.30 p. m. to 10.30 p. m.....
Haven.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Cleveland.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Calumet Yard.....	Continuous.....	Continuous.....
Manitowoc.....	6.45 a. m. to 10.45 p. m.....	3.00 p. m. to 11.00 p. m.....
Two Rivers.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Rosemere.....	4.30 a. m. to 12.30 p. m.....	5.00 a. m. to 7.00 a. m.....
	2.55 p. m. to 10.55 p. m.....	8.55 p. m. to 10.55 p. m.....
Reedville.....	7.45 a. m. to 4.45 p. m.....	Closed.....
Brillion.....	7.45 a. m. to 4.45 p. m.....	Closed.....
Francis Creek.....	6.30 a. m. to 3.30 p. m.....	Closed.....
Maribel.....	8.30 a. m. to 5.30 p. m.....	Closed.....

STATIONS	DAILY EXCEPT SUNDAY	SUNDAYS
Denmark.....	7.15 a. m. to 5.15 p. m.....	Closed.....
Green Bay.....	Continuous.....	Continuous.....
North Green Bay.....	Continuous.....	Continuous.....
Anston.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Pulaski.....	8.00 a. m. to 5.00 p. m.....	Closed.....
Bonduel.....	8.45 a. m. to 5.45 p. m.....	Closed.....
Shawano.....	8.00 a. m. to 4.00 p. m.....	12.01 a. m. to 6.30 a. m.....
	10.30 p. m. to 6.30 a. m.....	10.30 p. m. to 11.59 p. m.....
Lyndhurst.....	8.45 a. m. to 4.45 p. m.....	Closed.....
Bowler.....	8.15 a. m. to 4.15 p. m.....	Closed.....
Green Valley.....	8.45 a. m. to 5.45 p. m.....	Closed.....
Gillett.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Suring.....	8.45 a. m. to 5.45 p. m.....	Closed.....
Mountain.....	8.45 a. m. to 5.45 p. m.....	Closed.....
Lakewood.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Townsend.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Wabeno.....	7.30 a. m. to 4.30 p. m.....	Closed.....
Laona.....	6.30 a. m. to 5.00 p. m.....	Closed.....
Newald.....	8.45 a. m. to 5.45 p. m.....	Closed.....
Long Lake.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Oconto Falls.....	8.30 a. m. to 5.30 p. m.....	Closed.....
Stiles Jet.....	9.00 a. m. to 4.00 p. m.....	Closed.....

DIVISIONAL STAFF

C. J. LARKIN GREEN BAY		ASS'T Supt's H. J. EWING NORTH FOND DU LAC	
DISPATCHERS			
C. F. MOESER , Chief Train Dispatcher		W. C. MARTIN , Night Chief Train Dispatcher GREEN BAY	
W. F. NIELSEN G. W. YULE	A. A. RANSOM W. H. HAULOTTE	A. W. NEVERMAN E. R. MARTELL	F. F. TAGGE A. W. MILLER
F. W. HEINIG W. W. HOFFMAN , Master Mechanic GREEN BAY			
G. C. DIX , Road Foreman of Engines FOND DU LAC			
ROADMASTERS			
WM. FLYNN B. F. HAGAR FOND DU LAC	C. S. McCONNELL MANITOWOC	J. L. McELROY E. W. WALCH GREEN BAY	
DIVISION ACCOUNTANT			
I. B. BARKELAR GREEN BAY			
DIVISION ENGINEER			
J. A. DYER GREEN BAY			
DISTRICT CLAIM AGENTS			
C. W. KRAUSE GREEN BAY	L. C. ESPERSEN ST. PAUL	J. E. MATHIEU MILWAUKEE	