

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



SAVE
COAL

LAKE SHORE DIVISION

No. 101 TIME TABLE No. 101

Takes Effect Sunday, September 25th, 1938

At 2:00 o'clock A. M.

Central Time

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

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON,
ASS'T GEN'L SUPERINTENDENT.

J. S. RICE,
SUPERINTENDENT.

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

LAKE SHORE **3**

No. 296 will not run between Tavil and No. Fond du Lac on Sunday.

4 LAKE SHORE WESTWARD—BETWEEN JANESVILLE AND TOWER NW—EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Janesville	Sub-Division 1 STATIONS				Communicating Stations	Capacity of Siding	Telegraph Calls	Distance from Fond du Lac	FIRST CLASS	SECOND CLASS		THIRD CLASS	
53	51	281	25				28	282	296	52					54				
Way Freight	Way Freight	Forester	MOTOR Fond du Lac Passenger				Time Table 101							MOTOR Janesville Passenger	Pelican	Valley Paper	Way Freight	Way Freight	
Tuesday Thursday Saturday	Daily except Sunday	Daily except Sunday	Daily except Sunday				September 25, 1938							Daily except Sunday	Daily except Monday	DAILY	Daily except Sunday	Monday Wednesday Friday	
AM 6.00	AM 5.45					3.23	SOUTH JANESVILLE						88.73				PM 4.20	PM 3.40	
AM 6.20	AM 6.05		AM 5.45	648	W		JANESVILLE				CS	J	85.50	PM 5.35			PM 4.00	PM 3.20	
\$ 7.05	\$ 6.85		\$ 6.00	650		7.79	MILTON JUNCTION				CS	MJ	77.71	\$ 5.15			\$ 3.85	\$ 2.55	
\$ 7.20	\$ 6.50		\$ 6.10	651		12.89	KOSHONONG						72.61	\$ 5.03			\$ 3.05	\$ 2.30	
\$ 7.45	\$ 7.15		\$ 6.30	652	W	19.73	FORT ATKINSON				CS	CB	66.77	\$ 4.60			\$ 2.40	\$ 2.05	
\$ 8.10	\$ 10.40		\$ 6.44	653		25.40	JEFFERSON				CS	F	60.10	\$ 4.12			\$ 1.00	\$ 1.20	
\$ 8.45	\$ 11.15		\$ 6.52	1318	WY	27.89	JEFFERSON JUNCTION				CS	JN	57.61	\$ 4.03			\$ 12.20	\$ 12.50	
\$ 9.05	\$ 11.25		\$ 6.59	654		30.78	JOHNSON CREEK				CS	SF	54.72	\$ 3.55			\$ 12.02	\$ 12.25	
\$ 9.55	11.45 AM		\$ 7.15	656	FWY	39.18	WATERTOWN				CS	WR	46.32	\$ 3.40			11.45 AM	\$ 12.05	
\$ 10.15			\$ 7.30	658		47.16	CLYMAN						38.34	\$ 3.24				\$ 11.00	
11.05		PM 11.30	\$ 7.35	5752	FWY	48.25	CLYMAN JUNCTION				CS	CJ	37.25	\$ 3.20	AM 11.05	PM 10.40		\$ 10.45	
\$ 11.45		11.43	\$ 7.47	660		53.93	JUNEAU				CS	NU	31.57	\$ 3.10	10.40	10.20		\$ 10.05	
\$ 12.15		11.50	\$ 7.54	661		57.21	MINNESOTA JUNCTION				CS	MN	28.29	\$ 3.02	10.32	10.10		\$ 9.15	
\$ 12.40		12.01	\$ 8.02	662	W	60.87	BURNETT				CS	BU	24.63	\$ 2.54	10.20	10.00		\$ 8.55	
\$ 1.05		12.20	\$ 8.20	664		69.18	EAST WAUPUN				CS	CR	16.32	\$ 2.89	10.08	9.35		\$ 8.20	
\$ 1.17		12.30	\$ 8.30	665		74.35	OAK CENTER						11.25	\$ 2.80	9.53	9.25		\$ 7.55	
\$ 1.35		12.38	\$ 8.37	666		77.37	OAKFIELD				CS	OD	8.13	\$ 2.24	9.45	9.15		\$ 7.45	
1.55 PM		1.00 AM	8.49 AM			85.96	TOWER NW						0.44	2.07 PM	9.19 AM	8.50 PM		7.17 AM	
			8.55 AM	668		85.50	FOND DU LAC				CS	DU		2.05 PM					
Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	Daily except Sunday											Daily except Sunday	Daily except Monday	DAILY	Daily except Sunday	Monday Wednesday Friday	

WESTWARD BETWEEN SHEBOYGAN AND TOWER WF EASTWARD

THIRD CLASS		FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Sheboygan	Sub-Division 3 STATIONS		Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS	THIRD CLASS
47											46	
Way Freight						Time Table 101					Way Freight	
Wednesday Saturday						September 25, 1938						Monday Thursday
AM 7.45			3252	FWTT		SHEBOYGAN		CS	SB		PM 5.50	
7.46					0.30	MARYLAND AVE.					5.45	
\$ 8.10			570		5.10	SHEBOYGAN FALLS		CS	9	FA	\$ 5.30	
\$ 10.15			572	W	14.18	PLYMOUTH		CS	15	MO	\$ 5.00	
\$ 11.05			573		19.76	GLENBEULAH		CS	21	GB	\$ 1.45	
\$ 11.30			575		26.20	ST. CLOUD		CS	22	CD	\$ 1.05	
\$ 12.10			576		30.40	CALVARY		CS	18	CA	\$ 12.35	
\$ 12.20			577		32.59	MALONE			19		\$ 12.10	
\$ 12.50			578		38.96	PEEBLES			5		\$ 11.50	
1.05 PM				Y	43.66	TOWER WF					\$ 11.20	
1.30 PM			668		44.47	FOND DU LAC					10.45 AM	
											10.30 AM	

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

WESTWARD BETWEEN TOWER PR AND MARSHFIELD EASTWARD

SECOND CLASS		FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Fond du Lac	Sub-Division 4 STATIONS		Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS	SECOND CLASS	
621	39	35									10	622	34
Soo Line Mixed	Way Freight	Way Freight				Time Table 101					MOTOR Fond du Lac Passenger	Soo Line Mixed	Time Freight
Daily except Sunday	Daily except Sunday	Daily except Sunday				September 25, 1938					Daily except Sunday	Daily except Sunday	Daily except Sunday
	AM 7.30				3.23	NORTH FOND DU LAC					AM 11.50		PM 7.00
						FOND DU LAC					1.27		
	AM 7.40				1.27	TOWER PR					AM 11.40		PM 6.45
\$ 8.15		\$ 7.05	582		8.88	ELDORADO		27			\$ 11.26		6.23
\$ 8.30		\$ 7.11	583		12.45	ROSENDALE		CS	RN		\$ 11.20		6.18
8.42		7.16	584		15.19	WEST ROSENDALE					\$ 11.15		6.13
9.00		7.23	585	W	20.73	RIPON JUNCTION			35		11.05		6.00
\$ 10.00		7.27	586		21.05	RIPON		CS	DI		\$ 11.03		5.58
						GREEN LAKE		CS	46	K	\$ 10.50		5.44
\$ 11.30		\$ 7.57	590		36.13	PRINCETON		CS	40	BR	\$ 10.32		5.24
\$ 12.20		\$ 8.16	5903		45.85	NESHKORO		CS	37	KR	\$ 10.12		5.05
\$ 12.40		\$ 8.21	5907	W	48.36	BANNERMAN			55		\$ 10.06		5.00
1.30 PM	2.40	\$ 9.19	5910		54.76	WAUTOMA		CS	35	WU	\$ 9.55		4.47
		\$ 9.33	5914	FY	62.20	WILD ROSE		CS	38	RO	\$ 9.43		4.31
		\$ 9.53	5918		72.78	ALMOND		CS	41	AD	\$ 9.23		4.08
		\$ 10.03	5920	W	78.33	BANCROFT			21		\$ 9.12		3.56
		\$ 10.19	5923		89.60	KELLNER			35		\$ 8.54		3.33
		5.22		Y	96.95	TOWER NE					8.44		3.17
		\$ 6.15	5925	W	96.63	WISCONSIN RAPIDS		CS	40	GR	\$ 8.42		3.15
PM 3.35		\$ 10.35			97.87	WESTRAP					8.35		2.10
\$ 3.55		\$ 10.54	5927		105.91	VESPER		CS	35		\$ 8.22	\$ 7.55	1.50
\$ 4.10		\$ 11.05	5929		111.14	ARPIN					\$ 8.11	\$ 7.35	1.30
4.30 PM		7.45			120.99	EASTMAR					7.54	7.05 AM	1.05
	7.50 PM	11.30 PM	3564	WFY TT	122.26	MARSHFIELD		CS		MD	7.50 AM		1.00 PM

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

Ripon Junction passing track is located one half mile east of Ripon Junction station.

