

CHICAGO & NORTH WESTERN RAILWAY

LAKE SHORE DIVISION

TIME TABLE

No. 114

Effective Sunday, April 27, 1947

AT 12:01 O'CLOCK A. M.

CENTRAL TIME

For the Government and information of employes only.

C. H. LONGMAN, General Manager

J. J. STEIN, Assistant General Manager

C. J. LARKIN, Superintendent

THINK - PRACTICE - TALK SAFETY

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THINK - PRACTICE - TALK SAFETY

Between Tower NW and Tavil—Westward

FIRST CLASS

FIRST CLASS												Station Number	Fuel, Water, Wye, and Turntable	Distance from Janeville	Subdivision 2 Time Table 114		
121	125	417	217	25	149	239	151	115	209	9	161				April 27, 1947	MILWAUKEE	
DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	★See Note Below	DAILY	DAILY	DAILY	550					
P.M. 11.40	A.M. 3.15	A.M. 4.05	A.M. 4.05	A.M. 9.00	A.M. 11.00	A.M. 11.15	P.M. 1.40	P.M. 5.35		P.M. 8.45							
A.M. 1.08	A.M. 4.52	A.M. 5.43	A.M. 5.43	A.M. 8.49	A.M. 10.32	P.M. 12.06	P.M. 12.47	P.M. 2.52	P.M. 6.41	P.M. 10.18			85.06		TOWER NW 0.44		
s 1.10	s 4.55	s 5.45	s 5.45	s 6.00	s 6.00	8.55	s 10.35	s 12.10	s 12.50	1.00	s 2.55	s 6.46	P.M. 6.50	10.25	FOND DU LAC 0.78		
1.20	5.15	6.00	6.00	A.M.												EASTLINE 0.49	
1.22	5.20	6.02	6.02			10.37		1.02	2.57	6.47	6.52	10.27				MARSHLINE 2.01	
1.23	5.21	6.03	6.03			10.38		1.03	2.58		6.53	10.28					
1.26	5.26	6.05	6.05			10.40		1.05	3.00			10.31	0668 FWTT	88.78	NO. FOND DU LAC 1.75		
1.29	5.30	6.08	6.08			10.42	12.15	1.08	3.02	6.52		10.34				DEXTER 2.99	
1.33	s 5.35	6.12	f 6.13			10.46		1.11	3.06			10.38	671	93.52		VANDYNE 3.23	
1.37	5.40	6.16	6.18			10.50	12.20	1.15	3.09	6.57		10.42				BLACK WOLF 5.59	
1.43	5.48	6.23	6.25			10.56		1.20	3.15	7.02		10.48	672 FWTT	102.34		SOUTH OSHKOSH 0.23	
1.44	5.49	6.24	6.26			10.57	12.26	1.21	3.16	7.03		10.49		102.57		CAPE STREET 0.44	
s 2.05	s 6.10	s 6.32	s 6.45			s 11.02	s 12.31	s 1.32	s 3.20	s 7.09		s 10.55	673	103.01		OSHKOSH 2.33	
2.10	6.16	6.37	6.49			11.08	12.35	1.36	3.23	7.13		11.00				TOWER CF 1.68	
2.14	6.20	s 6.42	6.51			s 11.10		1.39	3.25			11.03	674	107.02		WINNEBAGO 4.44	
2.20	6.26	6.48	6.57			11.15	12.40	1.45	3.30	7.19		11.08	675	111.46		SNELLS 4.40	
s 2.40	s 6.35	s 7.00	s 7.20			s 11.25	s 12.47	s 1.57	s 3.39	s 7.26		s 11.20	676 W	115.86		NEENAH AND MENASHA 5.41	
2.47	7.15	s 7.10	s 7.56			s 11.30	12.53	2.04	3.46	s 7.36		11.29	678 WY	121.27		APPLETON JUNCTION 1.44	
s 3.00		s 7.25	s 8.07			s 11.35	s 12.58	s 2.13	s 3.51	s 7.42		s 11.37	679	122.71		APPLETON 4.94	
3.08		s 7.43	s 8.15			11.42	1.04	2.19	3.56	7.47		11.45	680 W	127.65		LITTLE CHUTE 2.02	
s 3.14		s 7.50	s 8.21			s 11.46	1.06	s 2.24	3.58	7.50		11.48	681	129.67		KAUKAUNA 6.04	
3.20		s 8.00	s 8.30			s 11.55	1.11	2.33	4.04	7.55		11.56	682	135.71		WRIGHTSTOWN 4.35	
3.26		f 8.06	f 8.37			12.01	1.15	2.38	4.09	7.59		12.02	683	140.06		LITTLE RAPIDS 5.25	
s 3.35		s 8.15	s 8.47			s 12.08	1.20	s 2.45	4.22	8.04		12.09	684	145.31		DE PERE 2.51	
													685	147.82		SUGAR FACTORY 2.47	
3.43		8.23	8.55			12.15	1.25	2.52	4.31	8.09		12.17	5517	150.29		TAVIL 1.11	
3.50	A.M.		8.30	A.M.	9.00		12.20	1.30	2.55	4.35	8.15		12.30		151.40		GREEN BAY
DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	★See Note Below	DAILY	DAILY	DAILY						

No. 115 IS SUPERIOR TO No. 154.

No. 209 is SUPERIOR TO No. 224 AND No. 244.

★No. 115 will run Thursday May 29; Friday, June 6; Saturday, June 7; Friday, June 13; Saturday, June 14; Friday, June 20; Saturday, June 21; Friday, June 27; Saturday, June 28; Wednesday, July 2; Thursday, July 3. Will run daily from Saturday, July 5 to and including Saturday, August 30, 1947. Will run Friday, September 5; Saturday, September 6; Friday, September 12; Saturday, September 13; Friday, September 19; Saturday, September 20; Friday, September 26; Saturday, September 27, 1947.

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

No. 151 will stop at Appleton Jct. to discharge revenue passengers ticketed to points east of Appleton Jct. to connect with Ashland Division No. 116.

No. 161 will stop at Winnebago 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 De Pere to discharge revenue passengers from Neenah and beyond, and on signal to receive revenue passengers for Oconto and beyond.

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 239 AND 209 FIFTEEN MINUTES.

No. 125 will head in on siding, pull around south wye, back to station platform on Ashland Division main track.

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

No. 25 will arrive Fond du Lac on Track No. 3.

Between Tower NW and Tavil—Eastward

2

Distance from Janesville	Subdivision 2 Time Table 114 April 27, 1947	FIRST CLASS											
		162	206	10	210	240	28	154	216	220	224	244	
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only		
A.M. 4.25	A.M. 10.12	P.M. 1.00	P.M. 1.00	P.M. 1.20		P.M. 6.25	P.M. 6.35	P.M. 8.05					
85.06	<i>MILWAUKEE</i>												
	<i>TOWER NW</i>	0.44											
85.50	<i>FOND DU LAC</i>	0.78											
86.28	<i>EASTLINE</i>	0.49											
86.77	<i>MARSHLINE</i>	2.01											
88.78	<i>NO. FOND DU LAC</i>	1.75											
90.53	<i>DEXTER</i>	2.99											
93.52	<i>VANDYNE</i>	3.23											
96.75	<i>BLACK WOLF</i>	5.59											
102.34	<i>SOUTH OSHKOSH</i>	0.23											
102.57	<i>CAPE STREET</i>	0.44											
103.01	<i>OSHKOSH</i>	2.33											
105.34	<i>TOWER CF</i>	1.68											
107.02	<i>WINNEBAGO</i>	4.44											
111.46	<i>SNELLS</i>	4.40											
115.86	<i>NEENAH AND MENASHA</i>	5.41											
121.27	<i>APPLETON JUNCTION</i>	1.44											
122.71	<i>APPLETON</i>	4.94											
127.65	<i>LITTLE CHUTE</i>	2.02											
129.67	<i>KAUKAUNA</i>	6.04											
135.71	<i>WRIGHTSTOWN</i>	4.35											
140.06	<i>LITTLE RAPIDS</i>	5.25											
145.31	<i>DE PERE</i>	2.61											
147.82	<i>SUGAR FACTORY</i>	2.47											
150.29	<i>TAVIL</i>	1.11											
151.40	<i>GREEN BAY</i>												
		DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only		

No. 115 IS SUPERIOR TO No. 154.

No. 209 IS SUPERIOR TO No. 224 AND No. 244.

No. 206 will not stop at Winnebago on Sundays.

No. 210 will stop on signal at Wrightstown to receive revenue passengers for Milwaukee and beyond.

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. 224 will stop at Winnebago to discharge revenue passengers from beyond Appleton Junction.

No. 10 will arrive Fond du Lac on track No. 3.

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES
MUST CLEAR THE SCHEDULE OF NOS. 240, 216 AND 220 FIFTEEN
MINUTES.

Between Tower NW and Tavil—Westward

THIRD CLASS						SECOND CLASS					Capacity of Siding	Distance from Janesville	Subdivision 2	Time Table 114	April 27, 1947	Communicating Office Open Week Days
34	53	293	47	67	DAILY	297	295	281								
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY								
		P.M. 1.30	P.M. 12.50			A.M. 3.20	A.M. 1.55	A.M. 1.00			85.06		TOWER NW			
		1.33	12.55	P.M. 2.00		3.22	2.01	1.02			85.50		FOND DU LAC			Continuous.
		1.35				3.26	2.05	1.05			86.28		EASTLINE			
		P.M. 7.30	1.36	2.05		3.28	2.06	1.10			86.77		MARSHLINE			
		7.40	1.40	2.15	P.M. 1.30	3.40	1.20	4.15			88.78		NO. FOND DU LAC			Continuous.
		P.M.	P.M.	P.M.	1.37	6.10	2.45	4.23			90.53		DEXTER			
					1.44	6.18	2.55	4.30			93.52		VANDYNE			
					1.51	6.26	3.00	4.38		100	96.75		BLACK WOLF			
					8.10	7.05	3.20	5.15		49	102.34		SOUTH OSHKOSH			8:30 a.m. to 5:30 p.m.
					8.15	7.08	3.22	5.20			102.57		CAPE STREET			
					8.17	7.10	3.23	5.22			103.01		OSHKOSH			12:01 a.m. to 8:00 a.m.
					8.35	7.20	3.29	5.30			105.34		TOWER CF			Continuous.
					8.45	7.26	3.33				107.02		WINNEBAGO			8:00 a.m. to 5:00 p.m.
					2.52	8.11	3.40			94	111.46		SNELLS			
					3.10	8.50	3.55				115.86		NEENAH-MENASHA			7:00 a.m. to 10:45 p.m.
					3.40	10.32	4.15			100	121.27		APPLETON JUNCTION			6:30 a.m. to 10:30 p.m.
					4.00	10.40	4.25			95	122.71		APPLETON			
					P.M.	11.05	4.36			110	127.65		LITTLE CHUTE			7:30 a.m. to 4:30 p.m.
						11.30	4.48			40	129.67		KAUKAUNA			7:00 a.m. to 4:00 p.m.
						11.45				85	135.71		WRIGHTSTOWN			8:00 a.m. to 5:00 p.m.
						11.56	5.00						4.35			
						12.10	5.15			75	140.06		LITTLE RAPIDS			
						12.22	5.30			72	145.31		DE PERE			8:00 a.m. to 9:15 p.m.
										39	147.82		SUGAR FACTORY			
										60	150.29		TAVIL			Continuous.
											151.40		GREEN BAY			Continuous.
											152.84		NORTH GREEN BAY			
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY								

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES
MUST CLEAR THE SCHEDULE OF NOS. 239, 209, 240, 216 AND 220
FIFTEEN MINUTES.

No. 297 will not run between No. Fond du Lac and Tavil on Sunday.
Westward inferior class trains from sub-divisions 2 and 5 receiving a clear signal at Tavil may proceed to KGB&W crossing ahead of due or overdue first class trains.

Westward inferior class trains from Wisconsin sub-division 3 and Lake Shore sub-division 1 receiving a clear signal at Tower NW may proceed to North Fond du Lac ahead of due or overdue first class trains.

