

CHICAGO & NORTH-WESTERN RAILWAY



NORTHERN WISCONSIN DIVISION

No. 55

TIME TABLE

No. 55

Takes Effect Sunday, May 2nd, 1915

At 12:05 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

S. G. STRICKLAND,
GENERAL MANAGER

W. J. TOWNE,
ASS'T GEN'L MANAGER.

G. B. VILAS,
GEN'L SUPERINTENDENT.

E. E. NASH,
ASS'T GEN'L SUPERINTENDENT

BETWEEN JANESVILLE AND TOWER N. W.--GOING NORTH.

THIRD CLASS.					SECOND CLASS.								Sub-Division 1			FIRST CLASS.														
				51					283	289	319	281	Capacity of Passing Tracks	Distance from Janesville.	Fuel, Water, Wye and Turntables	STATIONS		Station Numbers.	25	21	521	29	27							
				Way Freight					Time Freight	Ashland Time Freight	Iowa Time Freight	Time Freight					Time Table 55 May 2, 1915			Fond du Lac Passen- ger	Water- town Passen- ger	Fond du Lac Mail Passen- ger	Fond du Lac Passen- ger	Fond du Lac Passen- ger						
				Daily except Sunday AM 6.20					DAILY	DAILY	DAILY	DAILY					CHICAGO.....					AM 7.40	PM 4.00							
																CWTT	SOUTH JANESVILLE..... 3.3													
				6.45								AM 2.40			W	JANESVILLE..... T	648	AM 6.25	AM 8.00	PM 12.55	PM 6.50	AM 6.45								
													3.2			TOWER M. I.....														
				7.30								3.10	100	8.0		MILTON JUNCTION... T	650	6.40	8.15	1.10	7.05	7.01								
				7.55								3.30	58	13.0		KOSHKONONG.....	651	6.50	8.25	1.20	7.15	7.11								
				8.10								4.00	85	19.8	W	FORT ATKINSON.... T	652	7.05	8.40	1.35	7.35	7.25								
				8.55								4.20	22	25.5		JEFFERSON..... T	653	7.18	8.55	1.50	7.45	7.37								
				10.20												2.6														
												4.50	43	28.1	WY	JEFFERSON JUNCTION.. T	1318	7.25	9.05 9.15	2.00 2.15	7.55 8.00	7.43								
				11.23								5.05	30	30.8		JOHNSON'S CREEK... T	654	7.38	9.20	2.23	8.07	7.49								
													38.6			WATERTOWN JUNCTION..	655	7.50	9.35	2.38	8.21	8.05								
				11.40								5.35	75	38.9	CWTT	WATERTOWN..... T	656	7.55	9.40 AM	2.43	8.25	8.10								
				1.00								6.00				0.3														
				1.35								6.30	55	47.1		CLYMAN..... T	658	8.10		2.58	8.40	8.26								
				2.00								6.35	125	48.2	CWY	CLYMAN JUNCTION... T	5752	8.13		3.02	8.45	8.29								
																1.1														
																5.7														
				2.15					3.00	7.05	6.50	1.10	42	53.9		JUNEAU..... T	660	8.25		3.12	8.56	8.40								
				2.45					3.12	7.15	7.00	1.30	63	57.1		MINNESOTA JUNCTION.. T	661	8.33		3.20	9.03	8.47								
				3.15					3.50							3.2														
				3.43					4.10	7.27	7.10	1.42	45	60.8	W	BURNETT..... T	662	8.42		3.28	9.10	8.54								
																3.7														
				4.00					4.35	7.50	7.27	2.25	70	69.1		CHESTER..... T	664	8.56		3.43	9.25	9.07								
																8.3														
				4.15					5.15	8.10	7.50	2.50	70	74.1		OAK CENTER.....	665	9.06		3.53	9.37	9.17								
																5.0														
				4.50					5.50	8.30	8.05	3.05	42	77.2	W	OAKFIELD..... T	666	9.15		4.00	9.45	9.23								
																3.1														
				5.20					6.10	8.50	8.25	3.25	55	84.9		TOWER N. W. (Double track) 0.7		* 9.28		* 4.13	* 10.00	9.34								
				PM					PM	AM	AM	AM				7.7														
													85.6		W	FOND DU LAC..... T	668	9.35 AM		4.15 PM	10.05 PM	9.40 AM								
																0.8														
				Daily except Sunday					DAILY	DAILY	DAILY	DAILY						Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only								
				51					283	289	319	281																		

When freight trains meet at Burnett and Koshkonong northward trains will take siding.

When freight trains meet at Fort Atkinson, Minnesota Junction and Clyman southward trains will take siding.

No. 22 will take siding to meet No. 521.

No. 534 will take siding to meet No. 25.

Between Janesville and South Janesville trains will be governed by Wisconsin Division Time Table.

BETWEEN TOWER N. W. AND JANESVILLE.--GOING SOUTH.

NOR. WIS. 3

FIRST CLASS.										Office Calls	Fuel, Water, Wye and Turntables	Sub-Division 1		Distance from Fond du Lac	SECOND CLASS.										THIRD CLASS.								
												STATIONS																					
												Time Table 55 May 2, 1915																					
										534	544	22	28											52									
										Fond du Lac Passenger	Fond du Lac Mail Passenger	Janes- ville Passenger	Janes- ville Passenger											Way Freight									
										AM 11.20	PM 3.55													AM 5.00									
										Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY											Daily except Sunday									
										CWTT																							
										AM 7.50	PM 12.45	PM 3.15	PM 9.00	J	W	 CHICAGO.....	176.7	AM 10.00				10.00			4.10								
										7.30	12.28	3.00	8.45	MJ		 JAMESVILLE.....	85.6						10.00			3.50							
										7.19	12.18	2.50	8.32			 TOWER M. I.....	82.4									3.20							
										7.05	12.05	2.35	8.20	CB	W	 MILTON JUNCTION.....	77.6	9.20					9.30			3.20							
										6.52	11.46	2.23	8.05	F		 KOSHKONONG.....	72.6	9.00				9.03			3.00								
										6.45	11.40	2.17	8.00	JN	WY	 FORT ATKINSON.....	65.8	8.40				8.30			1.35								
										6.06	11.30	1.55	7.50	SF		 JEFFERSON.....	60.1	7.55				7.35			1.10								
										5.55	11.23	1.47	7.37			 JEFFERSON JUNCTION.....	57.5	7.43				6.45			12.45								
										5.40	11.07	1.34	7.20	WR	CWTT	 JOHNSON'S CREEK.....	54.8	6.40				6.15			12.00								
										5.35	11.05	1.30	7.15	YN		 WATERTOWN JUNCTION.....	47.0	6.00				5.45			11.40								
										5.18	10.46		6.55	CJ	CWY	 WATERTOWN.....	46.7	5.35				5.00			10.30								
										5.15	10.42		6.50			 CLYMAN.....	38.5	5.15	AM	PM		5.40			10.00								
										5.05	10.32		6.40	NU		 CLYMAN JUNCTION.....	37.4	5.05	8.13	4.15	4.50	PM		9.45									
										4.57	10.24		6.30	H		 JUNEAU.....	31.7	4.45	7.50	4.00	4.15	5.26			9.15								
										4.50	10.15		6.20	BU	W	 MINNESOTA JUNCTION.....	28.5	4.35	7.40	3.00	2.45	5.15			8.33								
										4.37	10.01		6.08	CR		 BURNETT.....	24.8	4.15	7.27	2.30	3.28	5.00			8.10								
										4.27	9.51		5.57			 CHESTER.....	16.5	3.40	6.25	2.00	2.50	4.35			7.50								
										4.20	9.45		5.50	OD	W	 OAK CENTER.....	11.5	3.20	5.55	1.40	2.30	4.15			7.27								
										* 4.03	* 9.28		* 5.33			 OAKFIELD.....	8.4	3.05	5.40	1.20	2.15	4.00			7.05								
										4.00	9.25		5.30	DU	W	 TOWER N. W. (Double track) 0.7	0.7	2.30	4.55	12.35	1.30	3.05			6.45								
										AM	AM		PM			 FOND DU LAC.....		AM	AM	PM	PM	PM			6.10								
										Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY											Daily except Sunday									
										534	544	22	28											52									
										322	284	280	78	282											322	284	280	78	282				

BETWEEN TOWER N. W. AND TAVIL.--GOING NORTH.