Vesper passing track is located one mile east of Vesper station.

BETWEEN BANNERMAN AND RED GRANITE

WESTWARD		Station Numbers	Fuel, Water, Wye and Turntable	Distance from Bannerman	Sub-Division 4a STATIONS		Communicating Stations	Capacity of Siding	Telegraph Calls	EASTWARD	
FIRST CLASS										SECOND CLASS	
19					Time Table 101					20	
MOTOR					September 25, 1938					MOTOR	
Daily except Sunday										Daily except Sunday	
PM 8.22	5007	W			BANNERMAN			55		PM 9.05	
					GLENROCK						
	5205			3.02	SPRING LAKE			22			
\$ 8.37				6.10	LOHRVILLE					\$ 8.46	
8.41 PM	5208			7.50	RED GRANITE		CS	15	RD	8.42 PM	

BETWEEN GREEN BAY AND EAST SWITCH—WESTWARD

LAKE SHORE 5

FIRST CLASS										SECOND CLASS										THIRD CLASS			
211	209	217	517	317	121	161	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Milwaukee	Sub-Division 6 STATIONS										THIRD CLASS			
Ashland Limited	The Winnebago	Escanaba Passenger	MOTOR Long Lake Passenger	MOTOR Eland Passenger	Menominee Passenger	Iron and Copper Country Express				Time Table 101										THIRD CLASS			
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY				September 25, 1938										THIRD CLASS			
AM	PM	AM	AM	AM	AM	AM																	
12.01	8.40	9.40	10.00	8.25	4.15	12.50	686		117.16	GREEN BAY													
12.05	8.42	9.42	10.02	8.27	4.17	12.53			117.76	K. G. B. & W. CROSSING													
12.07	8.45	9.45	10.04	8.29	4.20	12.55	686	FW	118.63	NORTH GREEN BAY													
12.11	8.50	9.50	10.08	8.34	4.25	1.00	700		121.38	DUCK CREEK													
12.20	PM	AM	10.18	8.44	AM		5603		128.12	ANSTON													
12.30			10.26	8.54			5606	WY	133.78	PULASKI													
12.40				9.06			5625		141.25	ZACHOW													
12.47				9.17			5629		146.58	BONDUEL													
1.02				9.35			3456	FW	154.90	SHAWANO													
1.10				9.44			5635		159.48	THORNTON													
1.20				9.56			5639		166.12	LYNDHURST													
1.32				10.12			5644		174.94	BOWLER													
1.42				10.28			5648		180.09	SHEPLEY													
1.55				10.35					186.07	EAST SWITCH													
2.00				10.40			3387	FW	186.84	ELAND													

BETWEEN EAST SWITCH AND GREEN BAY—EASTWARD

FIRST CLASS											Sub-Division 6 STATIONS Time Table 101 September 25, 1938			SECOND CLASS							THIRD CLASS																				
244	224	504	216	120	210	212	162	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Eland				280	296	174	180	172	86	170	42	882	522	22																	
Milwaukee Passenger	Milwaukee Passenger	MOTOR Green Bay Passenger	The Winnebago	MOTOR Chicago Passenger	The Valley	Ashland Limited	Iron and Copper C'try Exp.							Ben Hur	Valley Paper	Stock Freight	Ben Hur	Milwaukee Stock and Mdsa.	Arrow	Tolake	Way Freight	Way Freight	Way Freight	Pen. Div. Way Freight																	
Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY					DAILY	DAILY	Wednesday only	DAILY	Daily except Sunday	DAILY	DAILY	Monday Wednesday Friday	Monday and Friday	Tuesday Thursday Saturday	Daily except Sunday																			
PM 8.00	PM 7.10	PM 5.55	PM 2.45	PM 2.30	AM 10.05	AM 1.00	AM 12.10	686		69.68	Two Tracks	GREEN BAY										CS		FO		PM 1.05			PM 6.38	PM 8.10		AM 2.30		AM 10.18							
7.55	7.06	5.52	2.38	2.25	10.00	12.55	12.05			69.08		K. G. B. & W. CROSSING																	1.02			6.35	8.05		2.27		10.15				
7.52	7.04	5.50	2.36	2.22	9.58	12.53	12.03	686	FW TT	68.21		NORTH GREEN BAY										CS		ND		AM 9.35			PM 12.55	5.15		6.30	8.00	PM 11.40	\$ 11.59		10.10 AM		PM 1.45	PM 2.00	PM 4.00
7.49 PM	7.00 PM	5.46 PM	2.33 PM	2.18	9.55 AM	12.49	11.59 PM	700		65.46		DUCK CREEK											98						9.22 AM			5.05			11.23 PM	11.52		\$ 1.35	1.50	3.48 PM	
		5.36		2.08		12.39		5603		58.72		ANSTON										CS	49	ON							4.47							\$ 1.20	1.35		
		5.28 PM		2.00		12.30		5606	WY	53.11		PULASKI										CS	60	KY							4.35						\$ 1.00	1.20 PM			
				1.48		12.20		5625		45.59		ZACHOW											49								4.15						\$ 12.15				
				1.40		12.13		5629		40.26		BONDUEL										CS	49	BO							4.08						\$ 11.45				
				1.26		11.59		3456	FW	31.94		SHAWANO										CS	57	SA						3.45						\$ 9.30					
				1.16		11.49		5635		27.36		THORNTON											49							3.25						\$ 9.10					
				1.07		11.40		5639		20.72		LYNDHURST										CS	48	NY						3.13						\$ 8.55					
				12.54		11.28		5644		11.90		BOWLER										CS	49	RO						2.55						\$ 8.35					
				12.46		11.20		5648		5.15		SHEPLEY											52							2.44						\$ 8.15					
				12.39		11.09 PM				0.77		EAST SWITCH																			2.35 PM						\$ 8.03 AM				
				12.35 PM		11.05 PM		3387	FW Y	0.0		ELAND												JU							2.30 PM						\$ 8.45 AM				

No. 317 is superior to No. 120.