Between Tower NW and Tavil—Eastward

4

Subdivision 2	SECOND CLASS				THIRD CLASS						Communicating Office Open Sundays
	282	294	296		290	54	39	46	292	66	
Time Table 114	DAILY	Daily except Sunday	Daily except Sunday		DAILY except Sunday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	DAILY except Sunday	Daily except Sunday	
April 27, 1947	A.M. 10.45	P.M. 10.28	P.M. 7.45		A.M. 9.12				P.M. 1.10		
TOWER NW..... 0.44	10.41	10.25	7.42		9.10				1.07		
	10.38	10.22	7.39		9.06		A.M.— 11.55	P.M.—			
FOND DU LAC..... 0.78	10.36	10.20	7.37		9.05	A.M.— 8.25	11.50				
	10.30 4.30	10.15 9.42	7.20		A.M. 8.40	9.00	8.15	11.45			11:00 p.m. to 11:59 p.m. 7:00 a.m. to 3:00 p.m.
EASTLINE..... 0.49	4.23	9.37	7.12		8.25	A.M.—	A.M.—	A.M.—			
	4.23	9.32	7.07		8.16						
MARSHLINE..... 2.01	4.06	9.26	6.57		8.10						
NO. FOND DU LAC..... 1.75											
DEXTER..... 2.99											
VANDYNE..... 3.23											
BLACK WOLF..... 5.59											
SOUTH OSHKOSH..... 0.23	3.40	9.15	6.10		8.00				P.M. 3.20		Closed
	3.22	8.56	5.49		7.32				3.16		
CAPE STREET..... 0.44											
OSHKOSH..... 2.33	3.20	8.55	5.48		7.30				s 3.15		12:01 a.m. to 8:00 a.m.
	3.10	8.50	5.43		7.20				3.03		Continuous
TOWER CF..... 1.68	A.M.—	8.45	5.40		7.15				P.M.—		Closed
		8.37	5.31		6.57						
WINNEBAGO..... 4.44											
SNELLS..... 4.40											
NEENAH-MENASHA..... 5.41		8.25	5.20		6.35						Closed
APPLETON JUNCTION..... 1.44		8.15	4.48		6.00						10:00 a.m. to 12 noon 6:15 p.m. to 8:15 p.m.
			P.M.—								
APPLETON..... 4.94		7.57			5.38						
LITTLE CHUTE..... 2.02		7.47			5.25						Closed
KAUKAUNA..... 6.04		7.05			5.20						Closed
WRIGHTSTOWN..... 4.35		6.35			5.00						Closed
LITTLE RAPIDS..... 5.25		6.25			4.47						Closed
DE PERE..... 2.51		6.15			4.30						Closed
SUGAR FACTORY..... 2.47		6.00			4.15						Continuous
		P.M.—			A.M.—						Continuous
TAVIL..... 1.11											
GREEN BAY..... 1.44		5.45			4.00						
		P.M.—			A.M.—						
NORTH GREEN BAY....	DAILY	Daily except Sunday	Daily except Sunday		DAILY except Sunday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	DAILY except Sunday	Daily except Sunday	

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES
MUST CLEAR SCHEDULE OF NOS. 239, 209, 240, 216 AND 220 FIF-
TEEN MINUTES.

No. 282 will not run between Tower CF and North Fond du Lac on Monday.

Between Wiscona and Green Bay—Westward

FIRST CLASS

211	209	109	115	153	151	239	149	167	217	417	317	121	161	Station Numbers	Distance from Milwaukee	Subdivision 5 Time Table 114 April 27, 1947	
DAILY	DAILY	Daily except Sunday	★ See Note Below	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY				
P.M. 8.15	P.M. 5.35			P.M. 1.40	P.M. 12.50	A.M. 11.15	A.M. 11.00	A.M. 9.00	A.M. 9.40	A.M. 4.05	A.M. 4.05	A.M. 4.15	P.M. 11.40	P.M. 8.45	550	0.00	MILWAUKEE..... 7.34
P.M. 8.29					P.M. 1.00				A.M. 9.51			A.M. 4.29			5709	7.34	WISCONA..... 3.06
8.34						1.03			9.56			4.34				10.40	FOX POINT..... 5.38
8.41							1.08		10.01			4.41			3209	15.78	MEQUON..... 6.98
8.49								1.14	10.07			4.49			3216	22.76	ULAO..... 4.95
s 9.00				s 1.20					s 10.14			s 5.10			3220	27.71	PORT WASHINGTON..... 2.30
9.04						1.23			10.17			5.14				30.01	SIGNA..... 5.82
9.11						1.28			10.23			s 5.23			3231	35.83	BELGIUM..... 5.10
9.17						1.33			d 10.29			s 5.31			3238	40.93	CEDAR GROVE..... 1.07
9.19									10.32			5.33				42.00	HILTON..... 2.89
9.23				1.37					10.35			s 5.39			3242	44.89	OOSTBURG..... 4.25
9.28					1.41				10.39			5.45			3248	49.14	WEEDENS..... 3.43
9.32					1.44				10.42			5.49				52.57	SOUTH YARD..... 1.80
9.35					1.46							5.53			569	54.37	MARYLAND AVENUE..... 0.30
s 9.45				s 1.50					s 10.50			s 6.06			3252	54.67	SHEBOYGAN..... 2.15
9.50					1.54				10.55			6.11			3254	56.82	ROTHS..... 4.92
9.55					1.58				11.00			6.17			3260	61.74	HAVEN..... 4.62
10.00					s 2.03				d 11.06			s 6.25			3264	66.36	CLEVELAND..... 5.49
10.06												s 6.33			3269	71.85	NEWTON..... 1.78
10.08					2.10				11.14			6.35				73.63	DUVENECK..... 4.75
10.16					2.14				11.19			6.43			3276	78.38	CALUMET YARD..... 0.42
10.17					2.15				11.20			6.44				78.80	EASTEND..... 0.41
s 10.25		P.M. 5.40		s 2.21					s 11.24			s 6.59			3277	79.21	MANITOWOC..... 0.49
10.26		5.41			2.22				11.25			7.00				79.70	WESTEND..... 0.51
10.27		5.42			2.23				11.26			7.01			5502	80.21	ROSEMERE..... 6.62
10.35		P.M.			2.29				11.33			s 7.11			5504	86.83	FRANCIS CREEK..... 7.25
10.43					2.36				11.40			s 7.22			5507	94.08	MARIBEL..... 5.02
10.52				d 2.42					d 11.47			s 7.31			5510	99.10	DENMARK..... 8.09
11.02					2.50				11.56			7.41			5514	107.19	BELLEVUE..... 7.72
11.14	P.M. 8.09	P.M. 4.31		3.00	2.52	1.25	P.M. 12.15	12.05	A.M. 8.55	A.M. 8.23	7.54	A.M. 3.43	A.M. 12.17	5517	114.91	TAVAL..... 1.10	
11.25	P.M. 8.15	4.35	3.05	2.55	1.30	P.M.	12.20	12.10	9.00	8.30	8.00	3.50	12.30	686	116.01	GREEN BAY..... TWO TRACKS	
DAILY	DAILY	Daily except Sunday	★ See Note Below	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY				

No. 211 IS SUPERIOR TO ALL TRAINS OF SAME CLASS IN OPPOSITE DIRECTION, WISCONA TO TAVIL.

*No. 115 will run Thursday, May 29; Friday, June 6; Saturday, June 7; Friday, June 13; Saturday, June 14; Friday June 20; Saturday, June 21; Friday, June 27; Saturday, June 28; Wednesday, July 2; Thursday, July 3. Will run daily from Saturday, July 5 to and including Saturday, August 30, 1947. Will run Friday, September 5; Saturday, September 6; Friday, September 12; Saturday, September 13; Friday, September 19; Saturday, September 20; Friday, September 26; Saturday, September 27, 1947.

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.

No. 167 will stop at Oostburg to discharge revenue passengers from Milwaukee and beyond.

No. 153 will stop at Cedar Grove and Oostburg to discharge revenue passengers from Milwaukee and beyond.

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

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 153, 167, 239 AND 209 FIFTEEN MINUTES.

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

Schedules void between Westend and Rosemere. Centralized Control System rules govern.

Between Green Bay and Wiscona—Eastward

6

FIRST CLASS

220	110	216	120	116	168	154	108	214	240	210	206	306	212	162
Sunday only	★See Note Below	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY
P.M. 8.05	P.M. 8.15	P.M. 6.35	P.M. 7.35		P.M. 6.30	P.M. 6.25		P.M. 1.10	P.M. 1.20	P.M. 1.00	A.M. 10.12	A.M. 8.50	A.M. 4.40	A.M. 4.25
P.M. 8.00		P.M. 7.22			P.M. 6.18			P.M. 12.58				A.M. 8.40	A.M. 4.25	
7.54		7.15			6.13			12.54				8.36	4.18	
7.47		7.07			6.08			12.49				8.31	4.10	
7.38		6.58			6.01			12.43				8.23	4.02	
s 7.30	s 6.50		s 5.55				s 12.37				s 8.17	s 3.55		
7.21	6.43		5.49				12.34				8.11	3.47		
7.13		s 6.36			5.43			12.29				s 8.05	3.39	
7.06		6.27			s 5.37			12.24				s 7.57	3.32	
7.04		6.25			5.33							7.53	3.30	
7.00		6.21			5.30			12.20				s 7.50	3.26	
6.54		6.15			5.25			12.16				7.44	3.21	
6.49		6.10			5.21			12.13				7.40	3.16	
6.44		6.06										7.36	3.11	
s 6.43	s 6.05		s 5.18				s 12.10				s 7.35	s 3.10		
6.35		5.48			5.10			12.03				7.28	2.57	
6.30		s 5.42			5.05			11.59				7.24	2.51	
6.25		s 5.34			s 4.59			11.55				s 7.17	2.44	
6.18		s 5.25										7.09	2.36	
6.16		5.22			4.50			11.48				7.07	2.32	
6.10		5.17			4.47			11.43				7.02	2.25	
6.09		5.16			4.45			11.42				7.01	2.21	
s 6.08	s 5.15		P.M. 4.50	s 4.44			P.M. 12.08	s 11.41				7.00	s 2.20	
6.03		4.57	4.49	4.40			12.07	11.38				—A.M.	2.12	
6.02		4.56	P.M. 4.48	4.39			12.06	11.37					2.11	
5.54		s 4.49		4.33				11.31					2.02	
5.46		s 4.39		4.26				11.25					1.54	
5.39		s 4.31		s 4.20				11.20					1.47	
5.29		P.M. 4.20		4.11				11.10					1.37	
—P.M. 5.27	5.18	P.M. 4.17	4.08	4.02	P.M. 2.13			11.02	11.02	A.M. 9.48	A.M. 7.13		1.24	12.29
5.25	5.15	4.15	4.05	P.M.	4.00	P.M. 2.10		11.00	11.00	A.M. 9.45	A.M. 7.10		1.20	12.25
Sunday only	★See Note Below	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY

No. 211 IS SUPERIOR TO ALL TRAINS OF SAME CLASS IN OPPOSITE DIRECTION WISCONA TO TAVIL.

★No. 110 will run Sunday, June 1; Saturday, June 7; Sunday, June 8; Saturday, June 14; Sunday, June 15; Saturday, June 21; Sunday June 22; Saturday, June 28; Sunday, June 29; Thursday, July 3. Will run Daily from Saturday, July 5 to and including Saturday, August 30, 1947. Will run Monday, September 1; Saturday, September 6; Sunday, September 7; Saturday, September 13; Sunday, September 14; Saturday, September 20; Sunday, September 21; Saturday, September 27; Sunday, September 28, 1947.

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

No. 214 will stop on signal at Cedar Grove to receive revenue passengers for Milwaukee and beyond.

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

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 168, 214, 240, 216 AND 220 FIFTEEN MINUTES.

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

Schedules void between Westend and Rosemere. Centralized Control System rules govern.