FIRST CLASS.										Distance from Janesville	Fuel, Water, Wye and Turnables	Sub-Division 2		Station Numbers.	FIRST CLASS.														
STATIONS.																													
Time Table 55 May 2, 1915																													
	121	119	117	217	317	25	133	33	6			CHICAGO		113	521	5	205	305	16	209	9	107	29	101	27	141	41	243	
	Iron Range Express	Passen- ger	Ashland Express Passen- ger	Ishpem- ing Passen- ger	Horton- ville Passen- ger	Fond du Lac Passen- ger	Green Bay Passen- ger	Passen- ger	Passen- ger					Escanaba Passen- ger	Fond du Lac Mail Passen- ger	Passen- ger	Green Bay Passen- ger	Horton- ville Passen- ger	Passen- ger	Wisconsin Special Passen- ger	Passen- ger	St. Paul and Duluth Passenger	Fond du Lac Passen- ger	Iron and Copper Country Express	Fond du Lac Passen- ger	Green Bay Passen- ger	Passen- ger	Green Bay Passen- ger	
	PM 9.35		AM 2.30											AM 9.00		PM 12.01	PM 12.01			PM 3.00		PM 5.00		PM 6.30				PM 3.00	
	DAILY	Daily except Sunday	Daily except Sunday	DAILY	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	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	DAILY	Sunday only	Sunday only	Sunday only	Sunday only	
	AM 1.27		AM 6.35			AM 9.28	AM 9.52	AM 10.10	AM 10.15	84.9		TOWER N. W.		PM 12.51	PM 4.13		PM 4.15			PM 6.53		PM 9.00	PM 10.00	PM 10.33	AM 9.34	AM 9.17	AM 9.25	AM 9.50	PM 7.10
	1.30		6.40	AM 7.00		9.35	9.57	10.10	10.15	85.6	W	FOND DU LAC	668	12.55	4.15	PM 4.36	4.20		PM 5.15	6.55	PM 7.07	9.05	10.05	10.35	9.40	9.45	9.52	7.15	
	1.35		6.50			AM	10.05							1.00	PM		4.35			7.05		9.10	PM	10.40	AM	9.45	9.52	7.17	
	* 1.37		* 6.55	* 7.03			* 10.07	* 10.12	* 10.18	86.4	Y	TOWER W. F.		* 1.01		* 4.38	* 4.37		* 5.18	* 7.07	* 7.09	* 9.12		* 10.42		* 9.47	* 9.52	* 7.17	
	* 1.38		* 6.56	* 7.05			* 10.08	* 10.14	AM	86.7		TOWER P. R.		* 1.02		* 4.40	* 4.38			* 7.08	* 7.12	* 9.13		* 10.43		* 9.48	* 9.53	* 7.18	
	* 1.42		* 7.00	7.10			10.11			88.0	CWTT	NORTH FOND DU LAC	668	* 1.06			* 4.40			* 7.10		* 9.16		* 10.46		9.53	AM	7.22	
	* 1.45		* 7.03	* 7.15			* 10.15			90.4		TOWER D. X.		* 1.09			* 4.45			* 7.13		* 9.19		* 10.50		* 9.56		* 7.26	
	* 1.49		* 7.08	7.22			* 10.19			93.4		VANDYNE	671	* 1.13			* 4.55			* 7.17		† 9.23		* 10.55		10.01		7.32	
	* 1.53		* 7.14	* 7.28			* 10.23			96.8		BLACK WOLF		* 1.17			* 5.00			* 7.22		* 9.28		* 11.00		* 10.06		* 7.37	
	2.02		7.23	7.36	AM 7.50		10.32			102.4	CWTT	SOUTH OSHKOSH	672	1.25			5.11	PM 5.21		7.34		9.35		11.08		10.15		7.47	
	2.10		7.30	7.44	7.55		10.37			103.1		OSHKOSH	673	1.35			5.15	5.25		7.39		9.40		11.13		10.20		7.52	
	* 2.14		* 7.34	* 7.50	8.03		* 10.42			105.4		TOWER C. F.		* 1.39		* 5.19	5.30			* 7.43		* 9.44		* 11.18		* 10.30		* 7.56	
	* 2.16		* 7.37	7.53	AM		10.46			107.2		STATE HOSPITAL	674	1.43			5.22			* 7.46		9.46		* 11.21		10.33		8.00	
	* 2.24		* 7.42	† 8.03			* 10.53			111.3		SNELLS	675	* 1.49		† 5.30				* 7.52		* 9.52		* 11.28		* 10.41		† 8.06	
	2.33		7.50	8.15			11.00			115.6	W	NEENAH and MENASHA	676	1.55			5.38			8.00		10.05		11.35		10.49		8.12	
	2.45	AM 5.35	† 8.05	8.28			11.20			121.0	Y	APPLETON JUNCTION	678	2.08			5.50			8.12		10.20		11.52		11.01		8.22	
	2.53	5.40	AM	8.43			11.25			122.4		APPLETON	679	2.15			6.05			8.20		10.25		11.59		11.10		8.27	
	* 3.01			8.50			† 11.40			127.4		LITTLE CHUTE	680	* 2.22		* 6.15				* 8.28				* 12.06		11.20		8.40	
	3.05			8.55			11.43			129.4	W	KAUKAUNA	681	2.25			6.21			8.33				12.10		11.25		8.46	
	* 3.15			9.07			11.53			135.1		WRIGHTSTOWN	682	† 2.34			6.33			† 8.43				* 12.19		11.35		8.58	
	* 3.22			9.15			12.05			139.4		LITTLE RAPIDS	683	* 2.40		* 6.42				* 8.50				* 12.25		11.46		* 9.05	
	3.30			9.30			12.15			145.1		DE PERE-W. DE PERE	684	2.50		6.52				9.00				12.35		11.58		9.14	
	* 3.40			* 9.45			* 12.25			150.0		TAVIL		* 3.00		* 7.00				* 9.10				* 12.47		* 12.09		* 9.24	
	3.47			9.50			12.35			150.2		GREEN BAY JUNCTION	685																
	AM			AM			PM			151.1		GREEN BAY	686	3.05		7.10				9.15				12.55		12.15		9.30	
										152.6		NORTH GREEN BAY		PM		PM				PM				AM		PM		PM	
	DAILY	Daily except Sunday	Daily except Sunday	DAILY	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	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	DAILY	Sunday only	Sunday only	Sunday only	Sunday only	
	121	119	117	217	317	25	133	33	6					113	521	5	205	305	16	209	9	107	29	101	27	141	41	243	

No. 224 will take siding to meet Nos. 101 and 107.
 No. 220 will take siding to meet No. 113.
 No. 107 is superior to No. 118.
 No. 119 is superior to No. 124.
 Nos. 41 and 20 will not run until Sunday, June 13th.
 Nos. 5 and 10 will not run until Monday, June 14th.