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

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

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

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

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

FIRST CLASS													Station Numbers	Fuel, Water, Wye and Turntable	Distance from Milwaukee	Sub-Division 5 STATIONS Time Table 101 September 25, 1938			Communicating Station	Capacity of Siding	Telegraph Calls	SECOND CLASS					THIRD CLASS				
211	209	109	153	151	239	167	217	417	317	121	161	187				295	231	169				173			45	49	43	41			
Ashland Limited	The Winnebago	Twin Cities Express	The Shoreland	The Valley	The Valley	Manitowoc Passenger	Escanaba Passenger	Green Bay Passenger	Eland Passenger	Menominee Passenger	Iron and Copper Country Express	Dan Trot				Fort Howard	Freight	Freight				Green Bay Time Freight			Way Freight	Way Freight	Way Freight	Way Freight			
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY			Daily except Sunday	DAILY	Daily except Sunday			Monday Wednesday Friday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday								
PM 6.00 PM 8.15	PM 8.30 PM 6.10		AM 11.00 PM 12.43	AM 9.30 AM 11.10	AM 9.30 AM 11.05	AM 8.00 AM 9.40		AM 1.50 AM 4.25	AM 1.50 AM 4.15	PM 9.30 PM 11.40	PM 6.30 PM 8.45	550		85.00		CHICAGO 85.00 MILWAUKEE 7.34			PM 10.00 AM 1.35	PM 8.45 PM 11.45			PM 9.45		AM 7.45						
PM 8.29 8.35 8.42 8.50 9.00			PM 12.55 1.00 1.07 1.15 1.23			AM 9.51 9.56 10.03 10.11 10.18			AM 4.29 4.34 4.42 4.50 5.10			5799	Y	7.34		WISCONSINA 8.06 FOX POINT 6.38 MEQUON 6.98 ULAO 4.95 PORT WASHINGTON 2.30	CS	JA	AM 2.00 2.10 2.22 2.34 2.54			PM 11.30 11.40 11.53 12.06 12.25		AM 8.10 8.15 8.30 8.45 9.35 11.35							
9.05 9.12 9.19 9.21 9.25 9.30 9.35			1.27 1.36 1.44 1.46 1.53 1.59 2.03			10.22 10.30 10.36 10.38 10.43 10.49 10.53			5.14 5.23 5.31 5.33 5.39 5.45 5.50			3221 3235 3242 3248	W	36.01 35.58 40.93 42.00 44.89 46.14 52.57		SIGNA 5.82 BELGIUM 5.10 CEDAR GROVE 1.07 HILTON 2.89 OOSTBURG 4.25 WEEDENS 3.43 SOUTH YARD 1.80	CS		8.05 3.39 3.54 3.58 4.05 4.13 4.35			12.32 12.52 1.10 1.15 1.22 1.32 2.30		11.45 12.15 12.45 12.50 1.15 1.25 1.45 PM							
9.38 9.47			2.06 2.15			10.56 11.00			5.53 6.02			3253	W	54.37 54.67		MARYLAND AVENUE 0.30 SHEBOYGAN 2.15	CS	SB	Via Cut Off		7.30	Via Cut Off			Via Cut Off						
9.55 10.01 10.07 10.13 10.15			2.25 2.33 2.41 2.49 2.52			11.07 11.13 11.20 11.28 11.31			6.09 6.15 6.22 6.30 6.33			3254 3260 3264 3269		56.82 61.74 66.38 71.85 73.56		ROTHS 4.92 HAVEN 4.62 CLEVELAND 5.49 NEWTON 1.71 DUVENECK	CS	MS CK EC 38 105	4.50 5.01 5.10 5.20 5.25		7.40 7.50 8.00 8.11 8.15		2.57 3.12 3.23 3.35 3.40		10.45 11.30 12.15 12.45 1.00						
10.24 10.40		PM 6.00	2.58 3.10			11.37 11.45 AM			6.40 6.55			3276 3277	F WY W	78.37 79.89		CALUMET YARD 4.81 1.52 MANITOWOC 1.13	CS	VD X	5.35 5.50 Via Cut Off		AM 7.05 7.15	8.30 9.30 Via Cut Off	s 4.10 Via Cut Off		AM 8.45 Via Cut Off	AM 9.50 Via Cut Off	1.15 PM				
10.44 10.45 10.54 11.04 11.12 11.22 11.34 11.38 11.45 PM		6.04 6.05 PM	3.13 3.14 3.22 3.30 3.37 3.46 3.58 4.05 PM			7.00 7.01 7.11 7.22 7.31 7.41 7.54 9.07 8.25 7.56 8.30 8.00 8.40 12.30 AM			7.00 7.01 7.11 7.22 7.31 7.41 7.54 9.07 8.25 7.56 8.30 8.00 8.40 12.30 AM			5502 5504 5507 5510 5514 5517 635 636		81.02 81.44 87.88 95.23 100.34 106.34 110.05 110.38 117.16		TWO RIVERS JCT. 0.42 ROSEMERE 6.54 FRANCIS CREEK 7.25 MARIBEL 5.61 DENMARK 8.10 BELLEVUE 7.71 TAVIL 0.33 GREEN BAY JCT. 0.78 GREEN BAY	CS	MS FS HO OA 80 WO FO	6.00 6.17 6.30 6.40 6.55 7.15 7.20 AM		7.20 AM 9.38 9.56 10.15 10.27 10.45 11.05 11.10 PM		4.20 4.38 4.53 5.08 5.27 5.45		8.50 AM 10.30 11.10 12.01 12.25 12.50 12.55 PM						
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY						DAILY	DAILY	Daily except Sunday	DAILY	Daily except Monday		Monday Wednesday Friday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday					

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

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

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

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

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

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

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

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

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

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

BETWEEN GREEN BAY AND WISCONA.

EASTWARD

LAKE SHORE 7

FIRST CLASS

Sub-Division 5

SECOND CLASS

THIRD CLASS

STATIONS																170	296	202	180	172				44	42	40				
Time Table 100																Tolake	Valley Paper	Freight	Ben Hur	Milwaukee Stock and Mdse.				Way Freight	Way Freight	Way Freight				
September 25, 1938																DAILY	DAILY	Daily except Sunday	DAILY	Daily except Monday				Tuesday Thursday Saturday	Monday Wednesday Friday	Monday Wednesday Friday				
244	224	220	116	120	168	216	214	240	210	108	306	206	212	162																
Milwaukee Passenger	Milwaukee Passenger	Fox River Valley Passenger	Chicago Passenger	Chicago Passenger	Chicago Passenger	The Winnebago	The Shoreland	The Valley	The Valley	Fox River Express	Chicago Passenger	Chicago Passenger	Ashland Limited	Iron and Copper Country Express																
Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY																
PM 11.55	AM 3.30 PM 11.55	PM 10.00 PM 8.20		PM 10.30 PM 8.05	PM 9.00 PM 6.50	PM 9.00 PM 6.50	PM 5.40 PM 3.50	PM 3.50 PM 1.55	PM 4.00 PM 1.50		AM 11.59 AM 10.11	AM 11.59 AM 10.07	AM 7.15 AM 4.40	AM 6.45 AM 4.25																

WESTWARD—BETWEEN OCONTO AND GILLETT—EASTWARD

THIRD CLASS		SECOND CLASS		Station Numbers	Fuel, Water, Wye and Turntable	Distances from Oconto	Sub-Division 9 STATIONS Time Table 101 September 25, 1938			Communicating Stations	Capacity of Siding	Telegraph Calls	THIRD CLASS	
	400		405					404	410					
	C. M. St. P. & P. Freight		Mixed										Mixed	C. M. St. P. & P. Freight
	Daily except Sunday		Daily except Sunday										Daily except Sunday	Daily except Sunday
.....	AM 11.00	.....	AM 8.15	708	FW Y	0.00	OCONTO.....	CS	.....	CN			PM 3.05	AM 10.20
	11.30 AM	\$	8.45	3485	.....	8.53	STILES JCT.....	CS	16	UN	\$	2.35	9.50 AM	
		\$	9.25	3480		13.22	OCONTO FALLS.....	CS	13	CA	\$	2.15		
		f	9.35	3477		16.43	NORTH BRANCH.....				f	1.43		
.....			9.50 AM	3472	FW	21.96	GILLET.....	CS	.....	DU		1.30 PM		
	Daily except Sunday		Daily except Sunday										Daily except Sunday	Daily except Sunday

Nos. 404 and 405 will stop on signal at Ragen's Crossing.

