

CHICAGO & NORTH WESTERN RAILWAY

Offices of the  
CHICAGO & NORTH WESTERN RAILWAY

LAKE SHORE DIVISION

TIME TABLE

No. 110

Effective Sunday, July 18, 1943

AT 12:01 O'CLOCK A. M.

CENTRAL TIME

For the Government and in-  
formation of employes only.

F. J. BYINGTON, General Manager

L. B. KENDALL, Acting Ass't General Manager

C. J. LARKIN, Superintendent

CHICAGO & NORTH WESTERN RAILWAY

LAKE SHORE DIVISION

TIME TABLE

No. 110

Effective Sunday, July 18, 1943

AT 12:01 O'CLOCK A. M.

CENTRAL TIME

For the Government and in-  
formation of employes only.

F. J. BYINGTON, General Manager

L. B. KENDALL, Acting Ass't General Manager

C. J. LARKIN, Superintendent

## Between Tower NW and Tavil—Westward

FIRST CLASS												Station Numbers	Fuel, Water, Wye, and Turntable	Distance from Janesville	Subdivision 2 Time Table 110 July 18, 1943
121	125	417	217	25	149	239	151	209	9	161					
DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	A.M. 9.00	A.M. 10.55	A.M. 11.10	P.M. 5.25	P.M. 8.45	P.M. 10.18	550	.....	.....	MILWAUKEE.....	
P.M. 11.40	A.M. 3.15	A.M. 4.25	A.M. 4.25												
A.M. 1.08	A.M. 4.52	A.M. 6.03	A.M. 6.03	A.M. 8.49	A.M. 10.32	A.M. 11.57	P.M. 12.38	P.M. 6.28		P.M. 10.18					
s 1.10 1.20	s 4.55 5.15	s 6.05 6.10	s 6.05 6.15	8.55	s 10.35	s 12.01	s 12.40 12.45	s 6.30	P.M. 6.35	s 10.20 10.25	668	W	85.50		
1.22	5.20	6.12	6.17		10.37		12.47	6.32	6.37	10.27	....	Y	86.28		
1.23	5.21	6.13	6.19		10.38		12.48		6.38	10.28	....		86.77		
1.26	5.26	6.16	6.21		10.40		12.50			10.31	0668	FWTT	88.78		
1.29	5.30	6.19	6.24		10.42	12.07	12.52	6.35		10.34	....		90.53		
1.33	s 5.35	6.23	f 6.29		10.46		12.55			10.38	671		93.52		
1.37	5.40	6.27	6.35		10.50	12.12	12.58	6.40		10.42	....		96.75		
1.43	5.48	6.35	6.42		10.56		1.05	6.45		10.48	672	FWTT	102.34		
1.44	5.49	6.36	6.43		10.57	12.18	1.06	6.46		10.49	....		102.57		
s 2.05	s 6.10	s 6.42	s 6.53		s 11.02	s 12.23	s 1.13	s 6.49		s 10.55	673		103.01		
2.10	6.16	6.48	6.57		11.08	12.26	1.17	6.52		11.00	....		105.34		
2.14	6.20	s 6.51	6.59		11.10		1.20			11.03	674		107.02		
2.20	6.26	6.57	7.06		11.15	12.31	1.24	6.57		11.08	675		111.46		
s 2.40	s 6.35 6.55	s 7.10	s 7.20		s 11.25	s 12.37	s 1.35	s 7.05		s 11.20	676	W	115.86	.. NEENAH AND MENASHA .. 5.41	
2.47	7.15	s 7.20	s 7.28 8.00		s 11.30	12.43	1.42	s 7.14		11.29	678	WY	121.27	.. APPLETON JUNCTION .. 1.44	
s 3.00		s 7.26	s 8.10		s 11.35	s 12.47	s 1.49	s 7.18		s 11.37	679		122.71	.. APPLETON .. 4.94	
3.08		s 7.43	s 8.18		11.42	12.53	1.55	7.23		11.45	680	W	127.65	.. LITTLE CHUTE .. 2.02	
s 3.14		s 7.50	s 8.22		s 11.46	12.55	s 1.59	7.25		11.48	681		129.67	.. KAUKAUNA .. 6.04	
3.20		s 7.59	s 8.31		s 11.55	1.00	2.05	7.30		11.56	682		135.71	.. WRIGHTSTOWN .. 4.35	
3.26		f 8.05	f 8.38		12.01	1.04	2.09	7.33		12.02	683		140.06	.. LITTLE RAPIDS .. 5.25	
s 3.35		s 8.13	s 8.47		s 12.08	1.09	2.14	7.38		12.09	684		145.31	.. DE PERE .. 2.51	
3.43	A.M.	8.20	8.55		12.15	1.14	2.21	7.42		12.17	5517		150.29	.. SUGAR FACTORY .. 2.47	
3.50	A.M.	8.25	9.00		12.20	1.17	2.25	7.45		12.30	....		151.40	.. TAVIL .. 1.11	
DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	DAILY						

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

No. 125 will not carry passengers.

No. 149 will stop at Winnebago to discharge revenue passengers from Fond du Lac and beyond.

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

No. 161 will stop at Winnebago to discharge revenue passengers from beyond Fond du Lac; at Kaukauna to discharge revenue passengers from Milwaukee and beyond, and on signal to receive revenue passengers for Oconto and beyond, and at De Pere to discharge revenue passengers from Neenah and beyond, and on signal to receive revenue passengers for Oconto and beyond.

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

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

MOVEMENT OF PASSENGER TRAINS AT APPLETON JCT.

No. 125 will head in on passing track, pull around south wye, back to station platform on Ashland Division main track and transfer with No. 217, and will protect against the arrival and movement of No. 108 before occupying Ashland Division main line at the south wye connection.

No. 217 on arrival at Appleton Jct. will back in on north wye to the west end and will transfer with No. 125 at platform at west end of wye and will depart direct from that location.

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

# Between Tower NW and Tavil—Eastward

2

Distance from Janesville	Subdivision 2 Time Table 110 July 18, 1943	FIRST CLASS											
		162	206	10	210	240	28	154	216	220	224	244	
	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only		
	<b>MILWAUKEE</b>	A.M. 4.25	A.M. 10.12	P.M. 1.10	P.M. 1.10	P.M. 1.15		P.M. 6.25	P.M. 6.35	P.M. 7.35	P.M. 11.55	P.M. 11.55	
85.06	<b>TOWER NW</b> 0.44	A.M. 2.52	A.M. 8.51		A.M. 11.40	P.M. 12.09	P.M. 1.57	P.M. 4.42	P.M. 5.26	P.M. 6.31	P.M. 10.22	P.M. 10.22	
85.50	<b>FOND DU LAC</b> 0.78	s 2.50 2.40	s 8.50 8.51	A.M. 11.15	11.38 s 11.33	s 12.08 P.M.	1.55 s 4.35	4.40 s 5.25	s 6.30 6.31	s 10.20 10.22	s 10.20 10.22		
86.28	<b>EASTLINE</b> 0.49	2.38	8.45	11.07	11.31			4.29			10.09	10.13	
86.77	<b>MARSHLINE</b> 2.01	2.37	8.44	11.04	11.30	12.05		4.28	5.19	6.20	10.08	10.12	
88.78	<b>NO. FOND DU LAC</b> 1.75	2.34	8.42		11.28			4.26			10.05	10.09	
90.53	<b>DEXTER</b> 2.99	2.31	8.40		11.26	12.02		4.24	5.16	6.17	10.03	10.07	
93.52	<b>VANDYNE</b> 3.23	2.26	8.37		11.24			4.21			9.59	10.03	
96.75	<b>BLACK WOLF</b> 5.59	2.21	8.33		11.20	11.57		4.17	5.12	6.12	9.55	9.59	
102.34	<b>SOUTH OSHKOSH</b> 0.23	2.13	8.27		11.14	11.53			5.07	6.06	9.47	9.52	
102.57	<b>CEAPE STREET</b> 0.44	2.12	8.26					4.09			9.46	9.51	
103.01	<b>OSHKOSH</b> 2.33	s 2.10 s 8.25		s 11.13 s 11.52			s 4.08 s 5.06	s 6.05 s 9.45	s 9.45 s 9.50				
105.34	<b>TOWER CF</b> 1.68	1.48	8.20		11.08	11.48		3.56	5.01	6.00	9.27	9.39	
107.02	<b>WINNEBAGO</b> 4.44	1.46	s 8.17		11.06			3.54	5.00		9.25	9.37	
111.46	<b>SNELLS</b> 4.40	1.40	8.11		11.01	11.43		3.50	4.56	5.55	9.18	9.32	
115.86	<b>NEENAH AND MENASHA</b> 5.41	s 1.33	s 8.04		s 10.55	s 11.38		s 3.40	s 4.51	s 5.50	s 9.10	s 9.26	
121.27	<b>APPLETON JUNCTION</b> 1.44	1.19	s 7.56		s 10.47	s 11.32		s 3.23	4.45	5.42	s 8.42	9.17	
122.71	<b>APPLETON</b> 4.94	s 1.15	s 7.52		s 10.42	s 11.28		s 3.15	s 4.43	s 5.40	s 8.36	s 9.12	
127.65	<b>LITTLE CHUTE</b> 2.02	1.05	7.43		10.33	11.22		3.04	4.37	5.32	s 8.19	8.57	
129.67	<b>KAUKAUNA</b> 6.04	1.02	s 7.40		s 10.30	11.20		s 3.01	4.35	5.30	s 8.14	s 8.54	
135.71	<b>WRIGHTSTOWN</b> 4.35	12.53	7.32		10.21	11.15		s 2.53	4.30	5.25	f 8.04	f 8.47	
140.06	<b>LITTLE RAPIDS</b> 5.25	12.47	7.27		10.16	11.11		2.46	4.26	5.21	7.57	8.41	
145.31	<b>DE PERE</b> 2.51	s 12.40	s 7.20		s 10.10	11.07		s 2.40	4.22	5.17	s 7.50	s 8.34	
147.82	<b>SUGAR FACTORY</b> 2.47												
150.29	<b>TAVIL</b> 1.11	12.29 A.M.	7.13 A.M.		10.02 A.M.	11.02 A.M.		2.33 P.M.	4.17 P.M.	5.12 P.M.	7.42 P.M.	8.27 P.M.	
151.40	<b>GREEN BAY</b>	12.25 A.M.	7.10 A.M.		10.00 A.M.	11.00 A.M.		2.30 P.M.	4.15 P.M.	5.10 P.M.	7.35 P.M.	8.25 P.M.	
		DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	

No. 206 will not stop at Winnebago on Sundays.