No. 113 will stop at Wrightstown for passengers for stations north of Green Bay only.

No. 133 and No. 205 will stop at Vandyne to leave passengers from stations south of Fond du Lac.

BETWEEN TAVIL AND TOWER N. W.--GOING SOUTH.

NOR. WIS. 5

FIRST CLASS.												Office Calls	Fuel, Water, Wye and Turntables	Sub-Division 2		Distance from Green Bay	FIRST CLASS.														
102	534	122	108	124	33	6	206	544	10	210	214			STATIONS			314	220	9	16	116	216	28	302	224	118	164	20	220	244	
Iron and Copper Country Express	Fond du Lac Passenger	Passenger	St. Paul and Duluth Passenger	Passenger	Passenger	Passenger	Green Bay Passenger	Fond du Lac Mail Passenger	Passenger	Chicago Mail Passenger	Chicago Passenger			Time Table 55 May 2, 1915			Hortonville Passenger	Manitowish Passenger	Passenger	Passenger	Chicago Day Express	Chicago Passenger	Janesville Passenger	Hortonville Passenger	Fond du Lac Passenger	St. Paul and Duluth Passenger	Chicago Passenger	Passenger	Fox River Passenger	Milwaukee Passenger	
AM 7.45	AM 11.10		AM 11.15				PM 1.15		PM 4.00	PM 4.00	PM 5.55	CHICAGO								PM 9.20					PM 1.15		PM 11.15				
DAILY	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	DAILY	Sunday Only	Sunday only	Sunday only	Sunday only			
AM 3.17	* 4.03		AM 6.55				AM 9.17	* 9.28		PM 12.03	PM 1.57	TOWER N. W.			66.2				PM 4.52	* 5.12	PM 5.33			AM 9.17		PM 6.47	PM 10.38				
3.15 3.10	4.00 AM		6.53 6.43		AM 8.45	AM 9.00	9.15 9.10	9.25 AM	AM 11.45	12.01 11.56	1.55 1.50	DU	W	FOND DU LAC	65.5			PM 4.00	PM 4.20	4.50 4.45	5.10 5.00	5.30 PM		PM 11.20	9.15 9.10	PM 6.25	6.45 6.35	10.35 10.25			
* 8.07			* 6.38		* 8.40 AM	* 8.55	* 9.06		* 11.40	* 11.53	* 1.49		Y	TOWER W. F.	64.7			* 3.52 PM	* 4.15	* 4.42	* 4.55			* 11.18	* 9.06	* 6.22	* 6.31	* 10.20			
* 8.06			* 6.37			* 8.53 AM	* 9.05		* 11.38 AM	* 11.52	* 1.48			TOWER P. E.	64.4				* 4.10 PM	* 4.40	* 4.53			* 11.17	* 9.05	* 6.20 PM	* 6.30	* 10.18			
* 8.04			* 6.35				* 9.03			* 11.50	* 1.46	C	CWTT	NORTH FOND DU LAC	63.1					* 4.38	* 4.48			11.13	* 9.03		* 6.28	10.15			
* 8.02			* 6.33				* 9.00			* 11.46	* 1.43	DX		TOWER D. X.	60.7					* 4.35	* 4.45			* 11.10	* 9.00		* 6.25	* 10.10			
* 2.57			† 6.29				* 8.56			* 11.42	† 1.39			VANDYNE	53.7					* 4.30	* 4.41			† 11.05	† 8.56		† 6.20	10.05			
* 2.53			* 6.25				* 8.51			* 11.38	* 1.35	BF		BLACK WOLF	54.3					* 4.25	* 4.37			* 11.00	* 8.51		* 6.15	* 10.00			
* 2.45			6.15				8.43			11.30	1.25	OS	CWTT	SOUTH OSHKOSH	48.7	PM 12.15				4.15	4.28		PM 8.40	10.47	8.43		6.05	9.50			
2.42			6.10				8.37			11.23	1.17			OSHKOSH	48.0	12.10				4.10	4.25		8.35	10.40		8.37		6.00	9.43		
* 2.33			* 6.01				* 8.32			* 11.16	* 1.10			TOWER C. F.	45.7	12.05 PM				* 4.05	* 4.18		8.29 PM	* 10.30		* 8.32		* 5.54	* 9.30		
* 2.31			† 5.59				8.29			11.14	1.08			STATE HOSPITAL	43.9					* 4.03	4.16			10.27		8.29		5.52	9.26		
* 2.24			* 5.50				† 8.22			* 11.06	* 1.01			SNELLS'	39.8					* 3.58	* 4.09			* 10.20	† 8.22		* 5.45	† 9.18			
2.17			5.42				8.15			11.00	12.53	NH	W	NEENAH and MENASHA	35.5					3.52	4.02		10.05	8.15		5.37	9.10				
2.05		AM 5.20	5.30 AM	AM 5.55			8.05			10.45	12.40 12.30	A	Y	APPLETON JUNCTION	30.1		PM 3.35			3.40 PM	3.50			9.50	PM 10.35	8.05		5.25	8.58		
1.57		5.10 AM	5.45 AM				7.58			10.37	12.25	AP		APPLETON	28.7		3.25				3.45			9.44	10.28 PM	7.58		5.18	8.50		
* 1.42							* 7.48			* 10.27	12.10	CU		LITTLE CHUTE	23.7		† 3.10			* 3.37			† 9.33	† 7.48		† 5.08	8.40				
* 1.37							7.43			10.24	12.05	KN	W	KAUKAUNA	21.7		3.05			3.33			9.28	7.43		5.03	8.35				
* 1.26							7.33			† 10.14	11.53	WH		WRIGHTSTOWN	16.0		2.52			* 3.24			9.16	7.33		4.51	8.24				
* 1.19							* 7.25			* 10.07	11.46			LITTLE RAPIDS	11.7		† 2.40			* 3.18			† 9.08	† 7.25		† 4.43	8.17				
1.08							7.17			9.58	11.38	DR		DE PERE-W. DE PERE	6.0		2.30			3.10			9.00	7.17		4.35	8.08				
* 12.55							* 7.07			* 9.47	* 11.27	WO		TAVIL	1.1		* 2.22			* 3.00			* 8.50	* 7.07		* 4.26	* 7.59				
12.50 AM							7.00 AM			9.40 AM	11.20 AM	FO		GREEN BAY JUNCTION	0.9																
												ND		GREEN BAY			2.15 PM				2.50 PM		8.45 PM	7.00 AM		4.20 PM	7.55 PM				
DAILY	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	DAILY	Sunday Only	Sunday only	Sunday only	Sunday only			
102	534	122	108	124	33	6	206	544	10	210	214				314	220	9	16	116	216	28	302	224	118	164	20	220	244			

No. 224 will take siding to meet Nos. 101 and 107.

No. 118 on arrival Appleton Jct. will back through passing track to South Wye Switch.

No. 220 will take siding to meet No. 113.

No. 107 is superior to No. 118.

No. 119 is superior to No. 124.

Nos. 41 and 20 will not run until Sunday, June 13th.

Nos. 5 and 10 will not run until Monday, June 14th.

No. 116 will stop at State Hospital to let off passengers from stations on Ashland Division.

No. 216 will stop at any station to leave passengers from Mari-
nette and points north.

No. 206 will stop at Little Rapids to pick up passengers ticketed to Milwaukee or beyond.

No. 210 will stop at Vandyne to pick up passengers for stations south of Fond du Lac.

No. 102 will stop at Kaukauna to let off passengers from Oconto or points north and will stop to pick up passengers for Milwaukee and Chicago only.