WESTWARD—BETWEEN ROSEMERE AND KAUKAUNA—EASTWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Fuel, Water, Wye and Turntable	Distance from Kaukauna	Sub-Division 7 STATIONS			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS		SECOND CLASS					
		49			109													108	116			
		Way Freight			Twin Cities Express													Fox River Express	Chicago Passenger			
		Daily except Sunday			Daily except Sunday													Daily except Sunday	Daily except Sunday			
		AM 8.50			PM 6.05	5502	....	33.70		ROSEMERE	CS	....	MS	AM 8.37	PM 4.59							
		8.51			6.06	3282	....	33.35		SIDEMONT		35		8.36	4.58							
		\$ 9.05			\$ 6.14	3284	....	28.35		BRANCH		22		\$ 8.29	f 4.50							
		f 9.15			\$ 6.19	3286	....	25.41		WHITELAW		36		\$ 8.24	f 4.44							
		f 9.22			\$ 6.23	3289	....	23.37		CATO				\$ 8.20	s 4.39							
		s 9.30			\$ 6.27	3291	....	21.56		GRIMMS		13		\$ 8.16	s 4.35							
		\$10.30			\$ 6.32	3293	....	19.07		REEDVILLE	CS	35	RD	\$ 8.11	s 4.30							
		\$12.15			\$ 6.41	3299	W	13.12		BRILLION	CS	36	BR	\$ 8.01	s 4.18							
		\$12.55			\$ 6.49	3304	....	8.68		FOREST JCT.		44		\$ 7.51	s 4.08							
		\$ 1.15			\$ 6.56	3307	....	5.30		DUNDAS		22		\$ 7.44	s 4.01							
		1.45 PM			7.09 PM	3313	FW TT	0.0		KAUKAUNA	CS	....	KO	7.33 AM	3.50 PM							
		Daily except Sunday			Daily except Sunday									Daily except Sunday	Daily except Sunday							

WESTWARD—BETWEEN PULASKI & SCOTT LAKE—EASTWARD

SECOND CLASS			FIRST CLASS	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Green Bay	Sub-Division 8 STATIONS			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS	SECOND CLASS	
		533	517				504	522							
		Way Freight	MOTOR Long Lake Passenger				Time Table 101						MOTOR Green Bay Passenger	Way Freight	
		Monday Wednesday Friday	Daily except Sunday				September 25, 1938						Daily except Sunday	Tuesday Thursday Saturday	
		AM 7.30	AM 10.00	686		0.0	GREEN BAY 16.57			CS		FO	PM 5.55	PM 2.00	
		AM 8.30	AM 10.28	5606	WY	16.57	PULASKI 6.21			CS	60	KY	PM 5.25	PM 1.00	
	\$	8.55	\$ 10.38	5608		22.78	KRAKOW 2.66						\$ 5.14	\$ 12.45	
	\$	9.10	\$ 10.42	5610		25.44	GREEN VALLEY 7.32			CS	54	G	\$ 5.08	\$ 12.35	
	\$	10.25	\$ 10.59	3472	FW	32.78	GILLETT 1.20			CS	56	DU	\$ 4.55	\$ 12.05	
		10.35	11.02		Y	33.96	GILLETT JCT. 5.67						4.49	10.35	
		11.00	11.10	3806		39.03	CLAYWOOD 1.77				25		4.41	10.16	
	\$	11.10	\$ 11.15	3809		41.40	SURING 6.08			CS	24	RI	\$ 4.38	\$ 10.10	
	f	12.05	\$ 11.24	3814		47.48	BREED 3.39				34		\$ 4.28	\$ 9.45	
		12.25	f 11.30	3816	W	50.87	BONITA 4.82				40		f 4.22	\$ 9.35	
	\$	12.55	\$ 11.39	3820		55.69	MOUNTAIN 9.43			CS	44	MI	\$ 4.14	\$ 9.20	
	\$	1.35	\$ 11.58	3824		65.12	LAKEWOOD 4.09			CS	37	KS	\$ 3.56	\$ 8.45	
	\$	1.55	\$ 12.05	3825		69.21	TOWNSEND 5.07			CS	24	NS	\$ 3.47	\$ 8.24	
	f	2.15	\$ 12.14	3827		74.28	CARTER 3.57				17		\$ 3.38	f 8.06	
	\$	2.30	\$ 12.20	3826		77.85	SOPERTON 1.13						\$ 3.31	\$ 7.55	
	\$	3.28	\$ 12.24	3828	W	78.98	WABENO 4.54			CS	27	W	\$ 3.28	\$ 7.50	
	f	3.40	f 12.34			83.52	PADUS 3.04						f 3.19	f 7.20	
		3.50	\$ 12.40	3830		86.56	BLACKWELL JCT. 2.12				17		\$ 3.14	7.10	
		4.00 PM	\$ 12.47	3831	FW Y	88.08	LAONA 5.19			CS	29	GO	\$ 3.10	7.00 AM	
			12.57			93.87	SIDING NO. 62 1.50				26		2.55		
			12.59	3833		95.37	SOO LINE CROSSING 6.17						2.53		
	\$	1.11	3836			101.54	NEWALD 7.65			CS	35	A	\$ 2.43		
		1.25 PM	3840	W		109.19	LONG LAKE 6.10			CS	40	JN	\$ 2.25 PM		
			3846			115.29	TIPLER 8.10				24				
				785	Y	123.39	SCOTT LAKE 8.10				42				
		Monday Wednesday Friday	Daily except Sunday										Daily except Sunday	Tuesday Thursday Saturday	

No. 517 is superior to No. 504.

Between Gillett Jct. and Gillett via wye tracks, yard limit rules govern.

BETWEEN TWO RIVERS JUNCTION AND TWO RIVERS

WESTWARD						EASTWARD											
SECOND CLASS			FIRST CLASS			Station Numbers	Fuel, Water, Wye and Turntable	Distance from Two Rivers Junction	Sub-Division 5a		Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS		THIRD CLASS	
		231							STATIONS					Time Table 101			
		Freight													Freight		
		Daily except Sunday													Daily except Sunday		
.....	.....	AM 7.20	.....	.....	.....	0.00	.....	TWO RIVERS JCT.....	.....	.....	.....	.....	.....	.....	PM 5.04	.....	
.....	.....	7.35 AM	.....	.....	3279	6.36	.....	TWO RIVERS.....	CS	11	RS	.....	.....	.....	4.50 PM	.....	
		Daily except Sunday													Daily except Sunday		

General Rules governing employes of the Operating Department, dated December 1st, 1929, 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.

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

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

The following signs when placed elsewhere indicate:

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

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

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

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

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

SPECIAL RULES

Standard Time, Rule 3. 1. Clocks showing Central Standard time are located at yard office North Fond du Lac, telegraph offices Janesville, Fond du Lac, South Oshkosh, Wisconsin Rapids, Marshfield, Milwaukee Depot, Manitowoc, Sheboygan, Kaukauna, Eland, Laona, Green Bay and North Green Bay. Roundhouses at Sheboygan, Manitowoc, Green Bay and North Fond du Lac.

Superior Direction Rule S-72 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, Calumet Tower, Manitowoc, Two Rivers, Green Bay, North Green Bay, Pulaski, Eland, Gillett, Stiles Jct., Oconto, Laona, Long Lake for Nos. 517 and 504. At Appleton Junction for Nos. 117, 217 and 125. At South Oshkosh, for Ashland Division trains. Trains not stopping at Clyman Junction, North Green Bay, Pulaski, Calumet Yard Tower and South Yard may register by using Register Blank R during open office hours.

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

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

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

Train Orders, Rule D-97a 6. In two or more track districts extra trains will be operated without train orders.

Two Track District 7. Two main tracks are in operation as follows: Tower NW to Tower DX.

For River bridge (Ceape Street) Oshkosh to Tower CF. Taval to Cross-over at K. G. B. & W. crossing.

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

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

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

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

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

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

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

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

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

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

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

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

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

Stiles 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 west of roundhouse at Oconto.

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

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

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

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

Movements at Green Bay Between Taval 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.

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

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

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

Between Towers PR and NW all movements will be made at restricted speed expecting to find trains or engines moving against current of traffic.

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

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

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

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

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

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

Reverse Movement Two Track Districts 14. Whenever any train is operated against the current of traffic, speed of such train will be restricted to not exceed twenty (20) miles per hour at any point.

Trains in both directions, those operating against the current of traffic and those operating with the current of traffic in territory which is made single track, will approach terminals of single track operation at a speed of not to exceed ten (10) miles per hour.

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

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

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

Crossing Protection Neenah 17. Between the hours of 8:00 a. m. and 11:00 a. m. and between 1:00 p. m. and 4:00 p. m. Sundays all train or engine movements over North Commercial Street crossing, first street south of depot, will be preceded by trainman acting as flagman. At East Forest Ave. all switch movements must be protected by member of crew when crossing flagman is not on duty.