Subdivision 5

Time Table 114

April 27, 1947

MILWAUKEE	7.34
WISCONA	3.06
FOX POINT	5.38
MEQUON	6.98
ULAO	4.95
PORT WASHINGTON	2.30
SIGNA	5.82
BELGIUM	5.10
CEDAR GROVE	1.07
HILTON	2.89
OOSTBURG	4.25
WEEDENS	3.43
SOUTH YARD	1.80
MARYLAND AVENUE	0.30
SHEBOYGAN	2.15
ROTHS	4.92
HAVEN	4.62
CLEVELAND	5.49
NEWTON	1.78
DUVENECK	4.75
CALUMET YARD	0.42
EASTEND	0.41
MANITOWOC	0.49
WESTEND	0.51
ROSEMORE	6.62
FRANCIS CREEK	7.25
MARIBEL	5.02
DENMARK	8.09
BELLEVUE	7.72
TAVIL	1.10
GREEN BAY	

TWO TRACKS	EASTEND
	MANITOWOC
	WESTEND
	ROSEMORE
	FRANCIS CREEK
	MARIBEL
	DENMARK
	BELLEVUE
TWO TRACKS	TAVIL
	GREEN BAY

Between Wiscona and Green Bay—Westward

Communicating Office Open Week Days	Distance from Milwaukee	Subdivision 5	Capacity of Siding	SECOND CLASS						THIRD CLASS			
				187	295	169	297	173		45	49	43	
		Time Table 114		DAILY	Daily except Monday	DAILY	Daily except Sunday	DAILY		Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	
		April 27, 1947		A.M. 1.35									
	0.00	MILWAUKEE.....											
Continuous	7.34	WISCONA.....	3.06	A.M. 2.00				P.M. 10.50		A.M. 8.20			
12:01 a.m. to 6:45 a.m. 10:45 p.m. to 11:59 p.m.	10.40	FOX POINT.....	105 5.38	2.10				10.56		8.36			
	15.78	MEQUON.....	100 6.98	2.22				11.07		f 8.45			
	22.76	ULAO.....	104 4.95	2.34				11.22		f 8.55			
Continuous	27.71	PORT WASHINGTON....	90 2.30	2.54				11.35		s 9.05 11.35			
	30.01	SIGNA.....	95 5.82	3.00				11.43		11.45			
7:45 a.m. to 4:45 p.m.	35.83	BELGIUM.....	100 5.10	3.11				11.56		s 12.29			
7:45 a.m. to 4:45 p.m.	40.93	CEDAR GROVE.....	25 1.07	3.20				12.10		s 12.52			
	42.00	HILTON.....	105 2.89	3.30				12.12		12.56			
7:30 a.m. to 4:30 p.m.	44.89	OOSTBURG.....	65 4.25	3.45				12.17		s 1.15 1.40			
	49.14	WEEDENS.....	105 3.43	4.05				12.25		1.50			
11:00 p.m. to 8:15 a.m.	52.57	SOUTH YARD.....	— 1.80	s 4.30				s 12.35		2.00 P.M.			
	54.37	MARYLAND AVENUE...	— 0.30										
2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.	54.67	SHEBOYGAN.....	— 2.15	Via Cut Off		P.M. 7.30		Via Cut Off					
	56.82	ROTHS.....	105 4.92	4.42		7.40		1.28					
8:45 a.m. to 5:45 p.m.	61.74	HAVEN.....	102 4.62	4.51		7.50		1.37					
7:00 a.m. to 4:00 p.m.	66.36	CLEVELAND.....	97 5.49	5.00		8.00		1.48					
	71.85	NEWTON.....	36 1.78	5.10		8.11		2.00					
	73.63	DUVENECK.....	105 4.75	5.14		8.15		2.12					
	78.38	CALUMET YARD.....	— 0.42	s 5.40		8.30 9.30		2.30 A.M.		A.M. 9.45	P.M. 1.05		
Continuous	78.80	EASTEND {	— 0.41	5.42		9.31				9.46	1.06		
	79.21	MANITOWOC {	— 0.49	5.45		9.33				9.47	1.08		
	79.70	WESTEND {	— 0.51	5.47		9.34				9.48	1.09		
	80.21	ROSEMERE.....	— 6.62	5.50		9.36				9.50 A.M.	1.10		
6:30 a.m. to 3:30 p.m.	86.83	FRANCIS CREEK.....	80 7.25	6.09		9.56				s 1.40			
8:30 a.m. to 5:30 p.m.	94.08	MARIBEL.....	80 5.02	6.25		10.15				s 2.00			
7:05 a.m. to 4:45 p.m.	99.10	DENMARK.....	81 8.09	6.40		10.27				s 2.12 3.15			
	107.19	BELLEVUE.....	80 7.72	6.55	— A.M. —	10.45	— P.M. —			s 3.30			
Continuous	114.91	TAVIL {	— 1.10	7.15	5.40	11.05	12.30			3.45			
Continuous	116.01	GREEN BAY {	— 1.10	7.20	6.00 A.M.	11.10 P.M.	12.35 P.M.			3.50 P.M.			
				DAILY	Daily except Monday	DAILY	Daily except Sunday	DAILY		Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	

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

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 153, 167, 239 AND 209 FIFTEEN MINUTES.

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

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

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

Westward inferior class trains receiving a clear signal at Wiscona may proceed to Fox Point ahead of due or overdue first class trains.

Westward inferior class trains from sub-divisions 2 and 5 receiving a clear signal at Tavil may proceed to KGB&W Crossing ahead of due or overdue first class trains.

Schedules void between Westend and Rosemere. Centralized Control System rules govern.

Between Green Bay and Wiscona—Eastward

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Communicating Office Open Sundays	Fuel, Water, Wye and Turntable	Subdivision 5 Time Table 114 April 27, 1947	FIRST CLASS		SECOND CLASS				THIRD CLASS				
			224	244	170	294	48	180	172		290	44	42
			Daily except Sunday	Sunday only	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY		Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday
		MILWAUKEE 7.34						A.M. 12.25					
Continuous	Y	WISCONA 3.06						A.M. 12.10	A.M. 6.00			P.M. 2.00	
12:01 a.m. to 6:45 a.m.		FOX POINT 5.38						12.03	5.50			1.53	
		MEQUON 6.98						11.55	5.40			1.45	
		ULAO 4.95						11.45	5.27			1.35	
12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	W	PORT WASHINGTON 2.30						11.35	5.10			1.20 s 10.20	
		SIGNA 5.82						11.27	4.46			10.15	
Closed		BELGIUM 5.10						11.20	4.35			s 10.00	
Closed		CEDAR GROVE 1.07						11.10	4.24			s 9.30	
		HILTON 2.89						11.07	4.22			9.02	
Closed		OOSTBURG 4.25						11.02	4.17			s 8.55	
		WEEDENS 3.43						10.55	4.05			8.25	
11:00 p.m. to 8:15 a.m.	FWTT	SOUTH YARD 1.80						s 10.45	s 3.50	5.30		8.15	
		MARYLAND AVENUE 0.30										A.M. —	
2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.	W	SHEBOYGAN 2.15			A.M. 7.00			Via Cut Off	Via Cut Off				
		ROTHS 4.92			6.47			10.08	2.50				
Closed		HAVEN 4.62			6.38			9.55	2.35				
Closed		CLEVELAND 5.49			6.25			9.40	2.25				
		NEWTON 1.78			5.58			9.33	2.16				
		DUVENECK 4.75			5.55			9.30	2.12				
	FY	CALUMET YARD 0.42			s 5.40		P.M. 7.30	s 9.00	2.00			P.M. 8.15	
	W	EASTEND 0.41			4.24		7.29	8.58				8.13	
Continuous		MANITOWOC 0.49			4.22		7.27	8.57				8.12	
		WESTEND 0.51			4.21		7.26	8.56				8.11	
		ROSEMERE 6.62			4.20		7.25	8.55				8.10	
Closed		FRANCIS CREEK 7.25			4.00		P.M. —		8.37			7.58	
Closed	Y	MARIBEL 5.02			3.47							7.47	
Closed	W	DENMARK 8.09			3.30				8.20			7.35	
		BELLEVUE 7.72			3.05				8.06			7.20	
Continuous		TAVIL 1.10			P.M. — 8.43	P.M. — 9.02	P.M. — 6.00				A.M. 4.15	6.57	
Continuous		GREEN BAY 8.40			2.35		7.46				4.10	6.52	
					8.40 P.M.	9.00 P.M.	5.55 A.M.				P.M. —	Daily except Sunday	
					Daily except Sunday	Sunday only	DAILY	DAILY	DAILY		Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday

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

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 168, 214, 240, 216 AND 220 FIFTEEN MINUTES.

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

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

Eastward Sub-Division 5 inferior class trains from Sub-Division 6 on clear signal indication at K.G.B. & W. Crossing may proceed to Tavil ahead of due or overdue first class trains destined to Sub-Division 2.

Schedules void between Westend and Rosemere. Centralized Control System rules govern.

Between Green Bay and East Switch—Westward

FIRST CLASS

	211	209	115	239	517	317	421	121	161	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Milwaukee	Subdivision 6
	DAILY	DAILY	★ See Note Below	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY			116.01	GREEN BAY
	P.M. 11.50	P.M. 8.25	P.M. 4.45	P.M. 1.35	A.M. 9.10	A.M. 8.25	A.M. 4.15	A.M. 4.15	A.M. 12.50	686		0.52	
	11.52	8.26	4.48	1.38	9.12	8.27	4.17	4.17	12.54			116.53	K. G. B. & W. CROSSING
	11.54		4.49	1.40	9.14	8.29	4.19	4.19	12.55	686	FWTT	0.92	
	11.58	8.30	4.52	1.43	9.18	8.34	4.23	4.23	12.58	700		2.78	NORTH GREEN BAY
	12.08		5.03	P.M.	f 9.28	f 8.44	A.M.	A.M.	A.M.	5603		120.23	DUCK CREEK
s 12.19			5.12		s 9.36	s 8.54				5606	WY	6.74	ANSTON
12.30			5.19		s 9.06					5625		5.61	PULASKI
12.38			5.26		s 9.17					5629		7.52	ZACHOW
s 12.55			s 5.39		s 9.35					3456	W	5.33	BONDUEL
1.03			5.45		f 9.44					5635		4.93	SHAWANO
1.14			5.52		s 9.56					5639		6.29	THORNTON
1.28			6.01		s 10.12					5644		8.82	LYNDHURST
1.38			6.07		f 10.23					5648		5.74	BOWLER
1.46			6.13		10.35							5.37	SHEPLEY
A.M. 1.52			P.M. 6.15		A.M. 10.40					3387	FWY	0.79	EAST SWITCH
A.M.			P.M.		A.M.							184.90	ELAND

No. 211 IS SUPERIOR TO ALL TRAINS OF SAME CLASS IN OPPOSITE DIRECTION, DUCK CREEK TO EAST SWITCH.

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

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 209 AND 239 FIFTEEN MINUTES.

★No. 115 will run Thursday, May 29; Friday, June 6; Saturday, June 7; Friday, June 13; Saturday, June 14; Friday, June 20; Saturday, June 21; Friday, June 27; Saturday, June 28; Wednesday, July 2; Thursday, July 3. Will run daily from Saturday, July 5 to and including Saturday, August 30, 1947. Will run Friday, September 5; Saturday, September 6; Friday, September 12; Saturday, September 13; Friday, September 19; Saturday, September 20; Friday, September 26; Saturday, September 27, 1947.