BETWEEN TOWER N. W. AND TAVIL.--GOING NORTH.

SECOND CLASS.										Capacity of Passing Tracks	Distance from N. Fond du Lac	Fuel, Water, Wye and Turntables	Sub-Division 2 STATIONS		Station Numbers.	THIRD CLASS.									
	281	319	289	389	48	36	283	38					Time Table 55 May 2, 1915	59		61	293	51							
	Time Freight	Iowa Time Freight	Ashland Time Freight	Fox River Valley Time Freight	Way Freight	Way Freight	Time Freight	Time Freight				Way Freight	Freight	Way Freight	Way Freight										
			PM 8.30																						
	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday			CHICAGO		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday									
	AM 3.25	AM 8.25	AM 8.50		PM 1.30		PM 6.10				TOWER N. W.				PM 3.00	PM 5.20									
	3.30	8.30	8.55				6.15			W	FOND DU LAC	668			3.05	5.25									
	3.35	8.35	9.00		1.35 PM		6.20			Y	TOWER W. F.				3.10	5.30									
	3.40	8.40	9.05			PM 2.20	6.25	PM 10.10			TOWER P. R.				3.12	5.35									
	4.00 5.30	8.55 AM	9.30 11.30	AM 10.30		3.00 PM	6.45 PM	10.30 PM		CWTT	NORTH FOND DU LAC		AM 8.15	AM 10.15	3.30 PM	5.45 PM									
	5.45		11.46	10.45					2.4		TOWER D. X.		8.25	10.25											
	6.00		12.01	11.00					60	5.4	VANDYNE	671	8.35	10.35											
	6.25		12.10	11.25 11.38					80	8.8	BLACK WOLF		8.51	10.45											
	7.00		12.40 1.00	12.15					65	14.4	CWTT	SOUTH OSHKOSH	672	9.30	11.05 11.30										
	7.05		1.10	12.25					15.1		OSHKOSH	673	9.35	11.35											
	7.15 AM		1.25 PM	12.30					17.4		TOWER C. F.		9.43	11.40											
				12.40					65	19.2	STATE HOSPITAL	674	9.50	11.45											
				1.01					110	23.3	SNIELLS'	675	10.01	12.20											
				1.15					60	27.6	W	NEENAH and MENASHA	676	10.10 11.35	12.53										
				1.40					65	33.0	Y	APPLETON JUNCTION	678	12.40	1.30										
				1.55					120	34.4		APPLETON	679	1.30	1.40										
				2.10 2.25					85	39.4		LITTLE CHUTE	680	1.50	2.00										
				3.05					50	41.4	W	KAUKAUNA	681	2.00 2.34	2.15 PM										
				3.24					100	47.1		WRIGHTSTOWN	682	2.52 4.00											
				3.50					80	51.4		LITTLE RAPIDS	683	4.25											
				4.15					90	57.1		DE PERE - W. DE PERE	684	5.15											
				4.26					75	62.0		TAVIL		5.40											

NOR. WIS. 7

[illegible]

8 NOR. WIS. BETWEEN SHEBOYGAN & TOWER W. F.

GOING WEST.				Capacity of Passing Tracks Distance from Sheboygan.	Fuel, Water, Wye and Turntables	Sub-Division 3 STATIONS Time Table 55 May 2, 1915	Station Numbers.	GOING EAST.				
THIRD CLASS.		FIRST CLASS.						FIRST CLASS.			THIRD CLASS.	
47	9	33						6	16		48	
Way Freight	Passenger	Passenger						Passenger	Passenger		Way Freight	
Daily except Sunday	Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Sunday			
AM 7.30	PM 2.15	AM 7.05			CWTT	SHEBOYGAN.....T 568	PM 12.10	PM 6.55	PM 5.30			
7.35	* 2.17	* 7.07	0.3			MARYLAND AVE.....	* 12.05	* 6.51	5.25			
7.55	2.25	7.15	12 5.2			SHEBOYGAN FALLS.T 570	11.50	6.42	5.10			
9.00	2.42	7.35	15 13.9	W		PLYMOUTH.....T 572	11.30	6.24	4.40			
9.20	2.53	7.47	20 19.6			GLENBULAH.....573	11.16	6.11	3.30			
9.28	3.02	7.53	22.6			HULL'S CROSSING..574	11.08	6.05	3.18			
9.50	3.10	8.00	27 26.0	W		ST. CLOUD.....T 575	11.00	5.57	3.10			
10.20	3.20	8.10	15 30.2			CALVARY.....T 576	10.50	5.49	2.50			
10.45	3.27	8.16	21 32.4			MALONE.....577	10.45	5.44	2.30			
10.55	3.33	8.22	12 35.2			SILICA.....579	10.36	5.39	2.15			
11.10	3.41	8.30	20 38.8			PEEBLE'S.....578	10.28	5.31	2.00			
11.15	3.43	8.33	40.3			TAYCHEDIAH.....	10.23	5.26	1.50			
* 11.25	* 3.52	* 8.40	42.9	Y		TOWER W. F.....	* 10.18	* 5.18	* 1.35			
11.30 AM	4.00 PM	8.45 AM	43.7	W		FOND DU LAC...T 668	10.15 AM	5.15 PM	1.30 PM			
Daily except Sunday	Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Sunday			

BETWEEN BANNERMAN AND RED GRANITE.

GOING WEST					Capacity of Passing Tracks Distance from Bannerman.	Fuel, Water, Wye and Turntables	Sub-Division 4a STATIONS Time Table 55 May 2, 1915	Station Numbers.	GOING EAST			
SECOND CLASS.				SECOND CLASS.								
77	75	73	71	70					72	74	76	
Passen- ger	Freight	Freight	Passen- ger	Passen- ger					Freight	Freight	Passen- ger	
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			
PM 8.10	PM 2.05	AM 10.00	AM 6.35	16	7.7	RED GRANITE.. T	5208	AM 7.45	PM 12.45	PM 3.45	PM 9.20	
8.15	2.10	10.10	6.40	6.1		LOHRVILLE		7.35	12.20	3.20	9.15	
8.20	2.15	10.20	6.46	20	4.4	SPRING LAKE	5205	7.25	12.13	3.10	9.10	
						GLENROCK						
8.40 PM	2.35 PM	10.55 AM	6.58 AM	50	W	BANNERMAN	5007	7.10 AM	11.59 AM	2.55 PM	9.00 PM	

BETWEEN GRAND RAPIDS AND NEKOOSA.

GOING NORTH.				Capacity of Passing Tracks Distance from Grand Rapids	Fuel, Water, Wye and Turntables	Sub-Division 4b STATIONS Time Table 55 May 2, 1915	Stations Numbers.	GOING SOUTH.			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
	63		61						60		62
	Freight		Freight						Freight		Freight
	Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday				
	PM 3.00		PM 12.20	35	7.4	NEKOOSA.....	5307	PM 12.01	PM 2.50		
	3.10		12.30	30	4.3	PORT EDWARDS.....	5304	11.45	2.35		
	3.15		12.35		2.5	SOUTH CENTRALIA.....	5302	11.40	2.30		
	3.20		12.40		0.6	TOWER N. E.....		11.35	2.20		
	3.30 PM		12.45 PM			GRAND RAPIDS.... T	5025	11.30 AM	2.15 PM		

BETWEEN TOWER P. R. AND MARSHFIELD.