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

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

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

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

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

## Between Tower NW and Tavil—Westward

THIRD CLASS						SECOND CLASS					Capacity of Siding	Distance from Janesville	Subdivision 2	Time Table 110	July 18, 1943	Communicating Office Open Week Days	
34	53	293	47	67		55		297	295	281	DAILY	DAILY except Monday	DAILY except Monday				
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Wednesday Saturday	Daily except Sunday		Daily except Sunday		A.M. 3.20	A.M. 1.55	A.M. 1.00	....	85.06	TWO TRACKS	TOWER NW.....	0.44		
	P.M. 1.30	P.M. 12.50						3.22	2.01	1.02	....	85.50		FOND DU LAC.....	0.78	Continuous.	
	1.33	12.55	P.M. 2.00					3.26	2.05	1.05	....	86.28		EASTLINE.....	0.49		
	1.35	12.58	2.00					3.28	2.06	1.10	....	86.77		MARSHLINE.....	2.01		
	P.M. 7.15	1.36	1.00	2.05			P.M. 1.30	3.40	1.20	....	88.78	NO. FOND DU LAC.....	1.75	Continuous.			
	7.30	1.40	1.10	2.15			1.37	6.00	4.15	....	90.53		DEXTER.....	2.99			
	P.M. —	P.M. —	P.M. —	P.M. —			1.44	6.25	4.23	....	93.52		VANDYNE.....	3.23			
													BLACK WOLF.....	5.59			
							A.M. 1.51	6.40	3.00	4.38	100	96.75		SOUTH OSHKOSH.....	0.23	8:30 a.m. to 5:30 p.m.	
							8.10	2.30	7.15	3.20	5.15	49	102.34		CAPE STREET.....	0.44	
							8.15	2.31	7.18	3.22	5.20	....	102.57		OSHKOSH.....	2.33	
							s 8.17	2.33	7.20	3.23	5.22	....	103.01		TOWER CF.....	1.68	12:01 a.m. to 8:00 a.m.
							8.35	2.40	7.30	3.29	5.30	....	105.34		WINNEBAGO.....	4.44	8:00 a.m. to 5:00 p.m.
							A.M. 2.45	7.35	3.33			....	107.02		SNELLS.....	4.40	
							2.52	8.11	3.40			94	111.46		NEENAH-MENASHA.....	5.41	6:30 a.m. to 9:45 p.m.
							3.40	8.35	3.55			44	115.86		APPLETON JUNCTION.....	1.44	6:30 a.m. to 10:30 p.m.
							4.00	10.47	4.15			100	121.27		APPLETON.....	4.94	
								10.55	4.25			95	122.71		LITTLE CHUTE.....	2.02	7:30 a.m. to 4:30 p.m.
								11.10	4.36			70	127.65		KAUKAUNA.....	6.04	7:00 a.m. to 4:00 p.m.
								11.30	4.48			40	129.67		WRIGHTSTOWN.....	4.35	8:00 a.m. to 5:00 p.m.
								11.45	5.00			85	135.71		LITTLE RAPIDS.....	5.25	
								11.56	5.00			75	140.06		DE PERE.....	2.51	8:00 a.m. to 8:40 p.m.
								12.10	5.15			72	145.31		SUGAR FACTORY.....	2.47	
								12.22	5.30			39	147.82		TAVIL.....	1.11	Continuous.
								12.30	5.40			60	150.29		GREEN BAY.....	1.47	Continuous.
								P.M. —	A.M. —			....	151.40		NORTH GREEN BAY.....	1.47	
								12.45	6.30			....	152.87				
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Wednesday Saturday	Daily except Sunday		Daily except Sunday		DAILY	DAILY except Monday	DAILY except Monday							

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

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

# Between Tower NW and Tavil—Eastward

4

Subdivision 2	SECOND CLASS						THIRD CLASS						Communicating Office Open Sundays
	282		294		296		290	54	39	46	292	66	
Time Table 110	DAILY		Daily except Sunday		Daily except Sunday		Daily except Sunday	Monday Wednesday Friday	Daily except Sunday	Monday Thursday	Daily except Sunday	Daily except Sunday	
July 18, 1943	A.M. 10.45		P.M. 10.28		P.M. 7.45		A.M. 9.12				P.M. 1.10		
<b>TOWER NW</b>	0.44							9.10			1.07		
<b>FOND DU LAC</b>	0.78		10.41		10.25		7.42		9.06	A.M. 8.10	1.03		Continuous
<b>EASTLINE</b>	0.49		10.38		10.22		7.39		9.05	A.M. 8.25	8.05	1.00	
<b>MARSHLINE</b>	2.01		10.36		10.20		7.37						
<b>NO. FOND DU LAC</b>	1.75	10.30 4.30		10.15 8.45		7.30 7.00		A.M. 8.30	9.00	8.15	8.00	12.55	5:00 a.m. to 1:00 p.m.
<b>DEXTER</b>	2.99	4.23		8.35		6.58		8.20	A.M. A.M.	A.M. A.M.	A.M. P.M.		
<b>VANDYNE</b>	3.23	4.13		8.30		6.50		8.16					
<b>BLACK WOLF</b>	5.59	4.06		8.25		6.40		8.10					
<b>SOUTH OSHKOSH</b>	0.23	3.40		8.15		6.05		7.55				P.M. 3.10	Closed
<b>CEAPE STREET</b>	0.44	3.22		7.56		5.49		7.37				3.09	
<b>OSHKOSH</b>	2.33	3.20		7.55		5.48		7.35				s 3.08	12:01 a.m. to 8:00 a.m.
<b>TOWER CF</b>	1.68	3.10		7.51		5.43		7.30				3.03	Continuous
<b>WINNEBAGO</b>	4.44		A.M.	7.48		5.40		7.25				P.M.	Closed
<b>SNELLS</b>	4.40			7.42		5.31		7.06					
<b>NEENAH-MENASHA</b>	5.41			7.32		5.20		6.35					Closed
<b>APPLETON JUNCTION</b>	1.44			7.14		4.48		6.00					6:30 a.m. to 2:30 p.m. 5:15 p.m. to 7:30 p.m.
<b>APPLETON</b>	4.94			6.50				5.38					
<b>LITTLE CHUTE</b>	2.02			6.35				5.25					Closed
<b>KAUKAUNA</b>	6.04			6.30				5.20					Closed
<b>WRIGHTSTOWN</b>	4.35			6.10				5.00					Closed
<b>LITTLE RAPIDS</b>	5.25			6.00				4.47					
<b>DE PERE</b>	2.51			5.50				4.30					Closed
<b>SUGAR FACTORY</b>	2.47												
<b>TAVIL</b>	1.11			5.40				4.15					Continuous
<b>GREEN BAY</b>	1.47			P.M.				A.M.					Continuous
<b>NORTH GREEN BAY</b>				5.25				4.00					
	DAILY		Daily except Sunday		Daily except Sunday		Daily except Sunday	Monday Wednesday Friday	Daily except Sunday	Monday Thursday	Daily except Sunday	Daily except Sunday	

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

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

## Between Wiscona and Green Bay—Westward

## FIRST CLASS

FIRST CLASS														Station Numbers	Fuel, Water, Wye and Turntable	Distance from Milwaukee	Subdivision 5
211	209	109	153	151	239	149	167	217	417	317	121	161					
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	DAILY	DAILY						Time Table 110
P.M. 8.15	P.M. 5.25		P.M. 12.50	A.M. 11.10	A.M. 10.55	A.M. 9.00	A.M. 9.30	A.M. 4.25	A.M. 4.25	P.M. 11.40	P.M. 8.45	550		0.00		July 18, 1943	
P.M. 8.29			P.M. 1.00				A.M. 9.39			A.M. 4.29		5709	Y	7.34	.... MILWAUKEE....	7.34	
8.34			1.03				9.43			4.34				10.40	.... WISCONA....	3.06	
8.41			1.08				9.48			4.42		3209		15.78	.... FOX POINT....	5.38	
8.49			1.14				9.54			4.50		3216		22.76	.... MEQUON....	6.98	
s 9.00		s 1.20				s 10.00				s 5.10		3220	W	27.71	.... ULAO....	4.95	
9.04		1.23				10.03				5.14				30.01	.... PORT WASHINGTON....	2.30	
9.11		1.28				10.08				s 5.23		3231		35.83	.... SIGNA....	5.82	
9.17		1.33				d 10.13				s 5.31		3238		40.93	.... BELGIUM....	5.10	
9.19						10.14				5.33				42.00	.... CEDAR GROVE....	1.07	
9.23		1.37				10.17				s 5.39		3242		44.89	.... HILTON....	2.89	
9.28		1.41				10.21				5.45		3248		49.14	.... OOSTBURG....	4.25	
9.32		1.44				10.24				5.50			FWTT	52.57	.... WEEDENS....	3.43	
9.35		1.46								5.53		569		54.37	.... SOUTH YARD....	1.80	
s 9.42		s 1.50				s 10.29				s 6.02		3252	W	54.67	.... MARYLAND AVENUE....	0.30	
9.50		1.54				10.33				6.09		3254		56.82	.... SHEBOYGAN....	2.15	
9.56		1.58				10.37				6.15		3260		61.74	.... ROTHS....	4.92	
10.02		s 2.03				d 10.41				s 6.22		3264		66.36	.... HAVEN....	4.62	
10.08						10.46				s 6.30		3269		71.85	.... CLEVELAND....	5.49	
10.11		2.09				10.48				6.33				73.56	.... NEWTON....	1.71	
10.20		2.13				10.52				6.40		3276	FWY	78.37	.... DUVENECK....	4.81	
s 10.35		P.M. 5.25	s 2.20			s 10.57				s 6.55		3277	W	79.89	.... CALUMET YARD....	1.52	
10.40		5.28	2.22			10.59				7.00					1.13	TWO RIVERS JCT....	
10.41		5.29	2.23			11.00				7.01		5502		81.02	.... ROSEMERE....	0.42	
10.50		P.M. 2.29				11.06				s 7.11		5504		81.44	.... FRANCIS CREEK....	6.54	
11.00		2.36				11.13				s 7.22		5507	Y	87.98	.... TAVIL....	7.25	
11.08		d 2.42				d 11.18				s 7.31		5510	W	95.23	.... MARIBEL....	5.01	
11.18		2.50				11.26				7.41		5514		100.24	.... BELLEVUE....	8.10	
11.30		P.M. 7.42	3.00	P.M. 2.21	1.14	P.M. 12.15	11.36	A.M. 8.55	A.M. 8.20	A.M. 7.54	A.M. 3.43	5517		108.34	.... TAVIL....	7.71	
11.40	P.M. 7.45	3.05	P.M. 2.25	1.17	P.M. 12.20	P.M. 11.40	A.M. 9.00	A.M. 8.25	A.M. 8.00	A.M. 3.50	A.M. 12.30	686		116.05	.... GREEN BAY....	1.11	
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	DAILY	DAILY						

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

No. 211 will stop at Denmark to discharge revenue passengers from Milwaukee 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.