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

Use of Engine Sanders 19. The use of sand is prohibited on interlocking plants between the home signals; also between the fouling point and switch points on any turn-out connected with the main line; also yard engines and gas-electric motor trains must not use sand on main tracks within yard limits in automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Sprinkling Hogs Rule 731 20. Conductors will see that Rule 731 is observed and that record is entered on wheel report in space provided showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left.

Hog sprinkling devices are located at Ripon, South Oshkosh, Ft. Atkinson, Denmark, Calumet Yard, South Yard, Port Washington, Shawano, Gillett.

BLOCKING RULES

- Automatic** 21. Tower NW to Tavit.
Wisconsin to Rosemere.
Calumet yard to Rosemere via cut-off.
- Centralized Control System** 22. "Westward, between Signal 801 west of K. G. B. & W. crossing, Green Bay and Duck Creek; Eastward between Signals 808 and 808A, 715 ft. west of junction switch Duck Creek and end of two tracks west of K. G. B. & W. crossing, Green Bay, Rules 401 to 406, 501AA to 501C and 601A to 601G govern."

Telephones for communication with train dispatcher are located as follows:
At all signals except 806 and 807.

At west end at Saranac on Peninsula Division.

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

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

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

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

- Manual** 23. Rules 302A to 373 govern between:
Tower NW and Janesville... 7.30 AM to 4.30 PM.

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

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

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

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

- Time Spacing Rule 91** 24. Except as above specified, Rules 380 to 382 govern and trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within fifteen minutes.

Blocking Peninsula Division 25. 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.

SPRING SWITCHES

26. Rules 104f, 104g, 510a, and 512b will be observed
- Janesville** At end of Two Tracks one-fifth (1/5) mile west of Janesville passenger station. Normal position is for eastward movements.
- Tower DX** 1. At End of Two Tracks, normal position for Eastward movement.
2. On Eastward main track to Westward yard lead, normal position for main track movements.
- Oshkosh** At east End of Two Tracks, normal position is for westward movements.
- Roths.** Main track switch to Sheboygan Cut-off, normal position is for main track movements.
- Manitowoc** Main track switch of the cross-over to the switch lead track, normal position is for main track.
- Green Bay** 1. At End of Two Tracks, normal position is for eastward movements.
2. On the eastward main track to westward yard-lead, normal position is for yard-lead.
3. On eastward main track to eastward yard-lead, normal position is for main track.

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

YARDING CARS

Jefferson Junction

27. **MADISON DIVISION:—**
Westward Trains.—Place west cars on Outside Wye; place east cars on Outside or West Wye.
Eastward Trains.—Place west cars on North Wye; place east cars on Outside Wye.

LAKE SHORE DIVISION:—

Eastward Trains.—Place west cars on West Wye; place east cars on Outside Wye.

Westward Trains.—Place east cars on Outside or North Wye; place west cars on Outside Wye.

Inside Wye to be kept clear for passenger trains.

Clyman Junction

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

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

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

CROSSINGS, JUNCTIONS AND DRAW BRIDGES

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

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

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

	Miles per Hour
M. St. P. & S. S. M.	2 miles west of Tower NE.... 15
C. M. St. P. & P.	Milton Junction..... 15
C. & N. W.	Jefferson Junction..... 20
C. M. St. P. & P.	Minnesota Junction..... 25
C. M. St. P. & P.	Burnett..... 25
C. M. St. P. & P.	3 miles east of Fond du Lac... 25
M. St. P. & S. S. M.	1 mile east of Fond du Lac... 25
Fox River Bridge	Oshkosh..... 15
C. & N. W.	Appleton Junction..... 15
G. B. & W.	Green Bay Junction..... 15
C. & N. W.	Sheboygan Belt Line..... 20
C. M. St. P. & P.	Stiles Junction..... 25
C. M. St. P. & P.	Oconto..... 15
Fox River Bridge	Green Bay..... 15
K. G. B. & W.	Green Bay..... 15
C. M. St. P. & P. & C. & N. W.	Tavit..... 15

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

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

In addition to observing Rules 601A to 672, the following instructions will 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. Green Bay.

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

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a stop at the home signal of an automatic interlocked railroad crossing regardless of whether the signal is clear or not. If the signal indicates Proceed, the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of General Rule No. 672.

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

C. & N. W.

Duck Creek.

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

Crossings	Railway	Location
C. M. St. P. & P.		Watertown Jct.
C. M. St. P. & P.		Neenah Water Power.
C. M. St. P. & P.		Depere Water Power.
C. M. St. P. & P.		Plymouth.
M. St. P. S. S. M.		Tower PR.
C. M. St. P. & P.		Ripon Jct.
M. St. P. & S. S. M.		Bancroft.
C. M. St. P. & P.		Tower NE.
C. M. St. P. & P.		Wisconsin Rapids.
M. St. P. & S. S. M.		Wisconsin Rapids.
G. B. & W.		One-half mile west Wisconsin Rapids.
M. St. P. & S. S. M.		One-fourth mile east of Port Edwards.
N. E. P. Co. (Gauntlet track)		One and three-fourths miles west of Port Edwards.
N. E. P. Co. Ry.		Nekoosa.
T. M. E. R. & L. Ry.		Port Washington, Belt Line.
C. M. St. P. & P.		Forest Junction.
C. & N. W.		Gillett.
C. M. St. P. & P. & C. & N. W.		Oconto, Down Town Lead.
C. M. St. P. & P.		Reiss Coal Dock Lead, Green Bay.

Draw-Bridges Fox River..... Kaukauna Water Power.
Fox River..... Depere Water Power.

Junctions **WESTWARD**—Marshfield, East Switch, Scott Lake.
Branch Line Trains at their respective junction switches.

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

Kaukauna..... Penstock	South Oshkosh..... Penstock
Burnett..... Water tank	Jefferson Junction..... Water tank
Ft. Atkinson..... Water tank	St. Cloud..... Water tank
Scott Lake..... Coal shed	Calumet Yard..... Water tank
Laona..... Water tank	South Yard..... Water tank
Gillett..... Spur track	Shawano..... West of coal shed
Denmark..... Water tank	Green Bay..... Passenger station

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

TRACK SCALES

Location	Length	Capacity
Fond du Lac, Brook St., opp. Freight House.....	46 feet	100 tons
No. Fond du Lac, center of Yard.....	50 "	125 "
So. Oshkosh, Freight House Yard.....	50 "	100 "
Neenah, center of Storage Yard.....	50 "	100 "
Appleton, east end of passing track.....	40 "	100 "
Sheboygan, Freight House Yard.....	50 "	100 "
Sheboygan, Lake Front.....	48 "	120 "
Sheboygan, Reiss Coal Yard.....	40 "	120 "
Bannerman.....	50 "	125 "
Marshfield.....	50 "	125 "
Calumet Yard.....	40 "	100 "
Manitowoc, Lake Front.....	40 "	100 "
North Green Bay.....	50 "	125 "
Shawano.....	40 "	100 "
Northern Junction.....	40 "	100 "
Laona.....	40 "	100 "

WATCH INSPECTORS

Milwaukee.....	H. HAMMERSMITH, 201 Alhambra Bldg.
Milwaukee.....	J. WILLSTIEN & CO., 584 National Ave.
Milwaukee.....	H. J. OBERST, 615 W. Mitchell Ave.
Milwaukee.....	M. H. KLOPF, 2369 Kinnickinnic Ave.
Milwaukee.....	W. A. WAMPACH, 429 1/2 Farwell Ave.
Manitowoc.....	J. E. RUMMELE CO.
Sheboygan.....	A. IMIG SONS, 621 No. 8th St.
Kaukauna.....	J. M. SCHEER, 123 E. 2nd St.
Oconto.....	WM. RUNKEL, 1023 Main St.
Janesville.....	DEWEY & BRANDT, 16 E. Milwaukee St.
Jefferson.....	JOSEPH WESTERMAN.
Watertown.....	A. WIGGENHORN & SON, 13 Main St.
Fond du Lac.....	P. KRUMENACHER, 37 No. Main St.
No. Fond du Lac.....	D. W. TRESCOTT.
Oshkosh.....	J. F. KRUMRICH, 145 Main St.
Neenah.....	P. A. HAERTEL.
Appleton.....	M. SPECTOR, 628 Appleton St.
Green Bay.....	HALFPAP BROS., 409 Dousman St. and 614 S. Broadway.
Wisconsin Rapids.....	J. E. DALY, Drug and Jewelry Co.
Marshfield.....	W. L. Gray, Passenger Station.