GOING WEST.						Capacity of Passing Tracks Distance from Fond du Lac.	Fuel, Water, Wye and Turntables	Sub-Division 4		Station Numbers.	GOING EAST.					
SECOND CLASS.		FIRST CLASS.						STATIONS			FIRST CLASS.				SECOND CLASS.	
39	37	41	33	5	9			Time Table 55			6	10	16	20	36	38
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger			May 2, 1915			Passenger	Passenger	Passenger	Passenger	Way Freight	Time Freight
	PM 8.30			PM 12.01	PM 3.00		CHICAGO.....	PM 1.15	PM 4.00	PM 9.30	PM 11.15	AM 5.00	AM 1.45			
Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday			Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday			
AM 6.15	AM 9.50	AM 9.50	AM 10.10	PM 4.36	PM 7.07		CWTT NO. FOND DU LAC. T					PM 3.00	PM 10.30			
						0.8	W FOND DU LAC. T	668	AM 9.00	AM 11.45	PM 4.20	PM 6.25				
							Y TOWER W. F.									
6.30	10.20	* 9.53	* 10.14	* 4.40	* 7.12	1.1	TOWER P. R.		* 8.53	* 11.38	* 4.10	* 6.20	* 2.20	10.10		
7.00	10.50	10.09	10.31	4.55	7.29	35	8.5 EL DORADO	582	8.35	11.25	3.55	6.05	1.50	9.35		
7.20	11.20	10.15	10.38	5.02	7.35	12.1	2.5 ROSENDALE	583	8.30	11.20	3.47	6.00	1.30	9.25		
7.30	11.25	10.20	10.43	5.07	* 7.41	14.4	2.3 WEST ROSENDALE	584	8.25	11.15	3.40	* 5.55	* 1.15	9.15		
8.12	12.40	10.35	10.57	5.20	* 7.53	50	5.8 RIPON JUNCTION	585	8.12	10.57	3.25	5.45	12.40	8.55		
8.40	12.45	10.40	11.05	5.25	7.58	20.6	0.4 RIPON	586	8.08	10.50	3.22	5.42	12.15	8.50		
9.10	1.10	10.57	11.18	5.37	8.13	55	5.9 GREEN LAKE	587	7.55	10.38	3.10	5.28	11.18 10.15	8.13		
9.20	1.25	11.03	11.26	5.43	8.19	29.5	3.0 ST. MARIE	588	7.45	10.28	2.58	5.17	10.05	7.45		
9.50	1.55	11.15	11.37	5.55	8.32	50	6.3 PRINCETON	590	7.35	10.15	2.47	5.03	9.50	7.00		
11.30	2.27	11.35	11.58		8.52	55	9.7 NESHKORO	5003	7.15		2.27	4.45	9.15	6.00		
11.40	2.38	11.41	12.05		8.57	50	2.5 BANNERMAN	5007	7.09		2.22	4.40	8.30	5.45		
						50.7	2.6 BENJAMINS CROS.									
1.00	3.40	11.55	12.20		9.10	50	3.8 WAUTOMA	5010	6.57		2.12	4.27	8.10	5.10		
1.55	4.30	12.09	12.40		9.26	55	7.4 WILD ROSE	5014	6.42		1.55	4.13	7.30	4.30		
3.00	5.10	12.30	1.05		9.48	35	10.6 ALMOND	5018	6.20		1.30	3.51	6.42 6.00	3.45		
3.25	5.40	12.40	1.20		10.00	45	5.7 BANCROFT	5020	6.08		1.20	3.40	5.40	3.25		
3.50	6.20	1.02	1.40		10.20	60	11.4 KELLNER	5023	5.48		1.00	3.20	5.10	2.30		
4.10	6.40	1.15	1.50		10.32	95.7	6.1 TOWER N. E.		5.37		12.47	3.07	4.55	2.00		
4.15 PM	7.00	1.20 PM	1.55		10.37	60	0.6 GRAND RAPIDS	5025	5.35		12.45	3.05 PM	4.50 AM	1.55 12.30		
	7.50		2.13		10.55	30	9.3 VESPER	5027	5.15		12.20			11.45		
	8.25		2.23		11.05	110.8	5.2 ARPIN	5029	5.05		12.10			11.20		
	9.30 PM		2.45 PM		11.30 PM	121.9	11.1 MARSHFIELD	3564	4.45 AM		11.55 AM			10.45 AM		
Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday		
39	37	41	33	5	9				6	10	16	20	36	38		

Passenger Trains will stop on signal at Town Line 3 miles east of Plymouth and at Glenrock 1.4 miles west of Spring Lake; and from April 1st until September 15th inclusive will stop on signal at Benjamins Crossing located 3.8 miles east of Wautoma.

Trains scheduled on Sub-Division 4b have Classification Time Table Right on Sub-Division 4, between Grand Rapids and Tower N. E.

Trains cannot meet or pass at Hull's Crossing, Silica, Taycheedah, West Rosendale, St. Marie, Arpin or Lohrville.

No. 47 is Superior to No. 48

No. 71 is Superior to No. 70.

No. 73 is Superior to No. 72.

No. 75 is Superior to No. 74.

No. 77 is Superior to No. 76.

No. 10 will take siding to meet No. 33.

No. 41 and No. 20 will not run until Sunday, June 13th.

No. 5 and No. 10 will not run until Monday, June 14th.

General Rules and Regulations Governing Employees of the Operating Department, Dated September 1, 1910, are Issued in Book Form. Every employe whose duties are in any way prescribed by those rules must always have a copy of them at hand when on duty.

SIGNS AND LETTERS.

The following signs when placed opposite schedule figures indicate:

- *—Trains do not stop.
- †—Trains stop only on signal and to leave passengers.
- ‡—Trains stop only to leave passengers.

When placed opposite stations indicate:

- T—Telephone or telegraph station.
- W—Water.
- †—Stop for meals.
- Y—Wye.
- L—Stop for lunch.
- TT—Turntable.
- F—Fuel.

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

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employes must exercise great care in this respect.

SPECIAL RULES.

- STANDARD TIME.** 1. Standard Clocks are located in Train Dispatcher's office North Fond du Lac; telegraph offices, Janesville, Green Bay, Fond du Lac, South Oshkosh, Grand Rapids and Marshfield.
- SUPERIOR DIRECTION.** 2. Trains going *South*, or *East*, are superior to trains of the same class going in the opposite direction.
- REGISTER OF TRAINS.** 3. Train registers are located at Green Bay, Appleton Junction, South Oshkosh, Fond du Lac, North Fond du Lac, Tower D. X., Clyman Junction, Watertown, Jefferson Junction, Janesville, Grand Rapids, Marshfield, Red Granite, Bannerman and Sheboygan. All trains not stopping at Clyman Junction, Tower D. X. and Tavit may register by using Blank C. All second and third class trains and extras northward will check the register at Tower D. X.
- BULLETIN BOARDS.** 4. Bulletin boards are located in telegraph offices at Janesville, Watertown, Clyman Junction, Fond du Lac, North Fond du Lac, South Oshkosh and Green Bay; also engine houses North Fond du Lac, Green Bay, Janesville, Grand Rapids and Marshfield.
- DOUBLE TRACK** 5. Double track in operation as follows: Tower N. W. to Tower D. X. Fox River bridge Oshkosh to Tower C. F. Normal position of Switch at Tower D. X. will be for Southward trains and at Fox River bridge Oshkosh for Northward trains. Switches at Tower N. W. and Tower C. F. are interlocked. Ashland Division extra trains will run on double track between Tower C. F. and South Oshkosh in both directions without running orders.
- TIME TABLE** 6. Between Janesville and South Janesville trains will be governed by Wisconsin Division time table; between Tavit and North Green Bay and between Maryland Ave. and Sheboygan passenger station, by Lake Shore Division time table.