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

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

# Between Green Bay and Wiscona—Eastward

6

## FIRST CLASS

244	224	220	216	116	120	168	154	108	214	240	210	206	306	212	162	Subdivision 5	
Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	Time Table 110	
P.M. 11.55	P.M. 11.55	P.M. 7.35	P.M. 6.35		P.M. 7.35	P.M. 6.10	P.M. 6.25		P.M. 1.10	P.M. 1.15	P.M. 1.10	A.M. 10.12	A.M. 8.50	A.M. 4.40	A.M. 4.25	July 18, 1943	
					P.M. 7.22	P.M. 6.01			P.M. 12.58				A.M. 8.40	A.M. 4.25		... MILWAUKEE ... 7.34	
					7.15	5.57			12.54				8.36	4.18		.... WISCONA ... 3.06	
					7.07	5.51			12.49				8.31	4.10		.... FOX POINT ... 5.38	
					6.58	5.45			12.43				8.23	4.02		.... MEQUON ... 6.98	
					s 6.50	s 5.40			s 12.37				s 8.17	s 3.55		.... ULAO ... 4.95	
					6.43	5.36			12.34				8.11	3.47		PORT WASHI'GTON 2.30	
					s 6.36	s 5.31			12.29				s 8.05	3.39		.... SIGNA ... 5.82	
					6.27	s 5.25			12.24				s 7.57	3.32		.... BELGIUM ... 5.10	
					6.25	5.22							7.53	3.30		.... CEDAR GROVE ... 1.07	
					6.21	5.20			12.20				s 7.50	3.26		.... HILTON ... 2.89	
					6.15	5.16			12.16				7.44	3.21		.... OOSTBURG ... 4.25	
					6.10	5.13			12.13				7.40	3.16		.... WEEDENS ... 3.43	
					6.06								7.37	3.11		.... SOUTH YARD ... 1.80	
					s 6.05	s 5.10			s 12.10				s 7.36	s 3.10		.... MARYLAND AVE ... 0.30	
					5.50	5.03			12.03				7.30	2.57		.... SHEBOYGAN ... 2.15	
					s 5.44	4.59			11.59				7.25	2.51		.... ROTHS ... 4.92	
					s 5.37	s 4.54			11.55				s 7.18	2.44		.... HAVEN ... 4.62	
					s 5.28								7.10	2.37		.... CLEVELAND ... 5.49	
					5.25	4.46			11.48				7.08	2.34		.... NEWTON ... 1.71	
					5.19	4.42			11.43				7.03	2.27		.... DUVENECK ... 4.81	
					P.M. 4.35	P.M. 5.15	s 4.40		P.M. 12.30	s 11.40			7.00	s 2.23		.... CALUMET YARD ... 1.52	
					4.30	4.57			12.27				A.M.			.... MANITOWOC ... 1.13	
					4.29	4.56	4.35		12.26	11.34				2.09		.... TWO RIVERS JCT ... 0.42	
					P.M.				P.M.					2.08		.... ROSEMERE ... 6.54	
						s 4.49	4.29			11.29					1.58		.... FRANCIS CREEK ... 7.25
						s 4.39	4.23			11.23					1.49		.... MARIBEL ... 5.01
						s 4.31	4.18			f 11.18					1.42		.... DENMARK ... 8.10
						f 4.20	4.10			11.10					1.32		.... BELLEVUE ... 7.71
						4.08	4.02	P.M. 2.33		11.02	11.02	10.02	A.M. 7.13		1.19	12.29	.... TAVIL ... 1.11
						P.M.				11.00	11.00	10.00	A.M. 7.10		1.15	12.25	TRACKS { GREEN BAY ... 1.11
Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY	DAILY	DAILY		

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

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

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

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

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

## Between Wiscona and Green Bay—Westward

Communicating Office Open Week Days	Distance from Milwaukee	Subdivision 5	Capacity of Siding	SECOND CLASS						THIRD CLASS			
				187	295	231	169	297	173	45	49	43	
		Time Table 110		DAILY	Daily except Monday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Monday	Daily except Sunday	Daily except Sunday	
		July 18, 1943		A.M. 1.35					P.M. 8.15	Wednesday			
	0.00	MILWAUKEE.....											
		7.34											
Continuous	7.34	WISCONA.....		A.M. 2.00					P.M. 10.50	A.M. 8.20			
12:01 a.m. to 6:45 a.m. 10:45 p.m. to 11:59 p.m.	10.40	FOX POINT.....	105	2.10					10.56	8.36			
		5.38								f 8.45			
	15.78	MEQUON.....	100	2.22					11.07	f 8.55			
		6.98								s 9.05			
	22.76	ULAO.....	104	2.34					11.22	11.35			
Continuous	27.71	PORT WASHINGTON....	90 40	2.54					11.35				
		2.30											
	30.01	SIGNA.....	95	3.00					11.43	11.45			
		5.82								s 12.29			
7:45 a.m. to 4:45 p.m.	35.83	BELGIUM.....	100	3.11					11.56	s 12.52			
		5.10								12.10			
7:45 a.m. to 4:45 p.m.	40.93	CEDAR GROVE.....	25	3.20					12.12	12.56			
		1.07								s 1.15			
	42.00	HILTON.....	105	3.30					12.17	1.40			
7:30 a.m. to 4:30 p.m.	44.89	OOSTBURG.....	65	3.45						1.33			
		4.25											
	49.14	WEEDENS.....	105	3.54					12.25				
		3.43											
10:45 p.m. to 8:00 a.m.	52.57	SOUTH YARD.....		s 4.30					s 12.35	1.45			
		1.80								P.M.			
	54.37	MARYLAND AVENUE....											
2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.	54.67	SHEBOYGAN.....		Via Cut Off				P.M. 7.30	Via Cut Off				
		2.15											
	56.82	ROTHS.....	105	4.42				7.40	1.15				
8:45 a.m. to 5:45 p.m.	61.74	HAVEN.....	102	4.51				7.50	1.25				
7:00 a.m. to 4:00 p.m.	66.36	CLEVELAND.....	97	5.00				8.00	1.35				
		5.49											
	71.85	NEWTON.....	36	5.10				8.11	1.47				
		1.71											
	73.56	DUVENECK.....	105	5.14				8.15	1.52				
		4.81											
Continuous	78.37	CALUMET YARD.....		s 5.40		A.M. 9.30	8.30 9.30		s 2.27	A.M. 9.45	P.M. 2.25		
6:30 a.m. to 10:45 p.m.	79.89	MANITOWOC.....		Via Cut Off		s 9.40	Via Cut Off		Via Cut Off	Via Cut Off			
		1.13											
	81.02	TWO RIVERS JCT.....				9.50	A.M.						
		0.42											
Continuous	81.44	ROSEMERE.....		6.00			9.34		3.00	9.50	2.35		
		6.54								A.M.			
6:30 a.m. to 3:30 p.m.	87.98	FRANCIS CREEK.....	80	6.17			9.56		3.20	s 2.50			
8:30 a.m. to 5:30 p.m.	95.23	MARIBEL.....	80	6.30			10.15		3.47	s 3.10			
7:05 a.m. to 4:45 p.m.	100.24	DENMARK.....	81	6.40			10.27		4.05	s 4.31			
		5.01											
	108.34	BELLEVUE.....	80	6.55			10.45		4.20	s 5.00			
		7.71											
Continuous	116.05	TAVIL.....		7.15	5.40		11.05	12.30	4.40	5.25			
		1.11											
Continuous	117.16	GREEN BAY.....		7.20	6.00	A.M.	11.10	12.35	5.00	5.30	P.M.		
						P.M.							
				DAILY	Daily except Monday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Monday	Monday	Daily except Sunday	Daily except Sunday	

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

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

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

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 Wiscona may proceed ahead of following first class trains to Fox Point.

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

# Between Green Bay and Wiscona—Eastward

8

Communicating Office Open Sundays	Subdivision 5 Time Table 110 July 18, 1943	FIRST CLASS	SECOND CLASS						THIRD CLASS		
			170	294	202	48	180	172	290	44	42
			DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Monday	Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday
	..... <b>MILWAUKEE</b> ..... 7.34							A.M. 12.25	A.M. 5.00		
Continuous	..... <b>WISCONA</b> ..... 3.06							A.M. 12.10	A.M. 2.45	P.M. 2.00	
12:01 a.m. to 6:45 a.m.	..... <b>FOX POINT</b> ..... 5.38							12.03	2.35	1.53	
	..... <b>MEQUON</b> ..... 6.98							11.55	2.22	1.45	
	..... <b>ULAO</b> ..... 4.95							11.45	2.07	1.35	
12:01 a.m. to 7:00 a.m. 11:00 p.m. to 11:59 p.m.	..... <b>PORT WASHINGTON</b> ..... 2.30							11.35	1.50	1.20 s10.20	
	..... <b>SIGNA</b> ..... 5.82							11.27	1.33	10.15	
Closed	..... <b>BELGIUM</b> ..... 5.10							11.20	1.22	s10.00	
Closed	..... <b>CEDAR GROVE</b> ..... 1.07							11.10	1.10	s 9.30	
	..... <b>HILTON</b> ..... 2.89							11.07	1.06	9.02	
Closed	..... <b>OOSTBURG</b> ..... 4.25							11.02	1.00	s 8.55	
	..... <b>WEEDENS</b> ..... 3.43							10.55	12.50	8.25	
12:01 a.m. to 8:00 a.m. 10:45 p.m. to 11:59 p.m.	..... <b>SOUTH YARD</b> ..... 1.80								s10.45 s12.35	8.15 A.M.	
	..... <b>MARYLAND AVENUE</b> ..... 0.30										
2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.	..... <b>SHEBOYGAN</b> ..... 2.15			A.M. 7.00				Via Cut Off	Via Cut Off		
	..... <b>ROTHS</b> ..... 4.92			6.47				10.08	11.15		
Closed	..... <b>HAVEN</b> ..... 4.62			6.35				9.56	11.05		
Closed	..... <b>CLEVELAND</b> ..... 5.49			6.22				9.40	10.55		
	..... <b>NEWTON</b> ..... 1.71			5.58				9.33	10.45		
	..... <b>DUVENECK</b> ..... 4.81			5.55				9.30	10.40		
Continuous	..... <b>CALUMET YARD</b> ..... 1.52		s 5.40		P.M. 5.45	P.M. 7.45	s 9.00	9.20 s10.20		P.M. 8.15	
2:45 p.m. to 10:45 p.m.	..... <b>MANITOWOC</b> ..... 1.13			Via Cut Off	s 5.38	Via Cut Off	Via Cut Off	Via Cut Off	Via Cut Off	Via Cut Off	
	..... <b>TWO RIVERS JCT.</b> ..... 0.42					5.30 P.M.					
12:01 a.m. to 8:00 a.m. 10:30 a.m. to 12:30 p.m. 4:00 p.m. to 11:59 p.m.	..... <b>ROSEMERE</b> ..... 6.54			4.20			7.25	8.55	9.34	8.10	
Closed	..... <b>FRANCIS CREEK</b> ..... 7.25			4.00			P.M.	8.37	9.22	7.58	
Closed	..... <b>MARIBEL</b> ..... 5.01			3.47				8.28	9.10	7.47	
Closed	..... <b>DENMARK</b> ..... 8.10			3.30				8.20	9.00	7.35	
	..... <b>BELLEVUE</b> ..... 7.71			3.05				8.06	8.40	7.20	
Continuous	..... <b>TAVIL</b> ..... 1.11			2.35	P.M. 5.40			7.46	8.17	A.M. 4.15	6.57
Continuous	..... <b>GREEN BAY</b> ..... TWO TRACKS			2.30	5.35 P.M.			7.42	8.10 P.M.	4.10 A.M.	6.52 P.M.
			DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday

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

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

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

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

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

## Between Green Bay and East Switch—Westward

**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.**

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

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

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

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

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

## **Between Green Bay and East Switch—Westward**

Communicating Office Open Week Days	THIRD CLASS					SECOND CLASS					Capacity of Siding	Subdivision 6
	43	533	171	DAILY	169	297	37	187	295	173		
	Daily except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday									
Continuous	P.M. 5.30			DAILY	P.M. 11.10	P.M. 12.35		A.M. 7.20	A.M. 6.00	A.M. 5.00		TWO TRACKS
	5.32				11.14	12.40		7.25	6.05	5.10		..... GREEN BAY .....
Continuous	5.35	A.M. 8.50	A.M. 7.40	S 11.20 1.40	12.45	A.M. 8.30	S 7.30 10.55	A.M. 6.30	A.M. 5.15			0.60
		P.M. 9.08	A.M. 7.47		1.50	P.M. 8.40		A.M. 11.05	A.M. A.M.			..... K. G. B. & W. CROSSING .....
8:30 a.m. to 5:30 p.m.		9.20	S 8.05		2.25							0.87
8:30 a.m. to 6:20 p.m.		S 9.30	S 8.35		2.50							
			A.M. s 8.55		3.10							..... NORTH GREEN BAY .....
8:45 a.m. to 5:45 p.m.			S 9.05		3.25							2.75
			S 9.35									6.74
9:00 a.m. to 5:00 p.m.												..... ANSTON .....
11:00 p.m. to 7:00 a.m.			S 11.30		3.55							5.61
			S 11.50		4.15							
8:45 a.m. to 4:45 p.m.			S 12.10		4.45							..... PULASKI .....
8:15 a.m. to 4:15 p.m.			S 12.54		5.20							7.52
			S 1.15		5.40							5.33
Continuous			1.30		6.10							..... ZACHOW .....
			P.M. 1.35		A.M. 6.20							8.32
					A.M. 6.20							
												..... BONDUEL .....
												49
												57
												..... SHAWANO .....
												4.58
												48
												..... THORNTON .....
												6.64
												48
												..... LYNDHURST .....
												8.32
												49
												..... BOWLER .....
												5.75
												22
												..... SHEPLEY .....
												5.38
												..... EAST SWITCH .....
												0.79
												..... ELAND .....