SPEED RESTRICTIONS

LAKE SHORE 11

BETWEEN JANESVILLE AND TAVIL

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

BETWEEN JANESVILLE AND TAVIL—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Watertown and Clyman Jct.	Between Church Street crossing at Watertown and Interlocking Plant at Clyman Jct.	45	50	30
Clyman Jct.	Interlocking Plant at Clyman Jct. ..	15	15	15
Clyman Jct. and Juneau	Between Clyman Jct. Interlocking Plant and east city limits of Juneau.....	45	50	30
Juneau City Limits	Through City of Juneau.....	10	10	10
Juneau and Minnesota Jct.	Between west city limits of Juneau and C. M. St. P. & P. Crossing at Minnesota Jct.	45	50	30
Minnesota Jct.	Over C. M. St. P. & P. Crossing....	25	25	25
Minnesota Jct. and Burnett	Between C. M. St. P. & P. Crossing at Minnesota Jct. and C. M. St. P. & P. Crossing at Burnett.....	45	50	30
Burnett	Over C. M. St. P. & P. Crossing....	25	25	25
Burnett and Tower NW	Between C. M. St. P. & P. Crossing at Burnett and C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW.....	45	50	30
Oakfield and Tower NW	Over C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW.....	25	25	25
Oakfield and Tower NW	Between C. M. St. P. & P. Crossing two and four-fifths miles east of Tower NW and M. St. P. & S. S. M. Crossing four-fifths mile east of Tower NW.....	45	50	30
Oakfield and Tower NW	Over M. St. P. & S. S. M. Crossing four-fifths miles east of Tower NW.....	25	25	25
Oakfield and Tower NW	Between M. St. P. & S. S. M. Crossing four-fifths mile east of Tower NW and Interlocking Plant at Tower NW.....	45	50	30
Tower NW	Interlocking Plant at Tower NW...	15	15	15
Fond du Lac City Limits	Between Interlocking Plant at Tower NW and Division Street 600 feet west of Fond du Lac.....	10	10	10
Fond du Lac City Limits	Between Division Street 600 feet west of Fond du Lac Station and Scott Street one and one-tenth mile west of Fond du Lac station.	20	20	20
Tower WF and North Fond du Lac	Between Scott Street crossing one and one-tenth mile west of Fond du Lac and east end of North Fond du Lac.....	40	40	40
Tower WF and Tower DX	Main lead track Tower WF to Tower DX.....	20	20	20
Tower PR and Tower DX	Between east end North Fond du Lac yard and Tower DX.....	60	60	45
Tower DX	Through switches at Tower DX, WESTWARD.....	25	25	25
	EASTWARD.....	60	60	45

BETWEEN JANESVILLE AND TAVIL—Cont'd.

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

SPEED RESTRICTIONS

BETWEEN JANESVILLE AND TAVIL—Cont'd.

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

BETWEEN SHEBOYGAN AND MARSHFIELD

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

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

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

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

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

SPEED RESTRICTIONS

LAKE SHORE 13

BETWEEN SHEBOYGAN AND MARSHFIELD—Cont'd.

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

BETWEEN TOWER NE AND NEKOOSA

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

BETWEEN BANNERMAN AND RED GRANITE

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains Engine	Motor	Freight Trains
Bannerman and Red Granite	Between Bannerman and Red Granite.....	30	30	20

BETWEEN WISCONA AND ELAND

Wiscona	Interlocking plant through diverging route to and from Milwaukee	25	25	25
Wiscona	Interlocking plant, to and from Tower BJ.....	25	25	25
Wiscona and Fox Point	Between Wiscona and one mile east of Fox Point.....	35	35	35
Wiscona and Port Washington	Between one mile east of Fox Point and east city limits of Port Washington.....	60	60	40
Port Washington City Limits	Through city of Port Washington..	15	15	15
Port Washington and Belgium	Between west city limits of Port Washington and curve two and one-half miles east of Belgium..	60	60	40
Signa and Belgium	Around curve two and one-half miles east of Belgium.....	50	50	40
Signa and Cedar Grove	Between curve two and one-half miles east of Belgium and Cedar Grove.....	60	60	40
Cedar Grove	Passing Cedar Grove station.....	20	20	20
Cedar Grove and Oostburg	Between Cedar Grove and Oostburg	60	60	40
Oostburg	Passing Oostburg station.....	20	20	20
Oostburg and Sheboygan	Between Oostburg and west end of South Yard.....	60	60	40
Sheboygan City Limits Main Line	Between west end South Yard and Center Ave. crossing 650 feet west of Sheboygan.....	15	15	15
Sheboygan City Limits Main Line	Over Center Ave. crossing 650 feet west of Sheboygan station.....	10	10	10
Sheboygan City Limits Main Line	Between Center Ave. crossing 650 feet west of Sheboygan and Martin Ave. crossing 1 mile east of Roths switch.....	15	15	15
Sheboygan City Limits Sheboygan Cut-off	Between South Yard and Roth's via Cut-Off.....	20	20	20

BETWEEN WISCONA AND ELAND—Cont'd.

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

SPEED RESTRICTIONS

BETWEEN WISCONA AND ELAND—Cont'd.

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

BETWEEN ROSEMERE AND KAUKAUNA

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Rosemere and Reedville	Between Rosemere and curve one-half mile east of Grimms.....	40	40	30
Cato and Reedville	Between one-half miles east of Grimms and one mile west of Grimms, around reverse curves..	40	40	25
Grimms and Reedville	Between curve one mile west of Grimms and Reedville.....	40	40	30
Reedville	Over street crossing west end Reedville station platform.....	5	5	5
Reedville and Brillion	Between Reedville and main street crossing east end Brillion station platform.....	40	40	30
Brillion	Main Street crossing east end of Brillion station platform.....	Stop	Stop	Stop
Brillion and Forest Jct.	Between Brillion and C. M. St. P. & P. Crossing at Forest Jct.....	40	40	30
Forest Jct.	C. M. St. P. & P. Crossing.....	Stop	Stop	Stop
Forest Jct. and Kaukauna	Between C. M. St. P. & P. Crossing at Forest Jct. and curve at Mile Post 110 two and seven-tenths miles east of Kaukauna station.	40	40	30
Dundas and Kaukauna	Between curve at Mile Post 110 two and seven-tenths miles east of Kaukauna and Dodge Street crossing 2000 feet east of Kaukauna, around reverse curve....	20	20	15
Kaukauna City Limits	Dodge Street crossing 2000 feet east of Kaukauna.....	Stop	Stop	Stop
Kaukauna City Limits	Between Dodge Street crossing 2000 feet east of Kaukauna and Main Street crossing at east end Kaukauna station platform.....	20	20	20
Kaukauna City Limits	Main Street crossing at east end of Kaukauna station platform.....	Stop	Stop	Stop

BETWEEN TWO RIVERS JCT. AND TWO RIVERS

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Two Rivers Jct. and Two Rivers	Between Two Rivers Jct. and Waldo Blvd. crossing 1920 feet west of Two Rivers Jct.....	10	10	10
Two Rivers Jct. and Two Rivers	Over Waldo Blvd. crossing 1920 feet west of Two Rivers Jct.....	10	10	10
Two Rivers Jct. and Two Rivers	Between Waldo Blvd. crossing 1920 feet west of Two Rivers Jct. and Shoto Road crossing one and three-fifths miles west of Two Rivers Jct.....	25	25	25
Two Rivers Jct. and Two Rivers	Over Shoto Road crossing one and three-fifths miles west of Two Rivers Jct.....	12	12	12

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

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

BETWEEN PULASKI AND SCOTT LAKE

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

SPEED RESTRICTIONS

LAKE SHORE 15

BETWEEN PULASKI AND SCOTT LAKE—Cont'd.