Between Green Bay and East Switch—Westward

THIRD CLASS

Communicating Office Open Week Days		43	385	533	171		169	297	37	187	295	Capacity of Sliding	Subdivision 6
		Daily except Sunday	Wednesday only	Monday Wednesday Friday	Tuesday Thursday Saturday		DAILY	Daily except Sunday	DAILY	DAILY	Daily except Monday		Time Table 114
Continuous		P.M. 3.50					P.M. 11.10	P.M. 12.35		A.M. 7.20	A.M. 6.00		GREEN BAY
Continuous		3.52					11.14	12.40		7.25	6.05		K. G. B. & W. CROSSING
		3.55		A.M. 8.30	A.M. 7.40		s 11.20 1.40	12.45	A.M. 8.35	s 7.30 10.55	6.30		NORTH GREEN BAY
		P.M.		8.40	f 7.47		1.50		8.45	11.05		98	DUCK CREEK
8:30 a.m. to 5:30 p.m.				9.00	s 8.05		2.25		A.M.			49	ANSTON
8:30 a.m. to 6:20 p.m.				s 9.15	s 8.35		2.50					48	PULASKI
8:45 a.m. to 5:45 p.m.					s 8.55		3.10					49	ZACHOW
9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.					s 9.05 9.35		3.25					49	BONDUEL
		P.M. 12.30			s 12.01		3.55					57	SHAWANO
		12.40			12.15		4.15					75	THORNTON
		12.51			s 12.42		4.45					48	LYNDHURST
8:15 a.m. to 4:15 p.m.		1.22			s 1.22		5.20					49	BOWLER
		1.35			s 1.45		5.40						SHEPLEY
		1.50			2.00		6.10						EAST SWITCH
Continuous		P.M. 1.55			P.M. 2.05		A.M. 6.20						ELAND

Between East Switch and Green Bay—Eastward

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Distance from Eland	Subdivision 6 Time Table 114 April 27, 1947	FIRST CLASS									
		162	212	214	240	120	110	220	504	224	
	DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	★ See Note Below	Sunday only	Daily except Sunday	Daily except Sunday		
69.68	TWO TRACKS GREEN BAY..... 0.52	A.M. 12-10	A.M. 1-05	A.M. 10-45	A.M. 10-45	P.M. 2-55	P.M. 5-05	P.M. 5-15	P.M. 6-45	P.M. 7-10	
69.16	K. G. B. & W. CROSSING..... 0.92	12-03	1-02	10-38	10-38	2-51	4-58	5-11	6-39	7-04	
68.24	NORTH GREEN BAY..... 2.78	12-02	1-00	10-36	10-36	2-49	4-57	5-09	6-36	7-03	
65.46	DUCK CREEK..... 6.74	11-59	12-57	10-33	10-33	2-45	4-52	5-06	6-32	7-00	
58.72	ANSTON..... 5.61		12-48			f 2-36	4-42		f 6-23		
53.11	PULASKI..... 7.52		12-40			s 2-28	4-34		6-14		
45.59	ZACHOW..... 5.33		12-30			s 2-16	4-25		P.M.		
40.26	BONDUEL..... 8.32		12-20			s 2-08	4-18				
31.94	SHAWANO..... 4.93		s 12-07			s 1-56	s 4-08				
27.01	THORNTON..... 6.29		11-58			f 1-46	3-58				
20.72	LYNDHURST..... 8.82		11-50			s 1-35	3-51				
11.90	BOWLER..... 5.74		11-40			s 1-22	3-42				
6.16	SHEPLEY..... 5.37		11-32			f 1-14	3-35				
0.79	EAST SWITCH..... 0.79		11-24			1-05	3-28				
.00	ELAND.....			11-22	P.M.	P.M.	1-03	3-26	P.M.		

★No. 110 will run Sunday, June 1; Saturday, June 7; Sunday, June 8; Saturday, June 14; Sunday, June 15; Saturday, June 21; Sunday June 22; Saturday, June 28; Sunday, June 29; Thursday, July 3. Will run Daily from Saturday, July 5 to and including Saturday, August 30, 1947. Will run Monday, September 1; Saturday, September 6; Sunday, September 7; Saturday, September 13; Sunday, September 14; Saturday, September 20; Sunday, September 21; Saturday, September 27; Sunday, September 28, 1947.

No. 211 IS SUPERIOR TO ALL TRAINS OF SAME CLASS IN OPPOSITE DIRECTION, DUCK CREEK TO EAST SWITCH.

FREIGHT TRAINS, TRANSFER TRAINS, AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF NOS. 214, 240 AND 220 FIFTEEN MINUTES.

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

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.

Between East Switch and Eland movements will be governed by Ashland division timetable.

Between East Switch and Green Bay—Eastward

Subdivision 6 Time Table 114 April 27, 1947	SECOND CLASS							THIRD CLASS					Communicating Office Open Sundays
	280	294	174	180	36	170		290	42	522	382	384	
	DAILY	Daily except Sunday	Wednesday only	DAILY	Daily except Sunday	DAILY		Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Monday Friday	Wednesday only	
TWO TRACKS GREEN BAY..... 0.52		P.M. 5-55		P.M. 7-42		A.M. 2-30		A.M. 4-10	P.M. 6-52				Continuous
K. G. B. & W. Crossing..... 0.92		5.50	P.M.	7-40	P.M.	2-27		4-08	6-50	P.M.	P.M.		
NORTH GREEN BAY..... 2.78		4.05	5.45	6.10	7-35	10-15	s 2-20 s 11-50	4.00	6.45	1-05	1-45		Continuous
DUCK CREEK..... 6.74		3.55	P.M.	6-01	10-00	11-42		A.M.	P.M.				
ANSTON..... 5.61				5.50	P.M.	11-29				12-40	s 1-20		Closed
PULASKI..... 7.52				5.38		11-19				12-25	s 1-00		Closed
ZACHOW..... 5.33				5.19		11-07					s 12-15		
BONDUEL..... 8.32				4.45		10-55					s 11-45		Closed
SHAWANO..... 4.93				4.23 3.42		10-30					11-15 s 9-30	A.M. 9.00	12:01 a.m. to 7:00 a.m. 11:00 p.m. to 11:59 p.m.
THORNTON..... 6.29				3.32		9-56					f 9-10	8-52	
LYNDHURST..... 8.82				3.19		9-43					s 8-55	8-42	
BOWLER..... 5.74				2.59		9-23					s 8-35	8-30	Closed
SHEPLEY..... 5.37				2.47		9-08					s 8-15	8-15	
EAST SWITCH..... 0.79				2.35		8-50					8-05	8-05	
ELAND.....				2.30	P.M.	8-45	P.M.				8-00	8-00	12:00 mn to 9:30 a.m. 3:30 p.m. to 12:00 mn

Lake Shore Division

Westward—Between Pulaski and Scott Lake—Eastward

Communicating Office Open Sundays	SECOND CLASS		FIRST CLASS		Fuel, Water, Wye and Turntable	Distance from Green Bay	Subdivision 8 Time Table 114 April 27, 1947	Station Numbers	FIRST CLASS		SECOND CLASS		Communicating Office Open Week Days
	533	535		517					Daily except Sunday	Capacity of Sliding	504	Daily except Sunday	
Monday Wednesday Friday	Daily Except Sunday			Daily except Sunday				686		P.M. 6.45		P.M. 1.05	
A.M. 8.30			A.M. 9.10		0.0		GREEN BAY 16.57					P.M. 6.10	
Closed	A.M. 9.53		A.M. 9.38		16.57		PULASKI 6.21	5606	48			P.M. 12.10	
s10.10			s 9.48		22.78		KRAKOW 2.66	5608				s 11.57	
Closed	10.25		s 9.52		25.44		GREEN VALLEY 7.32	5610	54			s 11.50	
Closed	s11.00		s10.08		32.76		GILLETT 8.64	3472	56			s 11.25	
Closed	s11.45		s10.23		41.40		SURING 6.08	3809	24			s 10.23	
f11.59			s10.31		47.48		BREED 3.13	3814	34			s 9.38	
	12.10		f10.37		W 50.61		BONITA 5.08	3816	40			s 9.30	
Closed	s12.35		s10.46		55.69		MOUNTAIN 9.43	3820	44			s 9.20	
Closed	s 1.30		s11.05		65.12		LAKEWOOD 4.09	3824	37			s 8.45	8:30 a.m. to 5:30 p.m.
Closed	s 1.50		s11.12		69.21		TOWNSEND 5.07	3825	24			s 8.24	
f 2.10			s11.20		74.28		CARTER 3.57	3827	17			f 8.06	
s 2.30			s11.26		77.85		SOPERTON 1.13	3826				s 4.22	
Closed	s 3.00		s11.30		W 78.98		WABENO 4.54	3828	27			s 4.19	
	3.15		f11.39		83.52		PADUS 5.16					f 4.10	
Closed	3.45	A.M. P.M. 7.00	s11.52		FWY 88.68		LAONA 12.86	3831	29			s 4.00	A.M. 7.00
Closed		7.45	s12.14		101.54		NEWALD 7.65	3836	35			s 3.37	A.M. 10.10
Closed		8.05	12.30		109.19		LONG LAKE 6.10	3840	40			3.20	8:45 a.m. to 5:45 p.m.
		8.22			115.29		TIPLER 8.10	3846	34				9.50
		8.45			Y 123.39		SCOTT LAKE	785	42				9.25
Monday Wednesday Friday	Daily Except Sunday		Daily except Sunday						Daily except Sunday				9.00
												Tuesday Thursday Saturday	

No. 517 is superior to No. 504.
No. 535 is superior to No. 536.

Turning wye at Quinlans Spur 5.89 miles west of Newald. Leg capacity 30 cars.

Westward—Between Oconto and Gillett—Eastward

Communicating Office Open Week Days	THIRD CLASS		SECOND CLASS		Fuel, Water, Wye and Turntable	Distance from Oconto	Subdivision 9 Time Table 114 April 27, 1947	Station Numbers	SECOND CLASS		THIRD CLASS		Communicating Office Open Sundays
	409 C. M. St. P. & P.	405		405					Daily except Sunday	P.M. 2.45	410 C. M. St. P. & P.	Daily except Sunday	
Continuous		A.M. 11.00		A.M. 8.00	FWY	0.00	OCONTO 8.53	708			A.M. 10.05		Continuous
8:00 a.m. to 5:00 p.m.		11.15		s 8.25		8.53	STILES JCT. 4.69	3485	16		9.50		4:00 p.m. to 6:00 p.m.
8:15 a.m. to 5:15 p.m.		A.M.		s10.00		13.22	OCONTO FALLS 8.74	3480	13		2.00		Closed
8:45 a.m. to 5:55 p.m.				11.00	FW	21.96	GILLETT	3472			12.45 P.M.		Closed
		Daily except Sunday		Daily except Sunday					Daily except Sunday		Daily except Sunday		

No. 405 IS SUPERIOR TO No. 404.

Westward—Between Rosemere and Kaukauna—Eastward

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Communicating Office Open Sundays	SECOND CLASS		FIRST CLASS		Station Number	Fuel, Water, Wye and Turntable	Distance from Kaukauna	Subdivision 7	Time Table 114	Capacity of Siding	FIRST CLASS		SECOND CLASS		Communicating Office Open Week Days	
		49		109							Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		
		Daily except Sunday			5502		33.70	ROSEMERE.....								
		A.M. 9.50		P.M. 5.42	3284		28.35	5.35 BRANCH.....	22		P.M. 12.06	P.M. 4.48	P.M. 7.25			
		10.02		s 5.51	3286		25.41	2.94 WHITELAW.....	21		s 11.57 f	4.40	7.12			
		f10.10		s 5.57	3289		23.37	2.04 CATO.....			s 11.52 f	4.34	7.05			
		f10.17		s 6.02	3291		21.56	1.81 GRIMMS.....	12		s 11.48 s	4.29	7.00			
		s10.21		s 6.06	3293		19.07	2.49 REEDVILLE.....	35		s 11.44 s	4.25	6.57			
Closed		s10.40		s 6.12				5.95			s 11.39 s	4.20	6.52	8:15 a.m. to 5:15 p.m.		
Closed		11.00 s12.15		s 6.20	3299	W	13.12	4.44 BRILLION.....	26		s 11.30 s	4.08	6.40	7:45 a.m. to 4:45 p.m.		
		s12.55		s 6.28	3304		8.68	3.39 FOREST JCT.....	34		s 11.22 s	3.58	6.28			
		s 1.15		f 6.35	3307		5.30	5.30 DUNDAS.....	22		s 11.15 s	3.51	5.50			
Closed		1.45 P.M.		6.50 P.M.	3313	FW TT	0.0	KAUKAUNA.....			11.05 A.M.	3.40 P.M.	5.30 P.M.	7:00 a.m. to 7:30 p.m.		
		Daily except Sunday		Daily except Sunday							Daily except Sunday	Daily except Sunday	Daily except Sunday			

Westward—Between Calumet Yard and Two Rivers—Eastward

THIRD CLASS		Station Numbers	Fuel, Water, Wye and Turntable	Distance from Calumet Yard	Subdivision 5a	THIRD CLASS	
233	231					202	204
Daily Except Sunday	Daily except Sunday				Time Table 114	Daily Except Sunday	Daily Except Sunday
P.M. 1.10	A.M. 9.30			0.00	CALUMET YARD.....	P.M. 1.00	P.M. 5.45
1.40 P.M.	10.00 A.M.	3279		9.00	9.00 TWO RIVERS.....	12.30 P.M.	5.15 P.M.
Daily Except Sunday	Daily except Sunday				Office open week days at Two Rivers 8:30 a.m. to 5:30 p.m. Closed Sunday	Daily Except Sunday	Daily except Sunday

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
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40

SMOKE
is fuel wasted

SAVE
COAL

Westward—Between Janesville and Tower NW—Eastward

No. 53 is superior to No. 56.