# Between East Switch and Green Bay—Eastward

10

Distance from Eland	Subdivision 6 Time Table 110 July 18, 1943	FIRST CLASS							
		162	212	214	240	120	220	504	224
DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	
69.68	TWO TRACKS { GREEN BAY .....	A.M. 12.10	A.M. 1.05	A.M. 10.50	A.M. 10.50	P.M. 2.25	P.M. 5.00	P.M. 6.45	P.M. 7.10
69.08	K. G. B. & W. CROSSING...	12.03	12.54	10.43	10.43	2.21	4.56	6.39	7.04
68.21	NORTH GREEN BAY .....	12.02	12.53	10.41	10.41	2.19	4.54	6.36	7.03
65.46	DUCK CREEK .....	11.59	12.50	10.38	10.38	2.15	4.51	6.32	7.00
58.72	ANSTON .....	P.M. —	12.42	A.M. —	A.M. —	f 2.06	P.M. —	f 6.23	P.M. —
53.11	PULASKI .....		12.33			s 1.58		6.14	
45.59	ZACHOW .....		12.24			s 1.46			
40.26	BONDUEL .....		12.17			s 1.38			
31.94	SHAWANO .....		s 12.05			s 1.26			
27.36	THORNTON .....		11.58			f 1.16			
20.72	LYNDHURST .....		11.50			s 1.07			
11.90	BOWLER .....		11.40			s 12.54			
6.15	SHEPLEY .....		11.32			f 12.46			
0.77	EAST SWITCH .....		11.24			12.39			
.00	ELAND .....		P.M. —			P.M. —			
			11.22			12.35			
			P.M. —			P.M. —			

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

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

# Between East Switch and Green Bay—Eastward

Subdivision 6 Time Table 110 July 18, 1943	SECOND CLASS							THIRD CLASS				Communicating Office Open Sundays
	280	294	174	180	172	36	170	290	42	522	382	
DAILY	DAILY except Sunday	Wednesday only	DAILY	DAILY except Sunday	Daily except Sunday	DAILY	DAILY except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Monday and Friday		
TWO TRACKS { GREEN BAY .....	P.M. 5.35		P.M. 7.42	P.M. 8.10		A.M. 2.30	A.M. 4.10	P.M. 6.52				Continuous
K. G. B. & W. Crossing .....	5.32		7.40	8.05	P.M. 9.35	2.27	4.08	6.50	P.M. 1.05	P.M. 1.45		Continuous
NORTH GREEN BAY .....	4.05	5.25	5.45	7.35	8.00	2.20	4.00	6.45	1.05	1.45		
DUCK CREEK .....	3.55	P.M. —	5.40	P.M. —	P.M. 9.22	11.52	A.M. —	P.M. —	12.55	s 1.35		
ANSTON .....	P.M. —		5.28	P.M. —	P.M. 11.40				12.40	s 1.20		Closed
PULASKI .....			5.10		11.30				12.25	s 1.00		Closed
ZACHOW .....			4.29		11.10					s 12.15		
BONDUEL .....			4.16		10.55					s 11.45		Closed
SHAWANO .....			3.55		10.30					11.15		12:01 a.m. to 7:00 a.m. 11:00 p.m. to 11:59 p.m.
THORNTON .....			3.32		9.56					f 9.10		
LYNDHURST .....			3.19		9.43					s 8.55		Closed
BOWLER .....			2.59		9.23					s 8.35		Closed
SHEPLEY .....			2.47		9.08					s 8.15		
EAST SWITCH .....			2.35		8.50					8.05		
ELAND .....			2.30	P.M. —	8.45	P.M. —				8.00		12:00 mn to 9:30 a.m. 3:30 p.m. to 12:00 mn

Lake Shore Division

11 Westward—Between Pulaski and Scott Lake—Eastward

Communicating Office Open Sundays	SECOND CLASS		FIRST CLASS		Fuel, Water, Wye and Turntable	Distance from Green Bay	Subdivision 8 Time Table 110 July 18, 1943	Station Numbers	Capacity of Siding	FIRST CLASS		SECOND CLASS		Communicating Office Open Week Days
	533			517						P.M. 6.45			522	Tuesday Thursday Saturday
	Monday Wednesday Friday			Daily except Sunday									P.M. 1.05	
	A.M. 8.50			A.M. 8.45		0.0	GREEN BAY..... 16.57	686					P.M. 1.05	
Closed	A.M. 9.45			A.M. 9.13		WY 16.57	PULASKI..... 6.21	5606	60	P.M. s 6.10			P.M. s 12.10	8:30 a.m. to 6:20 p.m.
	s10.05			s 9.23		23.78	KRAKOW..... 2.66	5608		s 6.00			s 11.57	
Closed	10.20			s 9.27		25.44	GREEN VALLEY..... 7.32	5610	54	s 5.55			s 11.50	8:45 a.m. to 6:05 p.m.
Closed	s11.00			s 9.43		FWY 32.76	GILLET..... 8.64	3472	56	s 5.43			s 11.15	8:45 a.m. to 5:55 p.m.
Closed	s11.45			s 9.58		41.40	SURING..... 6.08	3809	24	s 5.26			s 9.58	8:45 a.m. to 5:45 p.m.
	f11.59			s10.06		47.48	BREED..... 3.13	3814	34	s 5.16			s 9.38	
	12.10			f10.12		W 50.61	BONITA..... 5.08	3816	40	f 5.10			s 9.30	
Closed	s12.35			s10.21		55.69	MOUNTAIN..... 9.43	3820	44	s 5.03			s 9.20	8:45 a.m. to 5:45 p.m.
Closed	s 1.30			s10.40		65.12	LAKEWOOD..... 4.09	3824	37	s 4.45			s 8.45	8:30 a.m. to 5:30 p.m.
Closed	s 1.50			s10.47		69.21	TOWNSEND..... 5.07	3825	24	s 4.37			s 8.24	8:30 a.m. to 5:30 p.m.
	f 2.10			s10.55		74.28	CARTER..... 3.57	3827	17	s 4.28			f 8.06	
	s 2.30			s11.01		77.85	SOPERTON..... 1.13	3826		s 4.22			s 7.55	
Closed	s 3.00			s11.05		W 78.98	WABENO..... 4.54	3828	27	s 4.19			s 7.50	7:30 a.m. to 4:30 p.m.
	3.15			f11.14		83.52	PADUS..... 5.16			f 4.10			f 7.20	
Closed	3.45			s11.27		FWY 88.68	LAONA..... 12.86	3831	29	s 4.00			7.00	6:30 a.m. to 5:00 p.m.
Closed	P.M.			s11.49		101.54	NEWALD..... 7.65	3836	35	s 3.37			A.M.	8:45 a.m. to 5:45 p.m.
Closed				12.05		109.19	LONG LAKE..... 6.10	3840	40	3.20				8:30 a.m. to 5:30 p.m.
				P.M.		115.29	TIPLER..... 8.10	3846	34	P.M.				
	Monday Wednesday Friday			Daily except Sunday		Y 123.39	SCOTT LAKE..... 8.10	785	42	Daily except Sunday			Tuesday Thursday Saturday	

No. 517 is superior to No. 504.

Westward—Between Oconto and Gillett—Eastward

Communicating Office Open Week Days	THIRD CLASS		SECOND CLASS		Fuel, Water, Wye and Turntable	Distance from Oconto	Subdivision 9 Time Table 110 July 18, 1943	Station Numbers	Capacity of Siding	SECOND CLASS		THIRD CLASS		Communicating Office Open Sundays
	409	C. M. St. P. & P.		405						P.M. 2.45		410	C. M. St. P. & P.	
	Daily except Sunday		Daily except Sunday							Daily except Sunday		Daily except Sunday	A.M. 10.05	
Continuous		A.M. 11.00		A.M. 8.00	FWY	0.00	OCONTO..... 8.53	708		P.M. 2.45				Continuous
8:15 a.m. to 3:15 p.m.		11.15	A.M.	s 8.25		8.53	STILES JCT..... 4.69	3485	16	s 2.20		9.50	A.M.	Closed
8:15 a.m. to 5:15 p.m.				s 10.00		13.22	OCONTO FALLS..... 8.74	3480	13	s 2.00				Closed
8:45 a.m. to 5:55 p.m.				11.00	FW	21.96	GILLET..... 8.74	3472		12.45	P.M.			Closed
	Daily except Sunday		Daily except Sunday							Daily except Sunday		Daily except Sunday		

No. 405 IS SUPERIOR TO No. 404.

# Westward—Between Rosemere and Kaukauna—Eastward

12

Communicating Office Open Sundays	SECOND CLASS		FIRST CLASS		Station Numbers	Fuel, Water, Wye and Turntable	Distance from Kaukauna	Subdivision 7 Time Table 110 July 18, 1943	Capacity of Siding	FIRST CLASS		SECOND CLASS		Communicating Office Open Week Days
		49		109						Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
12:01 a.m. to 8:00 a.m. 10:30 a.m. to 12:30 p.m. 4:00 p.m. to 11:59 p.m.			A.M. 9.50		P.M. 5.29	5502	33.70	ROSEMERE..... 5.35		P.M. 12.26	P.M. 4.29	P.M. 7.25		Continuous
			10.02		s 5.39	3284	28.35	BRANCH..... 2.94	22	s 12.17	f 4.20	7.00		
			f10.10		s 5.44	3286	25.41	WHITELAW..... 2.04	21	s 12.12	f 4.14	6.52		
			f10.17		s 5.48	3289	23.37	CATO..... 1.81		s 12.08	s 4.09	6.45		
			s10.21		s 5.52	3291	21.56	GRIMMS..... 2.49	12	s 12.04	s 4.05	6.40		
Closed			s10.40		s 5.57	3293	19.07	REEDVILLE..... 5.95	35	s 11.59	s 4.00	6.35	8:00 a.m. to 5:00 p.m.	
Closed			11.00 s12.15		s 6.05	3299	W 13.12	:BRILLION..... 4.44	26	s 11.50	s 3.48	6.23	8:00 a.m. to 5:00 p.m.	
			s12.55		s 6.13	3304	8.68	FOREST JCT..... 3.38	34	s 11.42	s 3.38	6.13		
			s 1.15		f 6.19	3307	5.30	DUNDAS..... 5.30	22	s 11.35	s 3.31	5.50		
Closed			1.45 P.M.		6.35 P.M.	3313	FW TT 0.0	KAUKAUNA.....		11.25 A.M.	3.20 P.M.	5.30 P.M.	7:00 a.m. to 7:30 p.m.	
			Daily except Sunday		Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Sunday		