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

BETWEEN GILLETT AND OCONTO

Gillett and Stiles Jct.	Between Junction Switch east end of Gillett station and C. M. St. P. & P. Crossing at Stiles Jct. station.	35	35	30
Stiles Jct.	Over C. M. St. P. & P. Crossing at Stiles Jct.	25	25	25
Stiles Jct. and Oconto	Between C. M. St. P. & P. Crossing at Stiles Jct. and Highway No. 41 crossing 1800 feet west of Oconto	35	35	30
Oconto	Over Highway No. 41 crossing 1800 feet west of Oconto station	5	5	5
Oconto	Between Highway No. 41 crossing 1800 feet west of Oconto over C. M. St. P. & P. Crossing, and Oconto	15	15	15

ADDITIONAL SPEED RESTRICTIONS

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

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

Trains handling scale test car will not exceed 30 miles per hour on main subdivisions or 20 miles per hour on branch subdivisions; such cars to be handled only upon specific instructions from chief dispatcher and placed in train next to caboose and Rule 1073 observed. Trains handling Magor dump cars will not exceed 25 miles per hour.

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

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

ACTUAL TONNAGE RATING

	CLASSIFICATION OF ENGINES			
	J-A	J	Z	R1
EASTWARD				
Scott Lake to Tipler				1175
Tipler to Laona				1475
Laona to Wabeno				1430
Wabeno to Suring				2000
Suring to Gillett				1700
Gillett to Pulaski	3350	3000	2100	1450
Eland to Pulaski	3600	3250	2500	1450
Pulaski to Green Bay	5500	5000	4000	2500
Gillett to Oconto				1800
Green Bay to Calumet Yard	2800	2500	2000	1300
With helper to Denmark	3800	3500	3000	2000
Calumet Yard to South Yard	3800	3400	2600	1600
South Yard to Butler	3600	3250	2500	1600
South Yard to Milwaukee	3600	3250	2500	1600
Kaukauna to Calumet Yard	1800	1500	1200	900
Fond du Lac to Glenbeulah				850
Glenbeulah to Kohler				1250
Kohler to Sheboygan				2000
Marshfield to Wisconsin Rapids			2500	1500
Wisconsin Rapids to Ripon			1750	1000
Ripon to Fond du Lac			2250	1400
Green Bay to Kaukauna	4500	4000	3000	2000
Kaukauna to Appleton Jet	3900	3500	2500	1600
Appleton Jet. to Fond du Lac	4700	4200	3050	2100
Fond du Lac to Janesville	3100	2700	2200	1350
WESTWARD				
Milwaukee to South Yard	3000	2700	2000	1300
Butler to South Yard	3150	2850	2100	1400
South Yard to Calumet Yard	3900	3500	2650	1600
Calumet Yard to Green Bay	3100	2750	2300	1400
Calumet Yard to Kaukauna	1800	1500	1200	900
Green Bay to Eland	2900	2600	2000	1200
Pulaski to Gillett	3400	3000	2100	1450
Gillett to Laona				875
Laona to Scott Lake				1250
Oconto to Gillett				1300
Sheboygan to Fond du Lac				1000
Fond du Lac to Wisconsin Rapids			1500	1000
Wisconsin Rapids to Marshfield			2100	1325
Janesville to Clyman Jet.	3000	2650	2125	1500
With helper out of Janesville	3600	3250	2500	1850
Clyman Jet. to Fond du Lac	4100	3700	3000	2200
Fond du Lac to Neenah	4200	3800	3100	2000
Neenah to Appleton Jet.	3600	3250	2500	1600
Appleton Jet. to Greenville	4500	4000	3250	2300

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

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

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

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

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

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

OVERHEAD OBSTRUCTIONS

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

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

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

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

COMPANY SURGEONS

		Telephone Call	
		Office	Residence
Chicago.....	Irving S. Cutter, M. D., Medical Director. V. H. Horning, M. D., First Ass't Medical Director.....		
Milwaukee.....	O. R. Lillie, M. D., Dist. Surgeon..... V. F. Lang, M. D., Assoc. Dist. Surgeon.. G. W. Fox, M. D., Assoc. Surgeon.....	Dal 3221 Mar 6975 Dal 3221	Hop 0178 Edg. 7863 Lak 1948
May be called any place between Milwaukee and Ulao. Dr. J. S. Gordon, Oculist and Aurist..... Dr. Ralph Sproule, Oculist and Aurist.....			
Butler.....	M. R. Markson, M. D., Local Surgeon. Emergency cases only.....	Blu 9619-R- Mar 6350	Blu 0581
Fort Atkinson....	H. O. Caswell, M. D., Local Surgeon.....	344	92
Jefferson.....	Jay C. Brewer, M. D., Local Surgeon.....		
Watertown.....	Anthony C. Hahn, M. D., Local Surgeon.....		
Janesville.....	W. H. McGuire, M. D., Dist. Surgeon.....	840	142
May be called to any place between Janesville and Johnson Creek.			
Juneau.....	H. B. Hebenstrict, M. D., Local Surgeon..	142-W	152-R
Fond du Lac.....	Henry E. Twohig, M. D., Dist. Surgeon... David J. Twohig, M. D., Dist. Surgeon... W. H. Folsom, Oculist and Aurist.....	431 431 431	467 489 2873
May be called to any place between Fond du Lac and Black Wolf and Watertown and Wautoma.			
Oshkosh.....	F. G. Connell, M. D., Dist. Surgeon.....	4567	883
May be called to any place between Appleton and Black Wolf. E. B. Williams, M. D., Local Surgeon....			
Neenah.....	G. H. Williamson, M. D., Local Surgeon..	147-W	147-R
Appleton.....	J. B. Mac Laren, M. D., Local Surgeon... D. M. Gallaher, M. D., Local Surgeon...	5300 5300	2212 132
Kaukauna.....	A. B. Leigh, M. D., Local Surgeon.....	100	560
Green Bay.....	C. S. Williamson, M. D., Dist. Surgeon... May be called to any place between Appleton and Green Bay, Denmark, Eland and Scott Lake. H. S. Atkinson, M. D., Local Surgeon.... E. S. Schmidt, M. D., Oculist and Aurist.. R. Carter, M. D., Local Surgeon.....	H-1201 A-2450-W A-2392 A-410	A-2482 A-2450-R A-2456
Sheboygan.....	A. E. Genter, M. D., Local Surgeon..... O. E. Fiedler, M. D., Local Surgeon..... W. M. Newman, M. D., Local Surgeon....	2700 2700 2700	189 610 2660
Plymouth.....	H. F. Deicher, M. D., Local Surgeon.....	246-R2	246-R3
Ripon.....	J. M. Johnson, M. D., Local Surgeon.....	Blk 244	Blk 244-R
Wautoma.....	G. L. Karnopp, M. D., Local Surgeon.....	6-77	6-77-2
Wisconsin Rapids	Frank Pomainville, M. D., Local Surgeon.	583	248
Marshfield.....	K. H. Doege, M. D., Dist. Surgeon..... W. A. Vedder, M. D., Local Surgeon.....	370 370	681 626
May be called to any place between Marshfield and Wautoma.			
Port Washington..	W. H. Drissen, M. D., Local Surgeon....	85-W	85-R
Manitowoc.....	F. W. Hammond, M. D., Dist. Surgeon... 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 844-W	844-R
Two Rivers.....	L. J. Moriarity, M. D., Local Surgeon....	363	363
Shawano.....	J. B. Gordon, M. D., Local Surgeon..... C. E. Stubenvoll, M. D., Local Surgeon...	419 24-W	419 24-R
Gillett.....	W. R. Berg, M. D., Local Surgeon.....	55-R2	90
Oconto Falls.....	Geo. W. Krahn, M. D., Local Surgeon....	68	21
Oconto.....	A. N. Tousignant, M. D., Local Surgeon..	386-N	386-R
Wabeno.....	G. H. Reddick, M. D., Local Surgeon....	1	
Laona.....	E. G. Ovitz, M. D., Local Surgeon.....	32	50