Westward—Between Sheboygan and Eastline—Eastward

Third Class	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Sheboygan	Subdivision 3	Capacity of Sliding	Communicating Office Open Week Days	Third Class
47				Time Table 114			46
Daily except Sunday				April 27, 1947			Daily except Sunday
A.M. 8.15	3252	FWTT		SHEBOYGAN 0.27		2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.	P.M. 5.50
8.16	569		0.27	MARYLAND AVE. 2.90			5.45
8.25	566		3.17	KOHLER 1.73	34		5.35
s 9.00	570		4.90	SHEBOYGAN FALLS 9.08	9	8:00 a.m. to 5:00 p.m.	s 5.30
s 11.45	572	W	13.98	PLYMOUTH 5.58	15	9:30 a.m. to 6:30 p.m.	5.00 s 2.00
s 12.20	573		19.56	GLENBEULAH 6.44	21	8:00 a.m. to 5:00 p.m.	s 1.30
s 1.00	575		26.00	ST. CLOUD 4.20	22	8:00 a.m. to 5:00 p.m.	s 1.00
s 1.20	576		30.20	CALVARY 2.19	18	8:00 a.m. to 5:00 p.m.	s 12.45
s 1.30	577		32.39	MALONE 6.37	10		s 12.30
s 1.48	578		38.76	PEEBLES 4.73	5		s 12.10
2.00 P.M.		Y	43.49	EASTLINE			11.55 A.M.
Daily except Sunday							Daily except Sunday

COMMUNICATING OFFICE OPEN

Weekdays

Sundays

Janesville . . .	Continuous	Continuous
Milton Jct. . .	Continuous	Continuous
Fort Atkinson . .	8:15 a.m. to 5:15 p.m.	Closed
Jefferson . . .	8:15 a.m. to 5:15 p.m.	Closed
Jefferson Jct. .	{ 12:01 a.m. to 9:00 p.m. } { 11:00 p.m. to 11:59 p.m. } { 11:00 p.m. to 11:59 p.m. }	
Johnson Creek . .	8:30 a.m. to 5:30 p.m.	Closed
Watertown . . .	Continuous	Continuous
Clyman Jct. . .	Continuous	Continuous
Juneau . . .	7:30 a.m. to 4:30 p.m.	Closed
Burnett . . .	7:45 a.m. to 4:45 p.m.	Closed
Oakfield . . .	7:00 a.m. to 4:00 p.m.	Closed

FACILITIES ARE LOCATED AS FOLLOWS:

Ft. Atkinson	W	Watertown	FWY
Jefferson Jct.	WY	Clyman Jct.	FWY
	Burnett	W	

Westward—Between Marshline and Marshfield—Eastward

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SECOND CLASS			FIRST CLASS		Station Numbers	Fuel, Water, We and Turntable	Distance from Fond du Lac	Subdivision 4 Time Table 114 April 27, 1947	Capacity of Siding	FIRST CLASS		SECOND CLASS			
35	621 See Line	39		9						Daily except Sunday	Daily except Sunday	622 See Line	32	34	
Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday						Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
			A.M. 8.15							A.M. 11.00				P.M. 7.40	
				P.M. 6.50	668	3.28	....NORTH FOND DU LAC.... 3.28....FOND DU LAC.... 1.27		Continuous					
			A.M. 8.30	P.M. 6.55		1.27	....MARSHLINE.... 8.61 2.57			A.M. 10.49				P.M. 7.25
s 9.05			s 7.06	582	9.88	....ELDORADO.... 2.57	27			s 10.36				7.06
s 9.45			s 7.11	583	12.45	....ROSENDALE.... 2.71		8:00 a.m. to 5:00 p.m.		s 10.29				6.45
9.55			f 7.16	584	15.16	....WEST ROSENDALE.... 5.57				f 10.24				6.35
10.15			7.23	585	W 20.73	....RIPON JUNCTION.... 0.32	35			10.15				6.22
s 11.15			s 7.27	586	21.05	....RIPON.... 6.06		9:00 a.m. to 6:00 p.m.		s 10.12				f 6.20
s 12.01			s 7.38	587	27.11	....GREEN LAKE.... 9.02	46	8:00 a.m. to 5:00 p.m.		s 10.00				f 5.44
s 12.45			s 7.53	590	36.13	....PRINCETON.... 9.72	40	8:00 a.m. to 5:00 p.m.		s 9.42				f 5.24
s 1.35			s 8.11	5003	45.85	....NESHKORO.... 2.51	37	8:30 a.m. to 5:30 p.m.		s 9.22				f 5.05
s 2.00			s 8.16	5007	W 48.36	....BANNERMAN.... 6.40	55			s 9.16				f 5.00
s 2.50			s 8.28	5010	54.76	....WAUTOMA.... 7.44	35	8:00 a.m. to 5:00 p.m.		s 9.05				f 4.47
s 3.25			s 8.42	5014	FY 62.20	....WILD ROSE.... 10.58	38	7:30 a.m. to 4:30 p.m.		s 8.53				f 4.31
s 4.08			s 9.03	5018	72.78	....ALMOND.... 5.54	41	8:00 a.m. to 5:00 p.m.		s 8.35				f 4.08
s 4.30			s 9.13	5020	W 78.32	....BANCROFT.... 11.58	21			s 8.24				f 3.56
s 5.05			f 9.29	5023	89.90	....KELLNER.... 6.15	35			s 8.05				f 3.33
		5.25			Y 96.05	....NE JCT.... 0.58				7.55				3.17
— P.M. 3.50	P.M. 3.35	5.30	s 9.43	5025	W 96.63	....WISCONSIN RAPIDS.... 1.24	40	7:30 a.m. to 4:30 p.m.		s 7.52				A.M. 9.35 P.M. 3.15
3.55	3.35		9.46		97.87	....WESTRAP.... 8.04				7.45				8.35 9.25
s 4.20	s 3.55		s 10.00	5027	105.91	....VESPER.... 5.23	35	7:15 a.m. to 4:15 p.m.		s 7.33				s 8.15 s 9.05
s 4.40	s 4.10		s 10.11	5029	111.14	....ARPIN.... 9.85				s 7.22				s 8.00 s 8.45
4.55	4.30				120.99	....EASTMAR.... 1.27				7.05				7.30 8.20
5.00	P.M.			10.30	WVFY 122.26	....MARSHFIELD.... P.M.		12:01 a.m. to 3:00 p.m. 11:00 p.m. to 11:59 p.m.		7.00				8.15 A.M.
Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday				Marshfield open { 12:01 a.m. to 7:00 a.m. Sunday { 12:45 p.m. to 2:45 p.m. Other offices closed Sunday { 11:00 p.m. to 11:59 p.m.			Daily except Sunday		Daily except Sunday		Daily except Sunday

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, Spur N-283, 1.5 miles east of Eastmar, or N-286, 5 miles east of Eastmar.

Ripon Junction siding is located one-half mile east of Ripon Junction.

Vesper siding is located one mile east of Vesper station.

Westward—Between Bannerman and Red Granite—Eastward

SECOND CLASS			Station Numbers	Distance from Bannerman	Subdivision 4a Time Table 114 April 27, 1947	Capacity of Siding	THIRD CLASS		SECOND CLASS			THIRD CLASS		
41							40		33	Tuesday Thursday Saturday P.M. 3.40	NE JCT.... 4.1	38	Daily Except Sunday P.M. 3.00	
Tuesday Thursday Saturday P.M. 2.30	5007	4.41	BANNERMAN.... 55				3.25		12.45		NE JCT.... 4.1			
2.40	5205	4.41	SPRING LAKE.... 22				3.20		1.10	5304	4.1	28	2.20	
2.50		6.10	LOHRVILLE.... 38				3.15		1.30	5307	6.8	26	2.00	
3.00	5208	7.50	RED GRANITE.... 15				P.M.		P.M.					
			Red Granite office open Week Days 8:30 a.m. to 5:30 p.m. Closed Sunday							No communication stations				

Westward—Between NE Jct. and Nekoosa—Eastward

SECOND CLASS			Station Numbers	Distance from NE Jct.	Subdivision 4b Time Table No. 114 April 27, 1947	Capacity of Siding	SECOND CLASS			THIRD CLASS		
40		33					Tuesday Thursday Saturday P.M. 3.40	Station Numbers	Distance from NE Jct.	NE JCT.... 4.1	38	Daily Except Sunday P.M. 3.00

SPEED RESTRICTIONS

LOCATION	Restrictions			LOCATION	Restrictions		
	Stream-Liner Diesel Operated	Other Pass. Trains	Freight Trains		Speed per Hour	Stream-Liner Diesel Operated	Other Pass. Trains
BETWEEN FOND DU LAC AND TAVIL Maximum speed, miles per hour: Streamliner Trains—Diesel Operated: Straight track 80 Curves.....70 Other Passenger Trains: Straight track 70 Curves.....70 Freight Trains.....50				BETWEEN WISCONA AND PORT WASHINGTON Maximum Speed, miles per hour: Streamliner Trains—Diesel Operated: Straight Track 80 Curves.....70 Other Passenger Trains: Straight Track 70 Curves.....70 Freight Trains.....50			
MP 176.7 to 178.3—Tower NW to Scott Street, Fond du Lac.....	30	30	30	MP 4.8 to 5.4 Through Interlocking, Wis- conna.....	25	25	25
MP 182.2—over switches at Dexter (west- ward only).....	40	40	40	MP 25.2—Over Grand Ave. crossing, Port Washington.....	30	30	30
MP 193.5 to 194.1—Around curve 1/2 mile east of South Oshkosh and to Fox River draw bridge.....	60	50	45	BETWEEN PORT WASHINGTON AND CEDAR GROVE Maximum Speed, miles per hour: Streamliner Trains—Diesel Operated: Straight Track 70 Curves.....70 Other Passenger Trains: Straight Track 70 Curves.....70 Freight Trains.....50			
MP 194.1 Over Fox River draw bridge at Oshkosh.....	15	15	15	MP 26.0—Around Curve 3/4 mile west of Port Washington.....	65	60	45
MP 194.1 to 196.2—Between Fox River draw bridge and north city limits at Murdoch Street, Oshkosh.....	30	30	30	MP 28.0 to 30.8—Around curves between Signa and Belgium.....	60	60	45
MP 196.2 to 197.0—Between Murdoch St. and Tower CF Interlocking, Oshkosh.....	40	40	40	BETWEEN CEDAR GROVE AND DUCK CREEK Maximum Speed, miles per hour: Streamliner Trains, Diesel Operated: Straight track 80 Curves.....75 Other Passenger Trains: Straight track 70 Curves.....70 Freight Trains.....50			
MP 197.0—Tower CF Interlocking—westward Diverging route to Ashland Division.....	40	40	12	MP 49.7 to 54.1—Over Sheboygan Cut-off..	30	30	30
MP 206.6 to 208.0—So. Commercial Ave. to M. St. P. & S. S. M. crossing Neenah.....	30	30	30	MP 50.5 to 54.0—Between West Crossover at west end of South Yard and west City Limits at North Ave., Sheboygan.....	30	30	30
MP 208.0—Over M. St. P. & S. S. M. crossing, Neenah.....	15	15	15	MP 75 to 76.3—Between east switch Calumet Yard and Eastend	65	50	35
MP 208.0 to 209.2—Between M. St. P. & S. S. M crossing, Neenah and around curve west of Bridge 366.....	55	50	40	MP 76.3 to 77.2—Through turnouts and spring-switch at Eastend and Westend...	40	40	35
MP 212.5 to 213.0—Approaching Appleton Jct.—westward.....	30	30	30	MP 78.6—Rosemere Interlocking—Diverging route.....	20	20	20
MP 213.0—Over C. & N. W. crossing, Apple- ton Jct.....	15	15	15	MP 93.7 to 94.5—Around reverse curves from 1 mile west of Maribel to 1.8 miles west of Maribel.....	70		
MP 213.0 to 215.0—Within City Limits, Appleton.....	40	40	30	MP 112.1 to 112.6 —Over Fox River draw- bridge, Green Bay.....	20	20	20
MP 221.0 to 221.6—Within City Limits, Kau- kauna.....	60	60	45				
MP 227.3 to 228.0—Around curve through Wrightstown.....	65	55				
MP 236.2 to 237.8—Within City Limits, De Pere.....	65	60				