# Westward—Between Two Rivers Jct. and Two Rivers—Eastward

SECOND CLASS		Station Numbers	Fuel, Water, Wye and Turntable	Distance from Two Rivers Junction	Subdivision 5a Time Table 110 July 18, 1943	THIRD CLASS	
	231					Daily except Sunday	Daily except Sunday
	Daily except Sunday					P.M. 5.29	
A.M. 9.50				0.00	TWO RIVERS JCT..... 6.36		
10.15 A.M.	3279			6.36	TWO RIVERS.....	5.15 P.M.	Daily except Sunday
Daily except Sunday					Office open week days at Two Rivers 8:30 a.m. to 5:30 p.m. Closed Sunday		

## SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40

**SMOKE**  
is fuel wasted



**SAVE  
COAL**

## Westward—Between Janesville and Tower NW—Eastward

Communicating Office Open Week Days	THIRD CLASS			SECOND CLASS		First Class	Station Numbers	Capacity of Sliding	Distance from Janesville	Subdivision 1	First Class	SECOND CLASS			THIRD CLASS		
	53	51	281	297	25	DAILY					28	282	296	294	52	54	
Tuesday Thursday Saturday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	A.M. 6.00								3.23	.... SOUTH JANEVILLE ....					P.M. 4.20		
Continuous		A.M. 6.30			A.M. 5.45		648			3.23	.... JANEVILLE ....					P.M. 4.00	
12:15 a.m. to 10:30 p.m.		s 7.05			s 6.00		650	22	7.79	.... MILTON JCT. ....	7.79				s 5.20		s 3.35
8:15 a.m. to 5:15 p.m.		s 7.45			s 6.30		652	68	19.73	.... FORT ATKINSON ....	11.94				s 4.50		s 3.00
8:15 a.m. to 5:15 p.m.		s 12.30			s 6.44		653	25	25.40	.... JEFFERSON ....	5.67				s 4.10		s 2.15
12:01 a.m. to 9:00 p.m.										2.49							
11:00 p.m. to 11:59 p.m.		s 1.15			s 6.52		1318	35	27.89	.... JEFFERSON JCT. ....	2.89				s 4.01		s 1.15
8:30 a.m. to 5:30 p.m.		s 1.30			s 6.59		654	63	30.78	.... JOHNSON CREEK ....	8.40				s 3.55		s 12.35
Continuous		8.45	2.00		s 7.15		656	75	39.18	.... WATERTOWN ....	7.98				s 3.40		P.M. 12.15
	s 9.15			P.M.	s 7.30		658	25	47.16	.... CLYMAN ....	1.09				s 3.18		P.M. 1.50
Continuous	s 10.00		11.30	1.55	s 7.35		5752	125	48.25	.... CLYMAN JCT. ....	5.68				s 3.14		s 1.00
7:30 a.m. to 4:30 p.m.	s 11.30		11.48	2.10	s 7.47		660	37	53.93	.... JUNEAU ....					s 3.02		12.20
										3.28							s 11.15
	s 11.51		11.55	2.17	s 7.54		661	57	57.21	.... MINNESOTA JCT. ....	3.66				s 2.53		s 11.05
7:45 a.m. to 4:45 p.m.	s 12.10		12.05	2.26	s 8.02		662	100	60.87	.... BURNETT ....					s 2.45		s 10.50
	s 12.30		12.24	2.44	s 8.20		664	60	69.18	.... EAST WAUPUN ....	8.31				s 2.29		s 10.20
	s 12.45		12.34	2.54	s 8.30		665	32	74.25	.... OAK CENTER ....	5.07				s 2.20		s 10.05
7:00 a.m. to 4:00 p.m.	s 1.10		12.41	3.01	s 8.37		666	100	77.37	.... OAKFIELD ....	3.12				s 2.14		s 9.55
	1.30 P.M.		1.00 A.M.	3.20 A.M.	8.49 A.M.				85.06	.... TOWER NW ....	7.69				1.57 P.M.		9.12 A.M.
Continuous						8.55 A.M.		668		0.44					1.55 P.M.		10.25 P.M.
	Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	DAILY	Daily except Sunday	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Monday Wednesday Friday

## Westward—Between Sheboygan and Eastline—Eastward

Third Class	First Class	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Sheboygan	Subdivision 3	Time Table 110	July 18, 1943	Capacity of Sliding	Communicating Office Open Week Days	First Class	Third Class	46	OFFICE OPEN SUNDAYS
47					SHEBOYGAN								
Wednesday Saturday		3252	FWTT		0.27	MARYLAND AVE.			2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.		P.M. 5.50		Janesville..... Continuous
A.M. 9.00		569		0.27	2.90	KOHLER					5.45		Milton Jct..... 3:00 a.m. to 5:00 a.m.
9.01		568		3.17	1.73	SHEBOYGAN FALLS	9.08	34			5.35		Jefferson Jct..... 10:00 a.m. to 6:00 p.m.
9.10		570		4.90	5.58	PLYMOUTH		9	8:00 a.m. to 5:00 p.m.		s 5.30		Watertown..... Continuous
s 9.25		572	W	13.98	6.44	GLENBEULAH		15	9:30 a.m. to 6:30 p.m.		5.00		Clyman Jct..... Continuous
s 12.15		573		19.56	4.20	ST. CLOUD		21	8:00 a.m. to 5:00 p.m.		s 9.40		Fond du Lac..... Continuous
s 12.40		575		26.00	2.19	CALVARY		22	8:00 a.m. to 5:00 p.m.		9.20		Sheboygan..... 2:45 a.m. to 10:45 a.m. 2:30 p.m. to 10:30 p.m.
s 1.00		576		30.20	6.37	MALONE		18	8:00 a.m. to 5:00 p.m.		9.03		
s 1.20		577		32.39	4.73	PEEBLES		10			8.45		
s 1.30		578		38.76	4.73	EASTLINE		5			8.25		
s 1.48				43.49							8.10 A.M.		
2.00 P.M.												Monday Thursday	
Wednesday Saturday													

## FACILITIES ARE LOCATED AS FOLLOWS:

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

# Westward—Between Marshline and Marshfield—Eastward

14

SECOND CLASS		FIRST CLASS		Station Numbers	Fuel, Water, Wye and Turntable	Distance from Fond du Lac	Subdivision 4 Time Table 110 July 18, 1943	Capacity of Siding	FIRST CLASS		SECOND CLASS	
621 Soo Line	39	9	Daily except Sunday						Daily except Sunday	Daily except Sunday	622 Soo Line	34
Daily except Sunday	Daily except Sunday		Daily except Sunday	668		3.28	NORTH FOND DU LAC..... 3.28 FOND DU LAC..... 1.27	Continuous	A.M. — 11.15		Daily except Sunday	
A.M. 8.15			P.M. 6.35						A.M. 11.04		P.M. 7.15	
A.M. 8.30			P.M. 6.41			1.27	MARSHLINE..... 8.61 ELDORADO..... 2.57		s10.51		6.56	
s 9.05		s 6.56	s 7.01	582		9.88	ROSENDALE..... 2.71	27	s10.44		6.40	
s 9.50		s 7.01		583		12.45	WEST ROSENDALE..... 5.57		f10.39		6.30	
10.00		f 7.06		584		15.16	RIPON JUNCTION..... 0.32	35	10.30		6.18	
10.30		7.13		585	W	20.73	RIPON..... 6.06		s10.27		f 6.15	
s 11.15		s 7.17		586		21.05	GREEN LAKE..... 9.02	46	s10.15		f 5.44	
s 12.01		s 7.28		587		27.11	PRINCETON..... 9.72		s 9.57		f 5.24	
s 12.45		s 7.45		590		36.13	NESHKORO..... 2.51	37	s 9.37		f 5.05	
s 1.35		s 8.03		5003		45.85	BANNERMAN..... 6.40	55	s 9.31		f 5.00	
s 2.00		s 8.08		5007	W	48.36	WAUTOMA..... 7.44		s 9.20		f 4.47	
s 2.50		s 8.22		5010		54.76	WILD ROSE..... 10.58	35	s 9.08		f 4.31	
s 3.25		s 8.36		5014	FY	62.20	ALMOND..... 5.54	38	s 8.50		f 4.08	
s 4.08		s 8.58		5018		72.78	BANCROFT..... 11.58	41	s 8.39		f 3.56	
s 4.30		s 9.08		5020	W	78.32	KELLNER..... 6.15	21	s 8.20		f 3.33	
s 5.05		f 9.24		5023		89.90	NE JCT..... 0.58	35	8.10		3.17	
5.25		9.33			Y	90.05	WISCONSIN RAPIDS..... 1.24	40	s 8.07		s 3.15	
s 6.40		s 9.37		5025	W	96.63	WESTRAP..... 8.04		8.00		A.M. 8.35	2.10
P.M. 3.35	6.45	9.41				97.87	VESPER..... 5.23	35	s 7.48		s 8.15	s 1.50
s 3.55	s 7.15	s 9.56		5027		105.91	ARPIN..... 9.85		s 7.37		s 8.00	s 1.30
s 4.10	s 7.40	s 10.07		5029		111.14	EASTMAR..... 1.27		7.20		7.30	1.05
4.30	8.10	10.23				120.99	MARSHFIELD..... 12.01 a.m. to 2:45 p.m. 10:45 p.m. to 11:59 p.m.	12:01 a.m. to 2:45 p.m. 10:45 p.m. to 11:59 p.m.	7.15 A.M.		1.00 P.M.	
P.M.	8.20 P.M.	10.30 P.M.		3564	WFY TT	122.26			Daily except Sunday		Daily except Sunday	
Daily except Sunday	Daily except Sunday	Daily except Sunday					Marshfield open 12:01 a.m. to 1:00 a.m. Sunday 12:45 p.m. to 2:45 p.m. Other offices closed Sunday					

Nos. 9 and 10 will stop on signal to receive or discharge passengers at St. Marie, 3 miles west of Green Lake.

Trains cannot meet or pass at West Rosendale, Ripon, Spur N-283, 1.5 miles east of Eastmar, or N-286, 5 miles east of Eastmar.