JOINT TRACKS

7. The main track between Janesville passenger station and Evansville Line Switch will be used jointly by the Northern Wisconsin and Madison Division trains. Trains and engines will run prepared to stop within their vision.

The main track between Maryland Ave. and Sheboygan passenger station is used jointly by the Northern Wisconsin and Lake Shore Division trains. Eastward trains will stop at the stop board and trains moving in either direction within the above limit will do so under complete control, keeping a sharp lookout for each other, sending flagman South of Viaduct before entering Lake Shore Division main track.

The main track between the Junction switch of the Ashland Division and Northern Wisconsin Division at Marshfield, and the yard limit board just east of the yard two miles east of Marshfield will be used jointly by the C. St. P. M. & O; Ashland Division and Northern Wisconsin Division trains. Northern Wisconsin Division time table rules and regulations will govern and regular trains of that Division will be cleared.

The main track from Marshfield passenger station to the Junction switch of the Ashland and Northern Wisconsin Divisions will be used jointly with C. St. P. M. & O. Ry. trains. All trains will move in this territory prepared to stop within their vision. All westward trains will come to full stop at the Ashland Division Junction switch and be absolutely sure that the joint track is clear before proceeding.

BLOCKING.

AUTOMATIC BLOCK

8. Between Tower N. W. and Tavit.

MANUAL BLOCK

9. Block Rules 300 to 356 inclusive will govern between Fond du Lac and Janesville 7:00 a. m. to 7:00 p. m.

Telephones are located at Oak Center and Koshkonong for use of conductors when clear of the block for superior trains.

A telephone for blocking purposes is located in switch house at junction with L. S. and N. W. Divisions, Sheboygan. Before entering the joint track conductors will secure a block from the operator at Sheboygan passenger station, and after passing out of joint track they will report the block clear.

TIME BLOCK

10. Block Rules 360 to 363 inclusive will govern between Sheboygan and Marshfield continuously; between Fond du Lac and Janesville 7:00 p. m. to 7:00 a. m.

Between Janesville and Fond du Lac trains will be spaced ten minutes apart, and between Sheboygan and Marshfield fifteen minutes.

MOVEMENTS BETWEEN N. FOND DU LAC AND FOND DU LAC

11. All trains and light engines going to North Fond du Lac yard will take the third track at Tower W. F.

Southward trains and light engines leaving North Fond du Lac yard will enter the southward main track through cross-over at south end of yard but will ascertain by telephone from operator at Fond du Lac whether all trains affecting their rights have passed.

Trains from the Marshfield line, before entering any track at Tower P. R. must ascertain by telephone from the operator at Fond du Lac whether all over due trains affecting their rights have passed.

This does not relieve train crews or enginemen of light engines from protecting their train as per rule 99.

AIR BRAKES

12. Effective September 1 1910, the minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five (85) per cent of total. See General Rule 1073.

ASH PANS

13. Front ends and ash pans may be cleaned on main track only at the following places:

Kaukauna Penstock, South Oshkosh Penstock, Burnett Water Tank, Jefferson Jct. Water Tank, Ft. Atkinson Water Tank, St. Cloud Water Tank.

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

SPEED RESTRICTIONS.

During foggy or stormy weather that obscures the view all engines will sound a second crossing whistle for highways in addition to the regular crossing signal now made at whistling posts for such highways; this additional whistle signal to be made at such points as will insure additional warning to persons or vehicles passing or about to pass over the tracks at highway crossings.

The speed of class Z engines must not exceed 35 miles per-hour and in making cross-over or short turn out movements must be restricted to 6 miles per hour, and will not exceed 25 miles per hour between Milton Junction and Janesville.

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

Excepting in suburban service the speed of light engines while backing up will not exceed twenty miles per hour on straight track and fifteen miles per hour around curves.

Great care must be used in crossing streets and highways and passing curves within the city of Oshkosh, especially street railway crossings at Doty street, south of So. Oshkosh. Air must be applied and train under control.

All southward trains will not exceed thirty (30) miles per hour between North Fond du Lac platform and south end of North Fond du Lac Yard and will not exceed 6 miles per hour through the Interlocking Plant at crossing of C. M. & St. Paul Railway Co., at Fond du Lac.

Between Tower P. R. and Tower N. W., all trains will run prepared to stop within their vision, expecting to find trains or engines moving against the normal direction of traffic.

Delayed fast passenger trains must not exceed their scheduled speed when temperature approaches Zero.

Local passenger trains scheduled at moderate rate of speed may make up delays incident to ordinary station stops.

The scheduled speed of the fastest passenger train between any stations shall be the maximum speed of any train between such stations, and at no point must speed of sixty (60) miles per hour be exceeded.

When a signal to proceed is displayed by dwarf, or low speed signal, located at bottom of home signal or across the track from it, a train may proceed at a speed of not to exceed ten miles per hour.

The speed of a train moving over a cross over; turn out from main track to a siding; or to diverging route at junction must not exceed ten miles per hour except as follows: Tower N. W. Northward 25 miles per hour, Tower D. X. Northward 25 miles per hour, Tower C. F. Northward 25 miles per hour.

LIMITS	LOCATION	MAXIMUM SPEED MILES PER HOUR	
		Passeng'r	Freight
Fond du Lac and Green Bay ..	Southward trains just north of bridge No. 366....	40	25
Fond du Lac and Janesville...	Southward trains Janesville gravel pit & Janesville	15	15
Fond du Lac and Janesville...	Descending Clyman and Koshkonong Hills	35	20
Fond du Lac and Janesville...	Southward trains through Ft. Atkinson City limits	12	12
Fond du Lac and Janesville...	Through Village of Johnsons Creek.....	12	12
Fond du Lac and Janesville...	Through City of Jefferson.....	15	15
Fond du Lac and Janesville...	Through City of Juneau	10	10
Fond du Lac and Marshfield...	Grand Rapids, first curve east, Wis. River Bridge	25	15
Fond du Lac and Marshfield...	Descending Wild Rose, Wautoma and Ripon Hills	20	20
Fond du Lac and Marshfield...	Eastward trains through Neskoro	6	6
Fond du Lac and Marshfield...	St. Marie Marsh.....	15	15
Fond du Lac and Sheboygan...	Sheboygan and Tower W. F.	35	25
Fond du Lac and Sheboygan...	Descending Peebles Hill	20	20
Fond du Lac and Sheboygan...	Through Sheboygan Falls and St. Cloud	6	6

INSTRUCTIONS TO FREIGHT
CONDUCTORS, AGENTS AND YARD MASTERS.

AT JEFFERSON JUNCTION.

Interchange with Madison Division will use assigned tracks.

West cars from the north on west Y and east cars on inside Y. West cars from the south on inside Y and east cars on north Y or inside Y.

North or south cars from the east on inside Y. North cars from the west on north Y and south cars from the west on inside Y.

AT CLYMAN JUNCTION.

Interchange with Madison Division will use assigned tracks.

All cars for south will be set out on the SOUTH track.
All cars for west will be set out on the RUN-AROUND track.
All cars for north and east will be set out on the NORTH track.
Track No. 1 in old material yard will be used as a passing track, and will be kept clear at all times for this purpose.
Track No. 2 in old material yard will be used for coal and cars to be held.
The short track between tracks No. 1 and No. 2 will be used for bad order cars.

AT APPLETON JUNCTION.

Interchange with Ashland Division will use assigned tracks.

Track No. 1 will be used for all Northern Wisconsin Division cars.
Tracks Nos. 2 and 5 will be used for Ashland Division loads.
Tracks Nos. 3 and 4 will be used for empties going north on Ashland Division.