COMMUNICATING STATION OFFICE HOURS

STATIONS	DAILY EXCEPT SUNDAY	SUNDAYS
Janesville.....	Continuous.....	Continuous.
Milton Junction.....	12.15 a. m. to 10.30 p. m.....	3.00 a. m. to 5.00 a. m.
Ft. Atkinson.....	8.15 a. m. to 5.15 p. m.....	Closed.
Jefferson.....	8.15 a. m. to 5.15 p. m.....	Closed.
Jefferson Junction.....	Continuous.....	{ 8.30 a. m. to 11.55 a. m. 4.45 p. m. to 6.45 p. m.
Johnson Creek.....	8.30 a. m. to 5.30 p. m.....	Closed.
Watertown.....	Continuous.....	Continuous.
Clyman Junction.....	Continuous.....	Continuous.
Juneau.....	7.30 a. m. to 4.30 p. m.....	Closed.
Minnesota Junction...	6.50 a. m. to 3.50 p. m.....	Closed.
Burnett.....	7.45 a. m. to 4.45 p. m.....	Closed.
Oakfield.....	7.30 a. m. to 4.30 p. m.....	Closed.
Fond du Lac.....	Continuous.....	Continuous.
No. Fond du Lac.....	{ 5.00 a. m. to 1.00 p. m..... 2.30 p. m. to 11.30 p. m.....	8.00 a. m. to 12 noon.
South Oshkosh.....	8.30 a. m. to 5.30 p. m.....	10.30 a. m. to 12 noon.
Oshkosh.....	12.01 a. m. to 8.00 a. m.....	12.01 a. m. to 8.00 a. m.
Tower CF.....	4.00 p. m. to 8.00 a. m.....	4.00 p. m. to 8.00 a. m.
State Hospital.....	8.45 a. m. to 5.45 p. m.....	Closed.
Neenah.....	6.30 a. m. to 10.30 p. m.....	Closed.
Appleton Junction.....	6.30 a. m. to 10.30 p. m.....	{ 6.30 a. m. to 8.30 a. m. 7.15 p. m. to 9.25 p. m.
Little Chute.....	7.30 a. m. to 4.30 p. m.....	Closed.
Kaukauna.....	7.00 a. m. to 4.00 p. m.....	Closed.
Wrightstown.....	8.00 a. m. to 5.00 p. m.....	Closed.
Depere.....	8.00 a. m. to 8.40 p. m.....	4.50 p. m. to 8.40 p. m.
Tavil.....	Continuous.....	Continuous.
Plymouth.....	9.30 a. m. to 6.30 p. m.....	Closed.
Sheboygan Falls.....	8.00 a. m. to 5.00 p. m.....	Closed.
Glenbeulah.....	8.00 a. m. to 5.00 p. m.....	Closed.
St. Cloud.....	8.00 a. m. to 5.00 p. m.....	Closed.
Calvary.....	8.00 a. m. to 5.00 p. m.....	Closed.
Rosendale.....	8.00 a. m. to 5.00 p. m.....	Closed.
Ripon.....	9.00 a. m. to 6.00 p. m.....	Closed.
Green Lake.....	8.00 a. m. to 5.00 p. m.....	Closed.
Princeton.....	8.00 a. m. to 5.00 p. m.....	Closed.
Neshkoro.....	8.00 a. m. to 5.00 p. m.....	Closed.
Red Granite.....	8.30 a. m. to 5.30 p. m.....	Closed.
Wautoma.....	8.45 a. m. to 5.45 p. m.....	Closed.
Wild Rose.....	8.30 a. m. to 5.30 p. m.....	Closed.
Almond.....	8.30 a. m. to 5.30 p. m.....	Closed.
Wisconsin Rapids.....	7.30 a. m. to 4.30 p. m.....	Closed.
Vesper.....	7.45 a. m. to 4.45 p. m.....	Closed.
Marshfield.....	{ 12.01 a. m. to 3.00 a. m..... 8.00 a. m. to 4.00 p. m..... 7.00 p. m. to 11.59 p. m.....	{ 12.01 a. m. to 3.00 a. m. 10.00 a. m. to 11.59 a. m. 11.00 p. m. to 11.59 p. m.
Wisconsin.....	Continuous.....	Continuous.
Fox Point.....	{ 10.45 p. m. to 11.59 p. m..... 12.01 a. m. to 6.45 a. m. ex. Mon.	12.01 a. m. to 6.45 a. m.
Port Washington.....	{ 3.40 a. m. to 11.40 a. m..... 1.10 p. m. to 9.10 p. m.....	Closed.
Belgium.....	6.45 a. m. to 3.45 p. m.....	Closed.
Cedar Grove.....	8.00 a. m. to 5.00 p. m.....	Closed.
Oostburg.....	8.00 a. m. to 5.00 p. m.....	Closed.
South Yard.....	9.00 p. m. to 6.00 a. m.....	{ 12.01 a. m. to 6.00 a. m. 9.00 p. m. to 11.59 p. m.
Sheboygan.....	{ 2.45 a. m. to 10.45 a. m..... 2.30 p. m. to 10.30 p. m.....	{ 2.45 a. m. to 4.45 a. m. 2.30 p. m. to 10.30 p. m.
Haven.....	8.30 a. m. to 5.30 p. m.....	Closed.
Cleveland.....	8.00 a. m. to 5.00 p. m.....	Closed.
Calumet Yard.....	Continuous.....	Continuous.
Manitowoc.....	6.40 a. m. to 11.00 p. m.....	{ 3.00 p. m. to 5.00 p. m. 9.00 p. m. to 11.00 p. m.
Two Rivers.....	8.00 a. m. to 5.00 p. m.....	Closed.
Rosemere.....	{ 5.30 a. m. to 1.30 p. m..... 2.55 p. m. to 10.55 p. m.....	{ 5.30 a. m. to 7.30 a. m. 8.55 p. m. to 10.55 p. m.
Reedville.....	7.45 a. m. to 4.45 p. m.....	Closed.
Brillion.....	7.45 a. m. to 4.45 p. m.....	Closed.
Francis Creek.....	6.30 a. m. to 3.30 p. m.....	Closed.
Maribel.....	8.30 a. m. to 5.30 p. m.....	Closed.

STATIONS	DAILY EXCEPT SUNDAY	SUNDAYS
Denmark.....	7.15 a. m. to 5.15 p. m.....	Closed.
Green Bay.....	Continuous.....	Continuous.
North Green Bay.....	Continuous.....	{ 12.01 a. m. to 4.30 a. m. 8.00 a. m. to 11.59 p. m.
Anston.....	8.40 a. m. to 5.40 p. m.....	3.30 p. m. to 5.30 p. m.
Pulaski.....	8.40 a. m. to 5.40 p. m.....	Closed.
Bonduel.....	8.45 a. m. to 5.45 p. m.....	Closed.
Shawano.....	{ 8.00 a. m. to 4.00 p. m..... 10.30 p. m. to 6.30 a. m.....	{ 12.01 a. m. to 6.30 a. m. 10.30 p. m. to 11.59 p. m.
Lyndhurst.....	8.45 a. m. to 4.45 p. m.....	Closed.
Bowler.....	8.15 a. m. to 4.15 p. m.....	Closed.
Green Valley.....	8.45 a. m. to 5.45 p. m.....	Closed.
Gillett.....	8.30 a. m. to 5.30 p. m.....	Closed.
Suring.....	8.45 a. m. to 5.45 p. m.....	Closed.
Mountain.....	8.45 a. m. to 5.45 p. m.....	Closed.
Lakewood.....	8.30 a. m. to 5.30 p. m.....	Closed.
Townsend.....	8.30 a. m. to 5.30 p. m.....	Closed.
Wabeno.....	7.30 a. m. to 4.30 p. m.....	Closed.
Laona.....	6.30 a. m. to 5.00 p. m.....	Closed.
Newald.....	8.45 a. m. to 5.45 p. m.....	Closed.
Long Lake.....	8.30 a. m. to 5.30 p. m.....	Closed.
Oconto Falls.....	8.30 a. m. to 5.30 p. m.....	Closed.
Stiles Jet.....	9.00 a. m. to 4.00 p. m.....	Closed.

DIVISIONAL STAFF

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