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

# Westward—Between Bannerman and Red Granite—Eastward

SECOND CLASS		Station Numbers	Distance from Bannerman	Subdivision 4a Time Table 110 July 18, 1943	Capacity of Siding	SECOND CLASS	
		5007		BANNERMAN..... 4.41	55		
		5205	4.41	SPRING LAKE..... 1.69	22		
			6.10	LOHRVILLE..... 1.40	38		
		5208	7.50	RED GRANITE..... 1.40	15		
				Red Granite office open Week Days 8:30 a.m. to 5:30 p.m. Closed Sunday			

## SPEED RESTRICTIONS

LOCATION	Restrictions			LOCATION	Restrictions		
	Stream-liner Diesel Operated	Other Pass. Trains	Freight Trains		Speed per Hour	Stream-liner Diesel Operated	Other Pass. Trains
<b>BETWEEN FOND DU LAC AND TAVIL</b> Maximum speed, miles per hour: Streamliner Trains—Diesel Operated: Straight track.80 Curves.....70 Other Passenger Trains: Straight track.70 Curves.....70 Freight Trains.....50				MP 221.0 to 221.6—Within City Limits, Kaukauna.....	60	60	45
MP 176.7 to 178.3—Tower NW to Scott Street, Fond du Lac.....	30	30	30	MP 224.2 to 224.7—around reverse curves 2.5 miles west of Kaukauna.....			45
MP 178.3 to 179.8—Between Scott St. and crossover at east end of yard at North Fond du Lac.....		50	35	MP 227.3 to 228.0—Around curve through Wrightstown.....	65	55	.....
MP 182.2—over switches at Dexter (westward only).....	40	40	40	MP 236.2 to 237.8—Within City Limits, De Pere.....	65	60	.....
MP 182.2 to 193.5—Between switches at Dexter and curve 1/2 mile east of South Oshkosh.....			45	MP 237.8 to 241.8—Between De Pere and Tavil.....	70	60	45
MP 193.5 to 194.1—Around curve 1/2 mile east of South Oshkosh and to Fox River draw bridge.....	60	50	45	<b>BETWEEN WISCONA AND CEDAR GROVE</b> Maximum Speed, miles per hour: Streamliner Trains—Diesel Operated: Straight Track 70 Curves.....70 Other Passenger Trains: Straight Track 70 Curves.....70 Freight Trains.....50			
MP 194.1 Over Fox River draw bridge at Oshkosh.....	15	15	15	MP 4.8 to 5.4 Through Interlocking, Wisconia.....	25	25	25
MP 194.1 to 196.2—Between Fox River draw bridge and north city limits at Murdoch Street, Oshkosh.....	30	30	30	MP 6.5 to 7.2—Around curve between Wisconia and east passing track switch, Fox Point.....	65	60	45
MP 196.2 to 197.0—Between Murdoch St. and Tower CF Interlocking, Oshkosh.....	40	40	40	MP 25.2—Over Grand Ave. crossing, Port Washington.....	30	30	30
MP 197.0—Tower CF Interlocking—westward Diverging route to Ashland Division.....	40	40	40	MP 26.0—Around Curve 3/4 mile west of Port Washington.....	65	60	45
MP 197.0 to 202.0—Between Tower CF, Oshkosh and Signals 162 and 163—1 1/4 miles east of Snells.....			45	MP 28.0 to 30.8—Around curves between Signa and Belgium.....	60	60	45
MP 206.6 to 208.0—So. Commercial Ave. to M. St. P. & S. S. M. crossing Neenah.....	30	30	30	<b>BETWEEN CEDAR GROVE AND DUCK CREEK</b> Maximum Speed, miles per hour: Streamliner Trains, Diesel Operated: Straight track.80 Curves.....75 Other Passenger Trains: Straight track.70 Curves.....70 Freight Trains.....50			
MP 208.0—Over M. St. P. & S. S. M. crossing, Neenah.....	15	15	15	MP 50.9 to 54.0—Between Union Ave. and west City Limits at North Ave., Sheboygan, main line and cut-off.....	30	30	30
MP 208.0 to 209.2—Between M. St. P. & S. S. M crossing, Neenah and around curve west of Bridge 366.....	55	50	40	MP 76.3 to 77.3—Over Interlocking, Calumet Yard and to curve at Manitowoc passenger station.....	30	30	30
MP 212.5 to 213.0—Approaching Appleton Jct.—westward.....	30	30	30	MP 77.3 to 77.8—Around curve at Manitowoc passenger station.....	20	20	20
MP 213.0—Over C. & N. W. crossing, Appleton Jct.....	15	15	15	MP 77.8 to 78.6—Between Manitowoc drawbridge and Rosemere.....	40	40	30
MP 213.0 to 215.0—Within City Limits, Appleton.....	40	40	30				
MP 215.0 to 221.0—Between City Limits, Appleton and east City Limits, Kaukauna.....		65	45				

# SPEED RESTRICTIONS

16

LOCATION	Restrictions			LOCATION	Restrictions				
	Stream-liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Speed per Hour	Pass. Trains			
MP 76.3 to 78.6—Between Calumet Yard and Rosemere via cut-off.....	30	30	30	<b>BETWEEN BONITA AND SCOTT LAKE</b> Maximum speed, miles per hour: Passenger trains.....40 Freight trains.....25					
MP 78.6—Rosemere Interlocking—Straight routes..... Diverging routes.....	30 20	30 20	30 20	MP 61.0 to 61.4—Around curves 5 miles west of Mountain.....	30				
MP 84.0 to 86.0—Between 1½ miles east of Francis Creek and ½ mile west of Francis Creek.....	70			MP 62.0 to 63.0—Around curves between 6 and 7 miles west of Mountain.....	20	20			
MP 93.7 to 94.5—Around reverse curves from 1 mile west of Maribel to 1.8 miles west of Maribel.....	70			MP 67.0 to 67.7—Around reverse curves between 2 and 3 miles west of Lakewood.....	20	20			
MP 97.0 to 106.4—From Denmark to Bellevue	70			MP 71.3 to 73.7—Around reverse curves between 2 miles west of Townsend and 1/4 mile east of Carter.....	30				
MP 111 to 112.1—Approaching Fox River drawbridge, Green Bay.....	70	60	45	MP 79.0 to 81.0—Around reverse curves between Wabeno and 2 miles west of Wabeno.....	20	20			
MP 112.1 to 112.6—Over Fox River drawbridge, Green Bay.....	20	20	20	MP 88.7 to 95.3—Between Laona and M. St. P. & S. S. M. crossing.....	35				
MP 112.6 to 113.8—Between Fox River drawbridge and Tavil.....	40	40	30	MP 95.3—M. St. P. & S. S. M. crossing—gates operated by C. & N. W.....	Stop	Stop			
MP 241.9 to 1.0—Over C. M. St. P. & P. crossing, through switches at Tavil, over G. B. & W. crossing and to Broadway Tower, Green Bay.....	20	20	20	MP 95.3 to 123.4—Between M. St. P. & S. S. M. crossing and Scott Lake.....	35				
MP 1.0 to 4.2—From Broadway Tower, Green Bay to Duck Creek.....	70			<b>BETWEEN GILLETT AND OCONTO</b> Maximum speed, miles per hour: Passenger trains.....35 Freight trains.....30					
MP 4.2—Over Centralized Control junction switch, Duck Creek on diverging route.....	25	25	25	MP C-46.1—Over C. M. St. P. & P. crossing at Stiles Jct.....	20	20			
LOCATION	Restrictions			MP C-54.3—Over Highway No. 41 crossing at Oconto	5	5			
	Speed per Hour	Pass. Trains	Freight Trains	MP C-54.3—Between Highway No. 41 crossing and Oconto station.....	15	15			
<b>BETWEEN DUCK CREEK AND ELAND</b> Maximum speed, miles per hour: Passenger trains.....60 Freight trains.....45				<b>BETWEEN TWO RIVERS JCT. AND TWO RIVERS</b> Maximum speed, miles per hour: Passenger trains.....30 Freight trains.....30					
MP 5.5 to 10.6—From 1 1/4 miles west of Duck Creek to 1/2 mile east of Anston, around curves only....	50			<b>BETWEEN ROSEMERE AND KAUKAUNA</b> Maximum speed, miles per hour: Passenger trains.....40 Freight trains.....30					
MP 17.0—Over Laona Line junction switch, Pulaski..	25	25		MP 93.4 to 94.2—Through Village of Reedville.....	15	15			
MP 37.0—Over M. St. P. & S. S. M. Interlocking, Shawano: Westward..... Eastward.....	40 30	40 30		MP 99.6—Main St. crossing, east end of platform, Brillion.....	Stop	Stop			
MP 37.8—Over Main St. crossing at Shawano station.	15	15		MP 104.0—C. M. St. P. & P. crossing, Forest Jct....	Stop	Stop			
MP 68.5 to 69.0—Around curve and over junction switch at East Switch, Eland.....	20	20		MP 110.0 to 112.5—From 2 1/2 miles east of Kaukauna to Kaukauna.....	20	20			
<b>BETWEEN PULASKI AND BONITA</b> Maximum speed, miles per hour: Passenger trains.....45 Freight trains.....30				MP 112.5—Dodge St. crossing, east end of Kaukauna Yard..... Main St. crossing, east end Kaukauna station platform, Flag over.....	Stop	Stop			

## SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions		
	Speed per Hour			Pass. Trains	Freight Trains	
	Pass. Trains	Freight Trains				
<b>BETWEEN JANESVILLE AND TOWER NW</b> Maximum speed, miles per hour: Passenger trains.....45 Freight trains, Class H engines....30 Other Freight trains.....35			<b>BETWEEN MARSHLINE AND MARSHFIELD</b> Maximum speed, miles per hour: Passenger trains.....45 Freight trains.....35			
MP 91.6—Over Interlocking 1/5 mile west of Janesville.....	15	15	MP 1.0—M. St. P. & S. S. M. crossing, Marshline, gate operated by C. & N. W.....	Stop	Stop	
MP 94.2—Over C. M. St. P. & P. crossing, Tower MI..	30	30	MP 20.1—C. M. St. P. & P. crossing, Ripon Jct.....	Stop	Stop	
MP 99.6—Over C. M. St. P. & P. crossing, Milton Jct.	15	15	MP 20.1 to 23.1—Between C. M. St. P. & P. crossing, Ripon Jct. and Bridge No. 1019—2.7 miles west of Ripon.....	30	25	
MP 111.0 to 112.0—Through City of Fort Atkinson...	15	15	MP 31.0 to 33.0—Over St. Marie marsh.....	30	20	
MP 116.5 to 117.5—Through City of Jefferson.....	15	15	MP 35.5 to 35.8—Between Princeton and Fox River Bridge, 0.3 miles west of Princeton.....	30	20	
MP 117.4—Candise St., 1200 ft. west of station, Jefferson.....	Stop	Stop	MP 90.3—Over State St. crossing 600 ft. west of station, Neshkora.....	15	15	
MP 119.6—Over C. & N. W. crossing, Jefferson Jct..	20	20	MP 92.7 to 93.0—Over junction switch and around curve at Bannerman.....	15	15	
MP 130.6—C. M. St. P. & P crossing, Watertown....	Stop	Stop	MP 102.0 to 103.0—Around curves 4 miles west of Wautoma.....	30	25	
MP 130.6 to 131.6—Within city limits, Watertown...	15	15	MP 106.5 to 106.8—Around reverse curves through Wild Rose.....	20	20	
MP 140.0—Over C. & N. W. crossing, Clyman Jct....	30	30	MP 110.0 to 114.0—From 3 miles west to 7.0 miles west of Wild Rose—Eastward.....	30	25	
MP 145.2 to 145.9—Within city limits, Juneau.....	20	20	MP 114.0 to 116.9—From 3 miles east of Almond to Almond.....	40	30	
MP 149.0—Over C. M. St. P. & P. crossing, Minnesota Jct.....	20	20	MP 116.9 to 117.4 over all switches at Almond .....	20	20	
MP 152.6—Over C. M. St. P. & P. crossing, Burnett.	20	20	MP 122.7—M. St. P. & S. S. M. crossing at Bancroft.	Stop	Stop	
MP 174.1—Over C. M. St. P. & P. crossing 2.7 miles east of Tower NW.....	20	20	MP 139.0 to 140.6—Between 1 mile east of Wisconsin River Bridge and NE Jct.....	25	20	
MP 176.0—Over M. St. P. & S. S. M. crossing, 0.8 mile east of Tower NW.....	20	20	MP 140.6 to 141.0—Between NE Jct. and Grand Ave. crossing at Wisconsin Rapids station.....	20	20	
<b>BETWEEN SHEBOYGAN AND EASTLINE</b> Maximum speed, miles per hour: Passenger trains.....35 Freight trains.....25			MP 141.0—Grand Ave. crossing, Wisconsin Rapids—Flag over.....	Stop	Stop	
MP 1.0—Between Maryland Ave. and Cut-off railroad crossing, Sheboygan.....	20	20	MP 141.2—C. M. St. P. & P.—M. St. P. & S. S. M. crossing 1300 ft. west of Wisconsin Rapids station.	Stop	Stop	
MP 5.0 to 6.5—Within city limits, Sheboygan Falls..	10	10	MP 141.5—G. B. & W. crossing 0.5 mile west of Wisconsin Rapids.....	Stop	Stop	
MP 14.3—Over C. M. St. P. & P. crossing, Plymouth..	15	15	MP 142.9 to 143.2—Around curves 0.8 mile west of Westrap.....	25	20	
MP 17.5 to 18.6—Around curves between 2 miles and 2 1/2 miles east of Glenbeulah.....	15	15	MP 143.2 to 165.0—Between 0.8 mile west of Westrap and Eastmar.....	40	25	
MP 21.0 to 22.0—Around curves between 1 mile and 2 miles west of Glenbeulah.....	25	25	MP 165.0—M. St. P. & S. S. M. junction switch, Eastmar.....	Stop	Stop	
MP 43.0 to 43.7—Over Main St. crossing 0.7 miles east of Eastline and to Eastline.....	15	15				