SOUTH AND EASTWARD

No. 322—Will handle all the time freight, perishable and stock from Nos. 282, 184, 284, and 38 for points west on Madison Div. via Jefferson Jct. also for Janesville and live stock and perishable for Harvard and fill out with dead freight and pick up merchandise and rush cars at Jefferson Junction for Jefferson, Ft. Atkinson and Janesville.

No. 184—Will handle Ashland Division time freight and preference cars from Appleton Junction to North Fond du Lac and pick up same at Neenah and South Oshkosh.

Nos. 280 and 284—Will have out North Fond du Lac all Grand Avenue time freight and Upton paper, perishable, time freight from Nos. 282, 184, 284 and 38 and pick up preference cars at Fond du Lac.

No. 284—Will have out North Green Bay all time freight, and will pick up all the preference cars, time freight at Green Bay, Depere, Appleton, Neenah and South Oshkosh.

No. 282—Will handle out of North Fond du Lac time freight, stock and perishable cars for Milwaukee, Grand Ave., Wood St., State St., 16th St., and U. S. Yards and pick up at Fond du Lac for above points.

No. 78—Will handle out North Fond du Lac all time freight, via E. J. and E. at Barrington and coarse time freight for Chicago Stations, fill out with dead freight and will pick up time freight and stock when instructed by train dispatcher.

No. 38—Will handle out Marshfield all time freight, stock and rush cars filling out with dead freight, pick up time freight at Grand Rapids, do way work Marshfield to Grand Rapids, and will wait at Grand Rapids until 2:55 p. m. for paper shipments when necessary.

NORTH AND WESTWARD

No. 319—Will handle out Janesville time freight rush cars and stock, fill out with dead freight, and pick up all time freight and rush cars at Jefferson Junction.

No. 37—Will handle out North Fond du Lac all time freight, preference cars and stock from Nos. 282, 184, 281, 283, 289, 319, and 284 including time freight for Omaha Ry. via Marshfield, filling out with dead freight, and will do way work Grand Rapids to Marshfield.

Nos. 289 and 281—Will handle out of North Fond du Lac time freight, preference cars and stock for Ashland Division points received from No. 281, 283, 289, and 319, fill out with dead freight.

No. 389—Will handle out North Fond du Lac time freight and stock received on No. 281, 283 and No. 289 and 319, fill out with dead freight.

FREIGHT TRAIN TONNAGE RATING.

LOCATION	Classification of Engines					
	Z	R1	R	S2	C3 C5	
So. Janesville to N. Fond du Lac.....	2100	1550	1375	1075		
No. Fond du Lac to Clyman.....	2000	1350	1200	950		
Clyman to So. Janesville.....	2100	1450	1300	1000		
No. Fond du Lac to So. Oshkosh.....	2500	1800	1600			
So. Oshkosh to No. Green Bay.....	2300	1600	1450			
No. Green Bay to So. Oshkosh.....	2150	1500	1350			
So. Oshkosh to No. Fond du Lac.....	2400	1700	1500			
No. Fond du Lac to Wild Rose.....		950	850	675		
Wild Rose to Grand Rapids.....		850	750	600		
Grand Rapids to Marshfield.....		950	850	675		
Marshfield to Grand Rapids.....		1350	1200	950		
Grand Rapids to Wild Rose.....		1200	1050	825		
Wild Rose to Princeton.....		1600	1400	1100		
Princeton to No. Fond du Lac.....		1000	875	675		
No. Fond du Lac to Sheboygan.....		925	800	550	400	
Sheboygan to No. Fond du Lac.....		1000	875	750	550	
Grand Rapids to Nekoosa.....					500	
Nekoosa to Grand Rapids.....					500	
Red Granite to Bannerman.....					650	
Bannerman to Red Granite.....					650	

Trains of 50 empties or over will be rated 150 tons light of dead freight rating.

40 to 49 empties, 100 tons light.

30 to 39 empties, 70 tons light.

Cars loaded with merchandise will be rated at seven (7) tons per car, plus the actual weight of the car.

The ratings given are exclusive of caboose and apply to normal conditions over ruling grades. Additional tonnage will be handled when 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 train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make schedule running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

Engines unable to haul their rating will be bulletined stating what reductions will be made.

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

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

Agents will show gross tonnage on way-bills. Conductors, yard clerks and yardmasters will show gross tonnage (as per way-bills) on their switch lists, in tons. In making this computation, any fraction of a ton over 1,000 pounds will be computed one ton, and any fraction of a ton less than 1,000 pounds will not be computed.

Conductors will report gross tonnage of their trains on train lists left at terminals or wired to train dispatcher and will record the number of loads, empties and tonnage handled into and out of all register stations.

Estimated Weight of Passenger Equipment.

	TONS		TONS
Coaches, broad vestibule.....	40	Mail cars (steel).....	55
Coaches, non-vestibule.....	32	Chair cars.....	50
Coaches, steel.....	51	Chair cars (steel).....	62
Passenger, Baggage and Mail cars.....	30	Buffet cars.....	55
Passenger and Baggage cars.....	30	Dining cars.....	52
Passenger and Baggage cars (steel).....	49	Dining cars (steel).....	73
Baggage and Mail cars.....	33	Parlor cars.....	50
Baggage and Mail cars (steel).....	58	Parlor cars (steel).....	63
Dynamo-Baggage.....	50	Milk cars.....	25
Dynamo Buffet Composite.....	70	Business cars.....	50
Baggage cars.....	33	Sleeping cars.....	63
Baggage cars (steel).....	52	Sleeping cars (steel).....	70
Mail cars.....	37	Sleepers composite observat'n (steel).....	70

Overhead Obstructions.

Maximum Width and Height of Loaded Cars that will pass in Safety over Northern Wisconsin Division Regardless of height. No load must exceed eleven (11) feet in width.

FOR POINTS BETWEEN	Width 11 ft.		OBSTRUCTIONS
	Height		
	FT.	IN.	
Janesville and Jefferson Jct.....	20	4	O. H. Br. No. 149 near Janesville.
Jefferson Jct. and Fond du Lac...	21	4	O. H. Br. No. 243 near Minnesota Jct., and tanks at Jefferson Jct. and Oakfield.
Fond du Lac and Appleton Jct.....	15	2	Bridge No. 339 at Oshkosh.
Appleton Jct. and Green Bay.....	17	4	Tank at Kaukauna.
Sheboygan and Fond du Lac.....	18	2	O. H. Br. No. 804 near Sheboygan.
Fond du Lac and Marshfield.....	16	8	Tank at Bannerman and Bancroft.

Yardmen and trainmen must know and will be held responsible that cars do not exceed the above width and height before placing them in trains or hauling them over the Division.

Freight Trains Carrying Passengers.

The following freight trains only will be permitted to carry a limited number of passengers provided with the proper transportation.

WEST OR NORTH.

No. 39.....Between Ripon and Grand Rapids
No. 73 and 75.....Between Red Granite and Bannerman
No. 61 and 63.....Between Nekoosa and Grand Rapids

SOUTH OR EAST.

No. 36.....Between Grand Rapids and Ripon
No. 72 and 74.....Between Bannerman and Red Granite
No. 60 and 62.....Between Grand Rapids and Nekoosa

When there are two or more sections, the first section only will carry passengers.

WATCH INSPECTORS.