SPEED RESTRICTIONS

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LOCATION	Restrictions			LOCATION	Restrictions	
	Stream- Iliner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Speed per Hour	Pass. Trains
MP 112.6 to 113.8—Between Fox River draw-bridge and Tavil.....	40	40	30	MP 79.0 to 81.0—Around reverse curves between Wabeno and 2 miles west of Wabeno.....	20	20
MP 241.9 to 1.0—Over C. M. St. P. & P. crossing, through switches at Tavil, over G. B. & W. crossing and to Broadway Tower, Green Bay.....	20	20	20	MP 88.7 to 95.3—Between Laona and M. St. P. & S. S. M. crossing.....	35	.....
MP 1.0 to 4.2—From Broadway Tower, Green Bay to Duck Creek.....	70	.....	.....	MP 95.3—M. St. P. & S. S. M. crossing—gates operated by C. & N. W.	Stop	Stop
MP 4.2—Over Centralized Control Junction switch, Duck Creek on diverging route....	25	25	25	MP 95.3 to 123.4—Between M. St. P. & S. S. M. crossing and Scott Lake.....	35	.....
LOCATION		Restrictions			LOCATION	
		Speed per Hour	Pass. Trains	Freight Trains	Speed per Hour	
BETWEEN DUCK CREEK AND ELAND					Passenger trains.....	
Maximum speed, miles per hour:					35	
Passenger trains.....		60			Freight trains.....	30
Freight trains.....		45				
MP 5.5 to 10.6—From 1 1/4 miles west of Duck Creek to 1/2 mile east of Anston, around curves only....	50	.....		MP C-32.8 Junction Switch, Gillett westward trains subdivision 9.....	Stop	Stop
MP 17.0—Over Laona Line junction switch, Pulaski....	25	25		MP C-46.1—Over C. M. St. P. & P. crossing at Stiles Jct.....	20	20
MP 37.0—Over M. St. P. & S. S. M. Interlocking, Shawano:				MP C-54.3—Over Highway No. 41 crossing at Oconto.....	5	5
Westward.....	40	40		BETWEEN CALUMET YARD AND TWO RIVERS	15	15
Eastward.....	20	20		Maximum speed, miles per hour:		
MP 37.8—Over Main St. crossing at Shawano station.	15	15		Passenger trains.....	30	
MP 68.5 to 69.0—Around curve and over junction switch at East Switch, Eland.....	20	20		Freight trains.....	30	
BETWEEN PULASKI AND BONITA				MP 76.7 to 78.3—Over all street crossings through City of Manitowoc.....	15	15
Maximum speed, miles per hour:				All train, engine or yard switching movements will come to a STOP at and in starting to proceed sound TWO SHORT BLASTS of whistle at the crossings herein designated:		
Passenger trains.....		45		South 21st and South 14th and Franklin Street crossings.		
Freight trains.....		30		South Water and Clark Street crossing.		
MP 17.1—Junction Switch, Pulaski—Eastward trains subdivision 8.....	Stop	Stop		North 21st Street crossing.		
BETWEEN BONITA AND SCOTT LAKE						
Maximum speed, miles per hour:				BETWEEN ROSEMERE AND KAUKAUNA		
Passenger trains.....		40		Maximum speed, miles per hour:		
Freight trains.....		25		Passenger trains.....	40	
MP 61.0 to 61.4—Around curves 5 miles west of Mountain.....	30	.....		Freight trains.....	30	
MP 62.0 to 63.0—Around curves between 6 and 7 miles west of Mountain.....	20	20		MP 93.4 to 94.2—Through Village of Reedville.....	15	15
MP 67.0 to 67.7—Around reverse curves between 2 and 3 miles west of Lakewood.....	20	20		MP 99.6—Main St. crossing, east end of platform, Brillion.....	Stop	Stop
MP 71.3 to 73.7—Around reverse curves between 2 miles west of Townsend and 1/4 mile east of Carter.....	30	.....		MP 104.0—C. M. St. P. & P. crossing, Forest Jct....	Stop	Stop
				MP 110.0 to 112.5—From 2 1/2 miles east of Kaukauna to Kaukauna.....	20	20
				MP 112.5—Dodge St. crossing, east end of Kaukauna Yard.....	Stop	Stop
				Main St. crossing, east end Kaukauna station platform, Flag over.....	Stop	Stop

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Speed per Hour			Speed per Hour	
	Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
BETWEEN JANESEVILLE AND TOWER NW					
Maximum speed, miles per hour:					
Passenger trains.....	45		MP 1.0—M. St. P. & S. S. M. crossing, Marshline, gate operated by C. & N. W.....		
Freight trains, Class H engines.....	30		MP 20.1—C. M. St. P. & P. crossing, Ripon Jct.....		
Other Freight trains.....	35		MP 20.1 to 23.1—Between C. M. St. P. & P. crossing, Ripon Jct. and Bridge No. 1019—2.7 miles west of Ripon.....	30	25
MP 91.6—Over Interlocking 1/5 mile west of Janesville.....	15	15	MP 35.5 to 35.8—Between Princeton and Fox River Bridge, 0.3 miles west of Princeton.....	30	20
MP 94.2—Over C. M. St. P. & P. crossing, Tower MI..	30	30	MP 90.3—Over State St. crossing 600 ft. west of station, Neshkoro.....	15	15
MP 99.6—Over C. M. St. P. & P. crossing, Milton Jct.	15	15	MP 92.7 to 93.0—Over junction switch and around curve at Bannerman.....	15	15
MP 111.0 to 112.0—Through City of Fort Atkinson...	15	15	MP 102.0 to 103.0—Around curves 4 miles west of Wautoma.....	30	25
MP 116.5 to 117.5—Through City of Jefferson.....	15	15	MP 110.0 to 114.0—From 3 miles west to 7.0 miles west of Wild Rose—Eastward.....	30	25
MP 117.4—Candise St., 1200 ft. west of station, Jefferson.....	Stop	Stop	MP 139.0 to 140.6—Between 1 mile east of Wisconsin River Bridge and NE Jct.....	25	20
MP 119.6—Over C. & N. W. crossing, Jefferson Jct..	20	20	MP 140.6 to 141.0—Between NE Jct. and Grand Ave. crossing at Wisconsin Rapids station.....	20	20
MP 130.6—C. M. St. P. & P crossing, Watertown....	Stop	Stop	MP 141.0—Grand Ave. crossing, Wisconsin Rapids—Flag over.....	Stop	Stop
MP 130.6 to 131.6—Within city limits, Watertown...	15	15	MP 141.2—C. M. St. P. & P.—M. St. P. & S. S. M. crossing 1300 ft. west of Wisconsin Rapids station.	Stop	Stop
MP 140.0—Over C. & N. W. crossing, Clyman Jct....	30	30	MP 141.5—G. B. & W. crossing 0.5 mile west of Wisconsin Rapids.....	Stop	Stop
MP 145.2 to 145.9—Within city limits, Juneau.....	20	20	MP 142.9 to 143.2—Around curves 0.8 mile west of Westrap.....	25	20
MP 149.0—Over C. M. St. P. & P. crossing, Minnesota Jct.....	20	20	MP 143.2 to 165.0—Between 0.8 mile west of Westrap and Eastmar.....	40	25
MP 152.6—Over C. M. St. P. & P. crossing, Burnett.	20	20	MP 165.0—M. St. P. & S. S. M. Junction switch, Eastmar.....	Stop	Stop
MP 174.1—Over C. M. St. P. & P. crossing 2.7 miles east of Tower NW.....	20	20	MP 166.0—Around curve and between C. St. P. M. & O—M. St. P. & S. S. M. connection switches and Marshfield station.....	15	15
MP 176.0—Over M. St. P. & S. S. M. crossing, 0.8 mile east of Tower NW.....	20	20	Marshfield—See Rule 11, page 19 regulating operation on joint track.		
BETWEEN SHEBOYGAN AND EASTLINE					
Maximum speed, miles per hour:					
Passenger trains.....	35				
Freight trains.....	25				
MP 52.9—Junction Switch, Maryland Ave. eastward trains subdivision 3.....	Stop	Stop			
MP 1.0—Between Maryland Ave. and Cut-off railroad crossing, Sheboygan.....	20	20			
MP 5.0 to 6.5—Within city limits, Sheboygan Falls..	10	10			
MP 14.3—Over C. M. St. P. & P. crossing, Plymouth..	15	15			
MP 17.5 to 18.6—Around curves between 2 miles and 2 1/2 miles east of Glenbeulah.....	15	15			
MP 21.0 to 22.0—Around curves between 1 mile and 2 miles west of Glenbeulah.....	25	25			
MP 43.0 to 43.7—Over Main St. crossing 0.7 miles east of Eastline and to Eastline.....	15	15			
MP 43.8—Junction Switch, Eastline westward trains subdivision 3.....	Stop	Stop			
BETWEEN MARSHLINE AND MARSHFIELD					
Maximum speed, miles per hour:					
Passenger trains.....	45		MP 140.4—Junction Switch, NE Jct. westward trains subdivision 4b.....		
Freight trains.....	35		MP 4.0—M. St. P. & S. S. M. crossing at Port Edwards		
			MP 5.6—N. E. P. Co. gauntlet track 1 3/4 miles west of Port Edwards.....		

SPEED RESTRICTIONS

LOCATION	Restrictions	
	Speed per Hour	
	Pass. Trains	Freight Trains
MP 6.7—N. E. P. Co. crossing 900 ft. east of station, Nekoosa.....	Stop	Stop
BETWEEN BANNERMAN AND RED GRANITE Maximum speed, miles per hour: Passenger trains.....30 Freight trains.....25		
MP 92.7—Junction Switch, Bannerman eastward trains subdivision 4a.....	Stop	Stop
MP 7.6—Street crossing at station, Red Granite—Flag over.....	Stop	Stop

ADDITIONAL SPEED, MOTOR PASSENGER TRAINS

Where the speed of steam passenger trains exceeds thirty miles per hour, motor passenger trains are authorized to exceed the speed of steam passenger trains five miles per hour.

ADDITIONAL SPEED RESTRICTIONS

1. Trains of ordinary passenger equipment handled by Diesel power and trains of streamlined equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."

2. Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles per hour.

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

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

5. Whenever any train is operated against the current of traffic speed of such train will be restricted to not exceed twenty (20) miles per hour at any time.

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.

Further, 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.

6. Steam wrecking outfit will not exceed 35 miles per hour between Fond du Lac and Tavil and between Wiscons and Green Bay; 30 miles per hour between Green Bay and Eland, and 25 miles per hour on all other sub-divisions. Trains handling logs or pulpwood between Carter and Mountain will not exceed 20 miles per hour; trains handling stone between Bannerman and North Fond du Lac will not exceed 25 miles per hour. Trains handling locomotive cranes and piledrivers will not exceed 25 miles per hour or 15 miles less than maximum freight train speed, whichever is greater. Trains handling dead engines WITHOUT SIDE RODS will not exceed 15 miles per hour and WITH SIDE RODS 30 miles per hour.

7. Trains handling either U. S. Government scale test cars, our own test cars or scale cars of other railroads of this same type will not exceed 30 miles per hour on main subdivisions or 20 miles per hour on branch subdivisions, such cars to be handled only upon specific instructions from chief dispatcher and placed in train next to caboose and rule 1073 observed. Trains handling Major dump cars will not exceed 25 miles per hour; and with rotary snow plows not exceed 18 miles per hour.

ADDITIONAL SPEED RESTRICTIONS—Continued

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

9. 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.

10. Whenever it is necessary to operate DIESEL power light over the road for any reason, the maximum speed of such units operated light will be FIFTY MILES per hour.