# SPEED RESTRICTIONS

LOCATION	Restrictions	
	Speed per Hour	
	Pass. Trains	Freight Trains
MP 166.0—Around curve and between C. St. P. M. & O—M. St. P. & S. S. M. connection switches and Marshfield station.....	15	15
Marshfield—See Rule 11, page 19 regulating operation on joint track.		
<b>BETWEEN NE JUNCTION AND NEKOOSA</b>		
Maximum speed, miles per hour:		
Passenger trains.....	30	
Freight trains.....	25	
MP 4.0—M. St. P. & S. S. M. crossing at Port Edwards	Stop	Stop
MP 5.6—N. E. P. Co. gauntlet track 1 3/4 miles west of Port Edwards.....	Stop	Stop
MP 6.7—N. E. P. Co. crossing 900 ft. east of station, Nekoosa.....	Stop	Stop
<b>BETWEEN BANNERMAN AND RED GRANITE</b>		
Maximum speed, miles per hour:		
Passenger trains.....	30	
Freight trains.....	25	
MP 7.6—Street crossing at station, Red Granite—Flag over.....	Stop	Stop

## ADDITIONAL SPEED, MOTOR PASSENGER TRAINS

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

## ADDITIONAL SPEED RESTRICTIONS

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

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

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

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

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

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

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

6. Steam wrecking outfit will not exceed 40 miles per hour between Wisconsa, Fond du Lac and Eland. Trains handling logs or pulpwood between Carter and Mountain will not exceed 20 miles per hour; trains handling stone between Bannerman and North Fond du Lac will not exceed 25 miles per hour.

## ADDITIONAL SPEED RESTRICTIONS—Continued

18

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

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

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

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

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

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

## SPECIAL RULES

STANDARD 1. Clocks showing Central Standard time are located at Train TIME Dispatcher's Office, at Green Bay, telegraph offices Janesville, RULE 3 Watertown, Fond du Lac, North Fond du Lac, South Oshkosh, Wisconsin Rapids, Marshfield, Milwaukee, Sheboygan, Kaukauna, Eland, North Green Bay, Manitowoc, Laona, Roundhouses at Sheboygan, Manitowoc, North Green Bay and North Fond du Lac.

SUPERIOR 2. EASTWARD trains are superior to WESTWARD trains of DIRECTION the same class except between Duck Creek and K. G. B. & W. RULE S-72 crossing, Green Bay.

REGISTER 3. Train registers are located at Fond du Lac, North Fond du STATIONS Lac, Clyman Junction, Watertown, Janesville, Bannerman, Marshfield (Soo Line trains at Soo Line Station), Wisconsin Rapids, South Yard, Sheboygan, Calumet Tower, Manitowoc, Two Rivers, Green Bay, North Green Bay, Eland, Gillett, Stiles Jct., Oconto, Laona.

At Long Lake for Nos. 517 and 504.  
At Appleton Junction for Nos. 125, 55 and 296.  
At South Oshkosh, for Ashland Division trains.

Trains not stopping at Clyman Junction, North Green Bay, Calumet YARD Tower and South Yard may register by using Register Blank R. Eastward trains will obtain train order register check at Marshfield.

Westward trains via the Sheboygan Cut-Off, before entering the main line will get a register check from the Train Dispatcher.

Freight trains will not register at Green Bay.  
Westward trains originating at Milwaukee will obtain at Milwaukee a train order register check on superior trains at Wisconsa.

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

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

Trains from Butler will not be required to obtain Clearance Form A at Wisconsa when train order signal is clear. Trains to and from Milwaukee via Fox Point will not be required to obtain Clearance Form A at Wisconsa.

**SPECIAL RULES—Continued**

**TRAIN ORDERS** 5. In two or more track districts extra trains will be operated without train orders.

**TWO TRACK DISTRICT** 6. Two main tracks are in operation as follows:

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

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

**FREIGHT TRAINS** 7. The following freight trains only will be permitted to CARRYING CARRIERS carry a limited number of passengers, provided with proper transportation:

No. 39 Between Ripon and Wisconsin Rapids.  
No. 49 Between Grimms and Forest Jct.  
No. 231 Between Manitowoc and Two Rivers.  
No. 47 Between Eastline and Sheboygan.  
No. 34 Between Wisconsin Rapids and Ripon.  
No. 202 Between Two Rivers and Manitowoc.  
No. 46 Between Sheboygan and Eastline.

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

**EASTWARD**

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

**WESTWARD**

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

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

Within village of Fox Point whistling prohibited between 8:00 P.M. and 7:00 A.M., except that whistle shall be sounded at all hours on Southbound trains approaching and passing Dean Road crossing near north Village Limits. Between 7:00 A.M. and 8:00 P.M., sound whistle approaching and crossing street intersections within Village limits which are not protected by electric warning signals.

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

**11. MOVEMENT OF TRAINS ON RUNNING TRACKS**

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

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

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

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

**MARSHFIELD** The main track from Marshfield passenger station, junction switch of the Ashland and Lake Shore Divisions, and Minneapolis, St. Paul & Sault Ste. Marie Transfer connection to the Lake Shore Division will be used jointly by trains and engines of the Ashland and Lake Shore Divisions, C. & N. W. Ry., Chicago, St. Paul, Minneapolis & Omaha Railway and Minneapolis, St. Paul & Sault Ste. Marie, in common, irrespective of class.

**SPECIAL RULES—Continued**

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

**STILES JCT. AND OCONTO** C. M. St. P. & P. Ry. trains and engines will use C. & N. W. Ry. tracks jointly and in common between interchange track switch at Stiles Jct. and the C. M. St. P. & P. connection switch 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.

**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.

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

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

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

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

**12. MOVEMENTS OVER STREET CROSSINGS**

**FT. ATKINSON** Crossing flagmen are on duty on Milwaukee and Main Streets and Sherman Ave. from 8:45 to 4:45 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.

**OCONTO** 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.

**13. BULLETIN BOARDS**

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

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

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

**SPRINKLING 14.** Conductors will see that Rule 731 is observed and that record is entered on wheel report in space provided showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Shawano, Pulaski.

### BLOCKING AUTOMATIC BLOCK

Tower NW to Tavil.  
Wisconsa to Rosemere.  
Calumet Yard to Rosemere via cut-off.

### CENTRALIZED CONTROL SYSTEM

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

Rules 302A to 373 govern between:

Tower NW and Janesville.....7.30 AM to 4.30 PM

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

Fort Atkinson Jefferson Jefferson Jct. Clyman Jct. Janesville

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

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

Peninsula Division trains starting at North Green Bay will receive instructions at the telegraph office as to condition of manual block between Duck Creek and the next open block west of Duck Creek. Peninsula Division trains starting from Green Bay will understand that when the train order-block signal at North Green Bay is clear, it indicates that the block is clear from Duck Creek to the next open block station west thereof. When this train order-block signal is at stop, trains must secure authority before proceeding.

### TIME SPACING

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

### SPRING SWITCHES

20

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

JANESVILLE	At end of Two Tracks one-fifth (1/5) mile west of Janesville passenger station. Normal position for eastward movements.
DEXTER	1. At End of Two Tracks, normal position for Eastward movement. 2. On Eastward main track to Westward yard lead, normal position for main track movements.
OSHKOSH	At east End of Two Tracks, normal position is for westward movements.
ROTHS	Main track switch to Sheboygan Cut-off, normal position is for main track movements.
MANITOWOC	Main track switch of the cross-over to the switch lead track, 1/4 mile east of passenger station, 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.

### CROSSINGS, DRAWBRIDGES AND JUNCTIONS

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

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

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

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

When a train or engine has been stopped by a Stop-signal at the above interlocking a trainman or the engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding.

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

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

C. M. St. P. & P.....	Watertown Jct.
-----------------------	----------------

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

## CROSSINGS, DRAWBRIDGES AND JUNCTIONS—Continued

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

M. St. P. & S. S. M. .... Neenah

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

C. M. St. P. & P. .... Forest Jct.

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

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

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

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocking railroad crossing, regardless of whether the signal is clear or not. If the signal indicates Proceed, the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672 amended.

## JUNCTIONS AT WHICH RULES 401 TO 407 AND 601A TO 601F WILL BE OBSERVED

C. & N. W. .... Duck Creek.

## CROSSINGS, JUNCTIONS AND DRAW BRIDGES AT WHICH RULE 98 WILL BE OBSERVED

T. M. E. R. & L. Ry.	Port Washington, Belt Line.
C. & N. W.	Gillett.
C. M. St. P. & P. & C. & N. W.	Oconto, Down Town Lead.
C. M. St. P. & P.	Reiss Coal Dock Lead, Green Bay.
Fox River	Kaukauna Water Power.
Fox River	De Pere Water Power.
Branch Line Trains at their respective junction switches.	

## EXPLANATION OF CHARACTERS

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

## ACTUAL TONNAGE RATINGS

District	Class of Engine		
	J	Z	R-1
EASTWARD			
Scott Lake to Carter			1600
Carter to Suring			2450
Suring to Gillett			1750
Gillett to Pulaski	3200	2750	1600
Eland to Shawano	4000	3440	2000
Shawano to Pulaski	3250	2795	1625
Pulaski to Green Bay	5000	4300	2500
Gillett to Oconto			1800
WESTWARD			
Green Bay to Calumet Yard	2500	2150	1250
With Helper to Denmark	3500	3010	1750
Calumet Yard to Butler—Milwaukee	3500	3010	1750
Kaukauna to Calumet Yard	1800	1550	900
Marshfield to Wisconsin Rapids		2950	1710
Wisconsin Rapids to Ripon		1895	1100
Ripon to Fond du Lac		2580	1500
Fond du Lac to Glenbeulah			850
Glenbeulah to Sheboygan			1250
Green Bay to Kaukauna	4000	3440	2000
Kaukauna to Appleton Jct.	3500	3010	1750
Appleton Jct. to Fond du Lac	4200	3615	2100
Fond du Lac to Janesville	2800	2410	1400
Janesville to Clyman Jct.	2650	2280	1325
With helper out of Janesville	3250	2795	1625
Clyman Jct. to Fond du Lac	3700	3185	1850
Fond du Lac to Neenah	3800	3270	1900
Neenah to Appleton	3250	2795	1625
Appleton Jct. to Green Bay	4000	3440	2000
Sheboygan to Malone			1000
Malone to Fond du Lac			1350
Fond du Lac to Wisconsin Rapids		1720	1000
Wisconsin Rapids to Marshfield		2755	1600

Add 5% to rating of "J" locomotive to obtain rating for "JS" locomotive.  
Add 10% to rating of "J" locomotive to obtain rating for "JA" locomotive.  
Add 14% to rating of "J" locomotive to obtain rating for C. St. P. M. & O. "J2" locomotive.