R. S. CHURCH, Superintendent Time Service, Chicago, Ill.			
HALL & SAYLES.....	Janesville	W. H. GRUNERT.....	Green Bay
A. WIGGENHORN & SON.....	Watertown	E. F. MECHLER.....	Marshfield
W. D. JONES.....	Fond du Lac	A. N. FIELD.....	Red Granite
H. B. LOBB.....	North Fond du Lac	A. P. HIRZY.....	Grand Rapids
J. R. CHAPMAN & CO.....	Oshkosh	E. H. RUMMELE.....	Sheboygan
NELSON & ANDERSON.....	Neenah	G. A. WEINKAUF.....	Princeton
H. A. KAMPS & CO.....	Appleton		

COMPANY'S SURGEONS.

Janesville.....	W. H. PALMER and E. F. WOODS, M. D's, District Surgeons
May be called to any place between Janesville and Johnson's Creek.	
Fort Atkinson.....	H. A. CASWELL, M. D.....Local Surgeon
Jefferson.....	JAMES COX, M. D....." "
Watertown.....	F. C. MOULDING, M. D....." "
Juneau.....	W. E. HALLOCK, M. D....." "
Fond du Lac.....	L. A. BISHOP, M. D....." "
North Fond du Lac.....	F. S. WILEY, M. D....." "
Oshkosh.....	A. J. PULLEN, M. D....." "
Neenah.....	T. P. RUSSELL, M. D....." "
Appleton.....	B. C. GUDDEN, M. D....." "
Kaukauna.....	F. G. CONNELL, M. D....." "
Green Bay.....	GEO. H. WILLIAMSON, M. D....." "
	J. S. REEVE, M. D....." "
	H. W. ABRAHAM, M. D....." "
	F. E. DONALDSON, M. D....." "
	J. R. and R. E. MINAHAN, M. D'S.....District Surgeon
May be called to any place between Wrightstown and Green Bay.	
Sheboygan.....	A. E. GENTER, M. D.....Local Surgeon
	W. F. ZIERATH, M. D....." "
Ripon.....	BRUNO SCHALLERN, M. D....." "
Wautoma.....	H. B. B. POPPE, M. D....." "
Grand Rapids.....	FRANK POMAINVILLE, M. D....." "
Marshfield.....	KARL DOEGE, M. D....." "
Red Granite.....	H. E. CLAWSON, M. D....." "

TRACK SCALES

TRACK SCALES ON NO. WISCONSIN DIVISION	LENGTH	CAPACITY
LOCATION	FEET	TONS
Fond du Lac, Track No. 3, opposite freight house.....	40	80
No. Fond du Lac, scale lead center of yard.....	40	80
So. Oshkosh, freight house yard, track No. 5.....	50	100
Neenah, center of storage yard.....	50	80
Appleton, south end of team track.....	40	80
De Pere, water power track.....	34	60
Sheboygan, freight house yard.....	40	80
Neshkoro, center of passing track ...	40	80
Grand Rapids, water power lead west of freight house.....	40	80

Law Limiting the Hours that Employees in Train Service are Permitted to Remain on Duty.

- 1. Train and Enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.
- 2. After making sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after making sixteen (16) hours in the aggregate in any twenty-four hour period, they are required to have at least eight (8) consecutive hours off duty.
- 3. The time 'on duty' includes all time from the time required to report for duty until the time actually relieved from duty.

Train Order and Block Offices will be open 7 a. m. to 7 p. m. with the following exceptions:

Janesville.....	Continuous Service	Oakfield.....	From 11:00 p. m. to 7:00 p. m.
Jefferson Jct.....	"	Neenah.....	" 7:00 a. m. to 2:00 a. m.
Clyman Jct.....	"	Appleton.....	" 7:00 a. m. to 6:00 p. m.
Fond du Lac.....	"	Sheboygan.....	" 2:45 a. m. to 10:45 p. m.
Tower D. X.....	"	Sheboygan Falls.....	" 7:00 a. m. to 6:00 p. m.
South Oshkosh.....	"	Plymouth.....	" 7:00 a. m. to 6:00 p. m.
Appleton Junction.....	"	St. Cloud.....	" 7:00 a. m. to 6:00 p. m.
De Pere.....	"	Calvary.....	" 7:00 a. m. to 6:00 p. m.
Tavil.....	"	Rosendale.....	" 7:30 a. m. to 7:30 p. m.
Milton Junction.....	From 6:30 a. m. to 9:30 p. m.	Green Lake.....	" 7:10 a. m. to 8:10 p. m.
Ft. Atkinson.....	" 6:30 a. m. to 9:00 p. m.	Wautoma.....	" 6:30 a. m. to 6:30 p. m.
Jefferson.....	" 6:30 a. m. to 10:00 p. m.	Red Granite.....	" 6:00 a. m. to 6:00 p. m.
Johnsons Creek.....	" 5:30 a. m. to 9:30 p. m.	Wild Rose.....	" 6:30 a. m. to 6:30 p. m.
Watertown.....	" 5:00 a. m. to 10:00 p. m.	Almond.....	" 6:30 a. m. to 6:30 p. m.
Burnett.....	" 11:30 p. m. to 7:30 p. m.	Grand Rapids.....	" 6:30 a. m. to 6:30 p. m.

RAILROAD GRADE CROSSINGS, DRAWBRIDGES AND JUNCTIONS.

The following Railway Grade Crossings, Drawbridges and Junctions are Interlocked, and Rules 600 to 657 will be observed.

CROSSINGS	Railway,	Location
	C&NW	½ mile west of Sheboygan
	Soo Line	Bancroft
	Soo Line	2 miles west of Grand Rapids
	CM&StP	3 miles north of Janesville
	CM&StP	½ mile south of Fond du Lac
	Soo Line	1 mile south of Fond du Lac
	C&NW	Clyman Jet.
	Soo Line	Tower "CF"

The following Railway Grade Crossings, Drawbridges and Junctions at which Rule 98 will be observed. STOP BOARDS.

CROSSINGS	Railway,	Location
	CM&StP	Milton Jct. Gates
	C&NW	Jefferson Jct. Gates
	CM&StP	Watertown Jct. Gates
	CM&StP	Minnesota Jct.
	CM&StP	Burnett
	CM&StP	3 miles south of Fond du Lac
	Soo Line	¼ mile north of Neenah Gates
	CM&StP	Neenah Water Power
	C&NW	Appleton Jct. Gates
	CM&StP 2 xings	Appleton Water Power
	C&NW 2 xings	Appleton Water Power
	CM&StP	De Pere Water Power
	CM&StP	¼ mile south of Green Bay Jct. Gates
	GB&W	Green Bay Jct Gates
	C&NW	Tavil
	KGB&W	¼ mile north of Green Bay
	CM&StP	Plymouth
	Soo Line	Tower P. R.
	CM&StP	Ripon Jct.
	CM&StP	Tower N. E.
	CM&StP	Grand Rapids
	Soo Line	Grand Rapids
	GB&W ½ mile west	Grand Rapids
	Soo Line	Vesper
	CM&StP	¼ mile west of Vesper.
	CM&StP & Soo Line	South Centralia
	CM&StP & Soo Line	¼ miles south of Port Edwards
	CM&StP	Nekoosa
	Soo Line	Nekoosa

DRAW- BRIDGES	
Fox River.....	Oshkosh
Fox River.....	Kaukauna Water Power
Fox River.....	De Pere Water Power
Fox River.....	¼ mile west of Princeton

JUNCTIONS	WESTWARD	EASTWARD
	Tower W. F.	Sheboygan, Maryland Ave.
	Tower P. R.	Tower W. F.
	Tower N. E.	Tower P. R.
	Marshfield	Tower N. E.
		Bannerman
	Branch Line Trains at their respective Junction Switches.	

F. D. PENDELL,
Superintendent

G. C. BOOMER,
Assistant Superintendent

W. F. NIELSEN,
Chief Train Dispatcher