11. Class E engines must not exceed a speed of 75 miles per hour at any point regardless of the type of train such engine is handling.

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

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

SPECIAL RULES

STANDARD TIME 1. Clocks showing Central Standard time are located at Train Dispatcher's Office, at Green Bay, telegraph offices Janesville, Watertown, Fond du Lac, North Fond du Lac, South Oshkosh, Wisconsin Rapids, Marshfield, Milwaukee, Sheboygan, Kaukauna, Eland, North Green Bay, Manitowoc, Laona, Roundhouses at Sheboygan, Manitowoc, North 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.

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, Manitowoc, Two Rivers, Green Bay, North Green Bay, Eland, Gillett, Stiles Jct., Oconto, Laona.

At 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, Manitowoc, and South Yard may register by using Register Blank R.

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 Wiscons.

Westward trains via Butler will obtain at Butler a train order register check on superior trains at Wiscons.

TRAINS OBTAIN CLEARANCE FORM A 4. Trains will not be required to obtain Clearance Form A at Initital division or sub-division station when same is a non-CLEARANCE communicating station or the office is closed, nor at Tavil when FORM A train order signal is clear.

Trains from Butler will not be required to obtain Clearance Form A at Wiscons when train order signal is clear. Trains to and from Milwaukee via Fox Point will not be required to obtain Clearance Form A at Wiscons. No. 295 will obtain Clearance Form A at North Fond du Lac.

SPECIAL RULES—Continued

TRAIN ORDERS 5. In two or more track districts extra trains will be operated without train orders.
RULE D97 A
TWO TRACK DISTRICT 6. Two main tracks are in operation as follows:
 Tower NW to Dexter.
 Fox River bridge (Ceape Street) Oshkosh to Tower CF.
 Eastend to Westend, Manitowoc.
 Tavil to Cross-over at K. G. B. & W. crossing.

Normal position of switches at Tavil and Dexter is for eastward trains.
FREIGHT TRAINS 7. The following freight trains only will be permitted to CARRYING CARRIERS carry a limited number of passengers, provided with PASSENGERS proper transportation:
 No. 39 Between Ripon and Wisconsin Rapids.
 No. 49 Between Grimm and Forest Jct.
 No. 47 Between Eastline and Sheboygan.
 No. 34 Between Wisconsin Rapids and Ripon.
 No. 46 Between Sheboygan and Eastline.

FREIGHT TRAIN INSPECTION 8. Inspection of freight trains must be made as follows:

EASTWARD

Burnett for trains that stop for water, Clyman Jct. for trains that do not stop at Burnett, Watertown, Wild Rose, Ripon Jct., South Yard, Calumet Yard, Gillett, Shawano, Mountain.

WESTWARD

Clyman Junction, Wild Rose, South Yard, Calumet Yard, Gillett, Shawano.
USE OF ENGINE SAND 9. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

WHISTLING ORDINANCES 10. The whistle of any locomotive will not be sounded within the city of Oconto, Green Bay, Shorewood, Ft. Atkinson except such as may be absolutely necessary to prevent injury to persons or to property.

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

11. MOVEMENT OF TRAINS ON RUNNING TRACKS
JANESVILLE 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. Rys. will use main track and sidings jointly 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 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 from Marshfield passenger station, junction of the Ashland and Lake Shore Divisions, and Minneapolis, St. Paul & Sault Ste. Marie Transfer connection to the Lake Shore Division will be used jointly by trains and engines of the Ashland and Lake Shore Divisions, C. & N. W. Ry., Chicago, St. Paul, Minneapolis & Omaha Railway and Minneapolis, St. Paul & Sault Ste. Marie, in common, irrespective of class.

All trains in this district, therefore, must move prepared to stop within their vision.

STILES JCT. 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 Jct. and the C. M. St. P. & P. connection switch 400 feet east of Peninsula division gate protected crossing 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 C. & N. W. track.

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.

SPECIAL RULES—Continued

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.

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

NORTH FOND DU LAC AND TOWER NW Eastward movements entering North Fond du Lac Yard will enter at cross-over from eastward main track 1.5 miles east of Dexter. Trains from the Marshfield line, before entering any track at Marshline, conductor must ascertain by telephone from the operator at Fond du Lac whether all overdue trains affecting their rights have passed.

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 obstructing main track with or without cars.

12. MOVEMENTS OVER STREET CROSSINGS

FT. ATKINSON Crossing flagmen are on duty on Milwaukee and Main Streets and Sherman Ave. from 8:45 a. m. to 4:45 p. m., daily, except Sunday. At all other times switch and freight trains will be preceded by flagman and all other trains will reduce speed to 3 miles per hour over these crossings.

13. BULLETIN BOARDS

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

South Janesville	Yard Office, Enginehouse.
Fond du Lac	Telegraph Office.
North Fond du Lac	Yard Office, Enginehouse.
South Oshkosh	Yard Office.
Neenah	Yard Office.
Wisconsin Rapids	Telegraph Office.
Marshfield	Enginehouse.
Milwaukee	Depot, Telegraph Office and Enginemen Locker Room National Ave. Yard Office Chase Enginehouse.
Sheboygan	Depot Telegraph Office and Enginehouse.
Calumet Yard	Yard Office, Enginehouse.
Green Bay	Depot Locker Room.
North Green Bay	Yard Office, Enginehouse.
Eland	Telegraph Office.
Laona	Telegraph Office.
Oconto	Telegraph Office.

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

SPRINKLING HOGS 14. 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 Shawano, Pulaski.

EMERGENCY RED HEAD-LIGHTS 15. Enginemen operating engines equipped with either oscillating or non-oscillating emergency headlights will be governed by the following instructions.

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

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

SPECIAL RULES—Concluded

REAR RED OSCILLATING LIGHTS 16. When a train equipped with manually operated rear red oscillating light is moving under circumstances in which it may be overtaken by another train, or comes to a stop, trainman acting as flagman will immediately start the operation of the red light. The manually operated light is turned on by pushing down the plunger switch on the top of the light, and is turned off by pulling up the same plunger switch.

When a train is equipped with an automatic rear red oscillating light, which is connected to the rear train line hose, the light will automatically turn on when a reduction of fifteen or more pounds is made in brake pipe pressure and will continue to operate until turned off. When the brake pipe pressure is restored to normal the light can be turned off by pushing the small button on the right side of the light, which releases the stick relay. The automatic light can also be operated manually; to turn on the light push down the plunger switch on the top of the light; to extinguish the light pull up the plunger switch and push the small button on the right side of the light. Enginemen in making stops with less than a fifteen pound reduction will upon completion of the stop make further reduction to attain a fifteen pound reduction. Enginemen on approaching trains will take notice of rear red lights in operation and immediately reduce speed and be prepared to stop.

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

BLOCKING AUTOMATIC BLOCK

Tower NW to Tavil.
Wisconsa to Tavil.

CENTRALIZED CONTROL SYSTEM

Rules 401, 402, 405 and Rules 403, 404, 406, 501AA to 501C and 601A to 601G, inclusive amended govern.

When given oral permission to pass a Stop-signal, a train or engine movement must not be made over a dual control switch until after it has been operated by hand in accordance with instructions posted in the telephone box at the signal or at the switch; hand signals must not be given to pass a Stop-signal until these instructions have been complied with.

GREEN BAY Westward, between signal 801 west of K. G. B. & W. crossing, **TO DUCK CREEK** 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. 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 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 siding 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 siding without permission from the train dispatcher.

WESTEND TO ROSEMERE Westward, between signals 721 and 721A, 500 ft. east of the end of double track at Westend, and Rosemere.

Eastward, between signals 722 and 722A, 500 ft. west of junction switch Rosemere, and end of double track at Westend.

Telephones for communication with train dispatcher are located at signals 721, 723, 722 and 722A.

MANUAL

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 switches at the following stations:

Fort Atkinson Jefferson Jefferson Jct. Clyman Jct. Janesville

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.

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

TIME SPACING

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.

SPRING SWITCHES

Spring switches will be identified by a disc having black letters "SS" on a white background, mounted at right angles to the red target. Rules 104f, 104g, 510a, 512a and 512b will be observed.

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

DEXTER 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 1. At Eastend normal position is for westward movements to westward track.
2. At Westend normal position is for eastward movements to eastward 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.

When governing signal for a trailing movement is at stop and does not clear for the movement at Eastend and Westend, Manitowoc, at Roths, at Dexter, and at Ceape Street, Oshkosh, member of crew will, before making movement, operate the spring switch by hand. These switches are equipped with electric point locks and signal may be at stop account lock out of adjustment, and if trailed through would break the lock.

CROSSINGS, DRAWBRIDGES AND JUNCTIONS

Crossings, drawbridges and junctions at which Rules 601A to 672, amended, will be observed

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.	Wisconsa.
M. St. P. & S. S. M.	Shawano.

In addition to observing the above rules 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 the 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.

At Janesville when westward home signal for the interlocking plant, displays the indication to proceed with the color light dwarf signal east of Jackson Street displaying the "Stop" indication, if the westward and eastward tracks between home signal and color light dwarf signals are clear with no westward train or engine movements being made on the opposite main track, train or engine may pass dwarf color light signal indicating "Stop" under flag protection.

C. M. St. P. & P.	Watertown Jct.
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CROSSINGS, DRAWBRIDGES AND JUNCTIONS—Continued

Crossings, drawbridges and Junctions at which Rules 601A to 672, amended, will be observed—Continued

C. & N. W. trains or engines will come to STOP at stopboards located 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, inclusive, apply.

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 over the crossing.

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 siding operates only after opening the main track switch. If signals indicate RED, Rule 601A, operate as per Rule 672. Rules 601A to 601G, inclusive, 662 and 672, amended, apply.

In addition to observing Rules 601A to 672, inclusive, amended, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below, at restricted speed. If clear indication is given the engine or leading car must not exceed the speed as indicated between home signals:

	Miles per Hour
C. M. St. P. & P. 3 miles west of Janesville	20
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. 2.7 miles east of Tower NW	20
C. M. St. P. & P. 0.8 miles east of Tower NW	20
M. St. P. & S. St. M. Oshkosh	15
Fox River Bridge Appleton Junction	15
C. & N. W. Tavil	15
G. B. & W. $\frac{1}{8}$ mile west of Tavil	15
Fox River Bridge Green Bay	20
K. G. B. & W. Elevator Lead Green Bay	15
C. & N. W. Sheboygan	20
C. M. St. P. & P. 2/5 mile east of Wisconsin Rapids Station	15
C. M. St. P. & P. Plymouth	15
C. M. St. P. & P. Stiles Junction	20

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocking 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 Rule 672 amended.

JUNCTIONS AND DRAW BRIDGES AT WHICH RULE 98 WILL BE OBSERVED

T. M. E. R. & L. Ry.	Port Washington, Belt Line.
C. & N. W.	Gillett.
C. & N. W.	Oconto, Down Town Lead. (Gates).
C. M. St. P. & P.	Reiss Coal Dock Lead, Green Bay. (Gates).
Fox River	Kaukauna Water Power.
Fox River	De Pere Water Power.

EXPLANATION OF CHARACTERS

s—Regular stop.
f—Stop to receive or discharge revenue passengers.
e—Stop to receive or discharge revenue Chicago passengers.
d—Stop to discharge revenue passengers.

ACTUAL TONNAGE RATINGS

District	Class of Engine		
	JS	Z	R-1
EASTWARD			
Scott Lake to Carter			1600
Carter to Suring			2450
Suring to Gillett			1750
Gillett to Pulaski	3360	2750	1600
Eland to Shawano	4200	3440	2000
Shawano to Pulaski	3410	2795	1625
Pulaski to Green Bay	5250	4300	2500
Gillett to Oconto			1800
Green Bay to Denmark			1250
With Helper to Denmark	2625	2150	1250
Denmark to Butler—Milwaukee	3675	3010	1750
Kaukauna to Calumet Yard	3675	3010	1750
1890	1550	900	
Marshfield to Wisconsin Rapids			2950
Wisconsin Rapids to Ripon			1895
Ripon to Fond du Lac			2580
Fond du Lac to Glenbeulah			850
Glenbeulah to Sheboygan			1250
Green Bay to Kaukauna	4200	3440	2000
Kaukauna to Appleton Jct.	3675	3010	1750
Appleton Jct. to Fond du Lac	4410	3615	2100
Fond du Lac to Janesville	2940	2410	1400
WESTWARD			
Milwaukee-Butler—to South Yard	2940	2410	1400
South Yard to Calumet Yard	3675	3010	1750
Calumet Yard to Green Bay	2940	2410	1400
Calumet Yard to Kaukauna	1995	1635	950
Green Bay to Eland	2730	2240	1300
Pulaski to Gillett	3150	2580	1500
Gillett to Laona			900
Laona to Scott Lake			1250
Gillett to Oconto			1300
Janesville to Clyman Jct.			2785
With helper out of Janesville			3410
Clyman Jct. to Fond du Lac			3885
Fond du Lac to Neenah			3990
Neenah to Appleton			3410
Appleton Jct. to Green Bay			4200
Sheboygan to Malone			2280
Malone to Fond du Lac			2795
Fond du Lac to Wisconsin Rapids			3185
Wisconsin Rapids to Marshfield			3270
			1850
			3410
			2795
			1900
			3410
			1625
			4200
			2000
			1000
			1350
			1720
			1000
			2755
			1600

Add 5% to rating of "JS" locomotive to obtain rating for "JA" locomotive.
Add 10% to rating of "JS" locomotive to obtain rating for C. St. P. M. & O. "J2" locomotive.

The above ratings apply under ordinary conditions over maximum grade between the points named; additional tonnage will be handled whenever circumstances and grades will permit. Less carload merchandise will be rated at 10 tons for contents plus light weight of car.

OVERHEAD OBSTRUCTIONS

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

For Points Between	Height Above Top of Rail			Structures Limiting Height			
	9 ft. Wide	10 ft. Wide	11' 6" Wide				
ft.	in.	ft.	in.	ft.	in.		
Janesville and Jefferson Jct.	17	7	17	0	16	2	O. H. Br. 181½ at Jefferson and Tank at Jefferson Jct.
Jefferson Jct. and Clyman Jct.	17	7	17	0	16	2	Tank at Jefferson Jct.
Clyman Jct. and Fond du Lac	17	4	16	11	16	3	O. H. Br. 293 W. of Oakfield. Tank at Burnett.
Fond du Lac and Oshkosh.	19	10	19	3	18	3	Br. 304 at Fond du Lac.
Oshkosh and Appleton Jct.	21	6	21	6	21	6	
Appleton Jct. and Tavil	20	10	20	3	19	3	Tank at Little Chute.
Fond du Lac and Sheboygan	16	5	15	8	14	7	O. H. Br. 804 17th Street, Sheboygan. Tank at Plymouth.
Fond du Lac and Marshfield	17	9	17	3	16	4	Tank at Bannerman.
Wisconsa and South Yard	18	1	17	5	16	6	O. H. Br. 1803 at Wisconsa and tank at Port Washington
South Yard and Calumet Yard (via Main Line, wye and South Water St. Track in Sheboygan)	19	9	19	9	19	9	O. H. Bridge 2005½ at Georgia Ave., Sheboygan.
South Yard and Sheboygan (via main line)	18	7	18	7	18	7	O. H. Br. 2006½ at Sheboygan.
South Yard and Roths (via Sheboygan Cut-off)	17	5	17	5	17	5	O. H. Br. 1998-D at Indiana Ave., and O. H. Br. 1998-K at Erie Ave., Sheboygan.
Sheboygan and Calumet Yard	21	6	21	6	21	6	
Calumet Yard and Two Rivers	19	6	18	10	18	0	Tank and Coal Chute at Calumet yard.
Lead Track, Calumet Yard	15	10	15	10	15	10	Coal Chute.
Calumet Yard and Rosemere	19	8	19	5	19	0	Coal Chute at Calumet Yard.
Rosemere and Green Bay	20	1	20	1	19	6	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 Eland	17	11	17	3	16	2	O. H. Br. 1507 West of Duck Creek and Tank at Pulaski.

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 11' 6" 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.

SURGEONS

CHICAGO	... J. Roscoe Miller, M. D.	Medical Director
		Telephone Call
		Office Residence
MILWAUKEE	... Irwin Shulz, M. D., Division Surgeon	Dal. 3221 Blu 0565
	... V. F. Lang, M. D., Assoc. Dist. Surgeon	Mar. 6975 Edg. 7863
	May be called any place between Milwaukee and Ulao.	
	Ralph Sproule, M. D., Oculist and Aurist	Dal. 3873 Edg. 0606
	Richard J. Muenzer, Assoc. Oculist	Br 2890 We 3473
	F. C. Heldner, M. D., Local Surgeon	Con 7566 Lak 0471
	E. Mason, M. D., Local Surgeon	Bwy 2132 Hop 5313
	C. A. Evans, M. D., Cons. Local Surgeon	2517 Lak 0843
	Mark J. Bach, Cons. Local Surgeon	0998 Lak 2877
JANESVILLE	... W. H. McGuire, M. D., Dist. Surgeon	840 142
	Geo. W. Bartles, M. D., Assoc. Dist. Surgeon	49 1280
	May be called to any place between Janesville and Johnson Creek.	
	T. J. Snodgrass, M. D., Local Surgeon	562 815
	Dr. W. Munn, M. D., Local Surgeon	3310 426
FT. ATKINSON	... O. H. Hanson, M. D., Local Surgeon	67 48-R
	H. O. Caswell, M. D., Local Surgeon	344 92
JEFFERSON	... Jay C. Brewer, M. D., Local Surgeon	39 39
WATERTOWN	... Anthoney C. Hahn, M. D., Local Surgeon	87-W 87-R
	A. C. Nickels, M. D., Local Surgeon	1000 747
JUNEAU	... H. J. Heath, M. D., Local Surgeon	15-W 15-R
FOND DU LAC	... J. Elmer Twohig, M. D., Dist. Surgeon	431 612
	David J. Twohig, M. D., Dist. Surgeon	431 489
	W. H. Folsom, Oculist and Aurist	431 2873
	May be called to any place between Fond du Lac and Black Wolf and Watertown and Wautoma.	
	E. V. Smith, Jr., M. D., Local Surgeon	138 848
	P. G. McCabe, M. D., Local Surgeon	185 2858
OSHKOSH	... F. G. Connell, M. D., Dist. Surgeon	Sta. 4567 883
	May be called to any place between Appleton and Black Wolf.	
	B. Clark, Jr., M. D., Local Surgeon	Sta. 2289 192
	Wm. E. Clark, M. D., Local Surgeon	4567 446
	E. B. Williams, M. D., Local Surgeon	Sta. 4567 BI. 6312
NEENAH	... G. H. Williamson, M. D., Local Surgeon	147-W 147-R
	Thad. D. Smith, M. D., Local Surgeon	72 1511
	R. C. Brown, M. D., Orthopedic Surgeon	440 815
APPLETON	... J. B. Mac Laren, M. D., Local Surgeon	5300 2212
	D. M. Gallaher, M. D., Local Surgeon	5300 1324
	C. D. Neidhold, M. D., Local Surgeon	5380 362
	J. O. Reeve, M. D., Cons. Surgeon	1213 1213
KAUKAUNA	... G. J. Flanagan, M. D., Local Surgeon	67W 67R
GREEN BAY	... R. L. Troup, M. D., Dist. Surgeon	... A-1880 A-1508
	May be called to any place between Appleton and Green Bay, Denmark, Eland and Scott Lake.	
	R. C. Brown, M. D., Orthopedic Surgeon	A-1880
	H. S. Atkinson, M. D., Local Surgeon	... A-2450-W A-2450-R
	O. A. Steinnon, M. D., Local Surgeon	... A-2937-W A-2937-R
	E. S. Schmidt, M. D., Oculist and Aurist	A-2392 A-2456
SHEBOYGAN	... A. E. Genter, M. D., Local Surgeon	2700 189
	O. E. Fiedler, M. D., Local Surgeon	2700 610
	W. H. Newman, M. D., Oculist and Aurist	2700 2660
	T. J. Gunther, M. D., Local Surgeon	2700 2853
PLYMOUTH	... H. F. Delcher, M. D., Local Surgeon	... 246-R2
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
WIS. RAPIDS	... Frank Pomainville, M. D., Local Surgeon	583 248
	E. G. Barnett, M. D., Oculist	254 1281
	W. L. Nelson, M. D., Local Surgeon	997 890

SURGEONS—Continued

		Telephone	Call
		Office	Residence
MARSHFIELD	K. H. Doege, M. D., Dist. Surgeon.....	370	681
	May be called to any place between Marshfield and Wautoma.		
	W. A. Vedder, M. D., Local Surgeon....	370	626
	P. F. Doege, M. D., Local Surgeon.....	370	304
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	
	T. H. Rees, M. D., Local Surgeon.....	88	3170
TWO RIVERS	L. J. Moriarity, M. D., Local Surgeon...	363	363
SHAWANO	....L. W. Peterson, M. D., Local Surgeon..	500	301
GILLETT	....W. R. Berg, M. D., Local Surgeon.....	55-R2	90
OCONTO	....H. Aageson, M. D., Local Surgeon.....	386	620
WABENO	....G. H. Reddick, M. D., Local Surgeon...	1	

TRACK SCALES

Location	Length	Capacity
No. Fond du Lac, center of Yard.....	50 feet	125 tons
So. Oshkosh, Freight House Yard.....	50 "	100 "
Neenah, center of Storage Yard.....	50 "	100 "
Appleton, east end of siding.....	40 "	100 "
Sheboygan, Freight House Yard.....	50 "	100 "
Sheboygan, Reiss Coal Yard.....	40 "	120 "
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.....	R. R. KOCH, 116 W. National Ave.
Milwaukee.....	H. J. OBERST, 615 W. Mitchell Ave.
Milwaukee.....	M. H. KLOPF, 2369 Kinnickinnic Ave.
Milwaukee.....	L. J. Vogen, 3215 W. North Ave.
Manitowoc.....	J. E. RUMMELE CO.
Sheboygan.....	A. IMIG SONS, 621 No. 8th St.
Kaukauna.....	WERNER KOCH, 123 E. 2nd St.
Oconto.....	WM. RUNKEL, 1023 Main St.
Janesville.....	DEWEY & BRANDT, 18 E. Milwaukee St
Jefferson.....	JOSEPH WESTERMAN
Watertown.....	R. C. KLUG, 408 Main St.
Fond du Lac.....	J. P. HESS, 24 So. Main St.
No. Fond du Lac.....	H. F. WOCKENFUSS
Oshkosh.....	J. F. KRUMRICH, 145 Main St.
Neenah.....	P. A. HAERTL
Appleton.....	W. SPECTOR, 201 W. College Ave.
Green Bay.....	HALFPAP BROS., 409 Dousman St., 614 S. Broadway
Wisconsin Rapids.....	J. E. DALY, Drug and Jewelry Co.
Marshfield.....	W. L. GRAY, Freight Station

DIVISIONAL STAFF

ASST. SUPERINTENDENT

J. F. SAINSBURY
GREEN BAY

TRAINMASTER

E. H. BROBST
NORTH FOND DU LAC

DISPATCHERS

C. F. MOESER, Chief Train Dispatcher

W. C. MARTIN, Night Chief Train Dispatcher
GREEN BAY

F. F. TAGGE	W. H. HAULOTTE	E. R. MARTELL
C. A. ZECHL	F. W. HEINIG	A. W. MILLER
A. A. RANSOM	A. W. NEVERMAN	

H. H. THOMAS, Master Mechanic
GREEN BAY

E. F. MEISEL, Asst. Road Foreman of Engines
GREEN BAY

G. C. DIX, Road Foreman of Engines
FOND DU LAC

DIVISION ENGINEER

F. W. CREEDLE
GREEN BAY

ROADMASTERS

N. C. HOLMES	C. S. McCONNELL	A. J. JOHNSON
M. A. HAESSLY	MANITOWOC	
	FOND DU LAC	

DISTRICT CLAIM AGENTS

E. E. FARRELL	M. BENNETT	R. F. BURNS
	MILWAUKEE	MADISON
		GREEN BAY
	C. E. FALK	ANTIGO