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

## OVERHEAD OBSTRUCTIONS

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

For Points Between	Height Above Top of Rail			Structures Limiting Height	
	9 ft. Wide	10 ft. Wide	11' 6" Wide		
Janesville and Jefferson Jct.	17	7 17	0 16	2	O. H. Br. 181½ at Jefferson and Tank at Jefferson Jct.
Jefferson Jct. and Clyman Jct.	17	7 17	0 16	2	Tank at Jefferson Jct.
Clyman Jct. and Fond du Lac	17	4 16	11 16	3	O. H. Br. 293 W. of Oakfield. Tank at Burnett.
Fond du Lac and Oshkosh.	19	10 19	3 18	3	Br. 304 at Fond du Lac.
Oshkosh and Appleton Jct.	21	6 21	6 21	6	
Appleton Jct. and Tavil.	20	10 20	3 19	3	Tank at Little Chute.
Fond du Lac and Sheboygan	16	5 15	8 14	7	O. H. Br. 804 17th Street, Sheboygan. Tank at Plymouth.
Fond du Lac and Marshfield	17	9 17	3 16	4	Tank at Bannerman.
Wisconsa and South Yard.	18	1 17	5 16	6	O. H. Br. 1803 at Wisconsa and tank at Port Washington.
South Yard and Calumet Yard (via Main Line, wye and South Water St. Track in Sheboygan)	19	9 19	9 19	9	O. H. Bridge 2005½ at Georgia Ave., Sheboygan.
South Yard and Sheboygan (via main line)	18	7 18	7 18	7	O. H. Br. 2006½ at Sheboygan.
South Yard and Roths (via Sheboygan Cut-off)	17	5 17	5 17	5	O. H. Br. 1998-D at Indiana Ave., and O. H. Br. 1998-K at Erie Ave., Sheboygan.
Sheboygan and Calumet Yard	21	6 21	6 21	6	
Calumet Yard and Rosemere (via Manitowoc)	19	6 18	10 18	0	Tank and Coal Chute at Calumet yard.
Passing Track, Calumet Yard	15	10 15	10 15	10	Coal Chute.
Calumet Yard and Rosemere (via Cut-off)	19	8 19	5 19	0	Coal Chute at Calumet Yard.
Rosemere and Green Bay	20	1 20	1 19	6	O. H. Br. U-49, W. of Maribel and Br. U-104, Green Bay.
Rosemere and Kaukauna	21	6 21	6 21	6	
Green Bay and Duck Creek	21	6 21	6 21	6	
Duck Creek and Eland	17	11 17	3 16	2	O. H. Br. 1507 West of Duck Creek and Tank at Pulaski.
Pulaski and Scott Lake	17	7 17	0 16	0	Tanks at Pulaski and Gillett.
Gillett and Oconto	17	7 17	0 16	0	Tank at 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 11' 6" in width, regardless of height. Trainmen and yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the division.

## SURGEONS

22

CHICAGO	Irving S. Cutter, M. D.	Medical Director
		Telephone Call
		Office Residence
MILWAUKEE	O. R. Lillie, M. D., Dist. Surgeon	Dal. 3221 Hop 0178
	V. F. Lang, M. D., Assoc. Dist. Surgeon	Mar. 6975 Edg. 7863
	G. W. Fox, M. D., Assoc. Surgeon	Dal 3221 Lak 1948
	May be called any place between Milwaukee and Ulao.	
	Dr. J. S. Gordon, Oculist and Aurist	....
	Dr. Ralph Sproule, Oculist and Aurist	....
	F. C. Heidner, M. D., Local Surgeon	Con 7566 Lak 0471
	Dr. S. J. Seeger, Local Surgeon	.... Mar. 3111 Edg 0711
	Dr. E. Mason, Local Surgeon	.... Bwy 2132 Hop 5313
	Dr. C. A. Evans Cons. Local Surgeon	.... 2517 Lak 0843
	Dr. J. A. Bach, Cons. Local Surgeon	.... 0998 Lak 2877
BUTLER	M. R. Markson, M. D., Local Surgeon	
	Emergency cases only	
		Blu 9619-R- Mar 6350 Blu 0581
JANESVILLE	W. H. McGuire, M. D., Dist. Surgeon	840 142
	May be called to any place between Janesville and Johnson Creek.	
	T. J. Snodgrass, M. D., Local Surgeon	562 815
	Dr. W. Munn, M. D., Local Surgeon	3310 426
FORT	H. O. Caswell, M. D., Local Surgeon	344 92
ATKINSON	O. H. Hanson, M. D., Local Surgeon	67 48-R
JEFFERSON	Jay C. Brewer, M. D., Local Surgeon	39 39
WATERTOWN	Anthony C. Hahn, M. D., Local Surgeon	87-W 87-R
	A. C. Nickels, M. D., Local Surgeon	1000 747
JUNEAU	H. J. Heath, M. D., Local Surgeon	15-W 15-R
FOND DU LAC	Henry E. Twohig, M. D., Dist. Surgeon	431 467
	David J. Twohig, M. D., Dist. Surgeon	431 489
	W. H. Folsom, Oculist and Aurist	431 2873
	May be called to any place between Fond du Lac and Black Wolf and Watertown and Wautoma.	
	E. V. Smith, Jr., M. D., Local Surgeon	138 848
	P. G. McCabe, M. D., Local Surgeon	185 2858
OSHKOSH	F. G. Connell, M. D., Dist. Surgeon	4567 883
	May be called to any place between Appleton and Black Wolf.	
	B. Clark, Jr., M. D., Local Surgeon	2289 192
	L. M. Smith, M. D., Local Surgeon	940 1270
NEENAH	G. H. Williamson, M. D., Local Surgeon	147-W 147-R
	Thad. D. Smith, M. D., Local Surgeon	72 1511
APPLETON	J. B. Mac Laren, M. D., Local Surgeon	5300 2212
	D. M. Gallaher, M. D., Local Surgeon	5300 1324
	C. D. Neidhold, M. D., Local Surgeon	5380 362
	J. O. Reeve, M. D., Cons. Surgeon	1213 1213
KAUKAUNA	G. J. Flanagan, M. D., Local Surgeon	67W 67R
GREEN BAY	R. L. Troup, M. D., Dist. Surgeon	A-1880 A-1508
	May be called to any place between Appleton and Green Bay, Denmark, Eland and Scott Lake.	
	W. J. Troup, M. D., Oculist and Aurist	A-1880 A-1508
	R. C. Brown, Orthopedic Surgeon	.... A-1880 H-5306
	H. S. Atkinson, M. D., Local Surgeon	.... A-2450-W A-2450-R
	O. A. Steinnon, M. D., Local Surgeon	.... A-2937-W A-2937-R
	E. S. Schmidt, M. D., Oculist and Aurist	.... A-2392 A-2456
SHEBOYGAN	A. E. Genter, M. D., Local Surgeon	2700 189
	O. E. Fiedler, M. D., Local Surgeon	2700 610
	W. H. Newman, M. D., Oculist and Aurist	2700 2660
	T. J. Gunther, M. D., Local Surgeon	2700 2853
PLYMOUTH	H. F. Deicher, M. D., Local Surgeon	.... 246-R2
RIPON	J. M. Johnson, M. D., Local Surgeon	.... Blk 244 Blk 244-R
WAUTOMA	G. L. Karnopp, M. D., Local Surgeon	.... 6-77 6-77-2
WIS. RAPIDS	Frank Pomainville, M. D., Local Surgeon	583 248

## SURGEONS—Continued

		Telephone	Call
		Office	Residence
MARSHFIELD	K. H. Doege, M. D., Dist. Surgeon.....	370	681
May be called to any place between Marshfield and Wautoma.			
W. A. Vedder, M. D., Local Surgeon.....	370	626	
P. F. Doege, M. D., Local Surgeon.....	370	304	
POR			
WASHINGTON	W. H. Drissen, M. D., Local Surgeon...	85-W	85-R
MANITOWOC	F. W. Hammond, M. D., Dist. Surgeon...	844-W	844-R
May be called to any place between Port Washington and Maribel, and between Manitowoc and Kaukauna.			
R. W. Hammond, M. D., Local Surgeon.	844-W		
T. H. Rees, M. D., Local Surgeon.....	88	3170	
TWO RIVERS	L. J. Moriarity, M. D., Local Surgeon...	363	363
SHAWANO	C. E. Stubenvoll, M. D., Local Surgeon..	24-W	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	H. Aageson, M. D., Local Surgeon.....	386	620
WABENO	G. H. Reddick, M. D., Local Surgeon...	1	
LAONA	E. G. Ovitz, M. D., Local Surgeon.....	32	50

## TRACK SCALES

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

## WATCH INSPECTORS

Milwaukee.....	H. HAMMERSMITH, 201 Alhambra Bldg.
Milwaukee.....	J. WELLSTIEN & CO., 1116 W. National Ave.
Milwaukee.....	H. J. OBERST, 615 W. Mitchell Ave.
Milwaukee.....	M. H. KLOPF, 2369 Klinnickinnic Ave.
Milwaukee.....	L. J. Vogen, 3215 W. North Ave.
Manitowoc.....	J. E. RUMMELE CO.
Sheboygan.....	A. IMIG SONS, 621 No. 8th St.
Kaukauna.....	WERNER KOCH, 123 E. 2nd St.
Oconto.....	WM. RUNKEL, 1023 Main St.
Janesville.....	DEWEY & BRANDT, 16 E. Milwaukee St
Jefferson.....	JOSEPH WESTERMAN
Watertown.....	A. WIGGENHORN & SON, 13 Main St.
Fond du Lac.....	J. P. HESS, 24 So. Main St.
No. Fond du Lac.....	D. W. TRECOTT
Oshkosh.....	J. F. KRUMRICH, 145 Main St.
Neenah.....	P. A. HAERTL
Appleton.....	M. SPECTOR, 626 Appleton St.
Green Bay.....	HALFPAP BROS., 409 Dousman St., 614 S. Broadway
Wisconsin Rapids.....	J. E. DALY, Drug and Jewelry Co.
Marshfield.....	W. L. GRAY, Freight Station

## DIVISIONAL STAFF

## ASSISTANT SUPERINTENDENTS

F. L. HOUX, GREEN BAY G. C. STUART, NORTH FOND DU LAC

## DISPATCHERS

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

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

W. W. HOFFMAN, Master Mechanic  
GREEN BAY

H. H. THURBER, Asst. Master Mechanic  
ESCANABA

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

## ROADMASTERS

R. B. JOHNSON C. S. McCONNELL L. V. JOZWIAK  
M. A. HAESSLY MANITOWOC GREEN BAY  
FOND DU LAC

## DIVISION ENGINEER

S. S. LONG  
GREEN BAY

## DISTRICT CLAIM AGENTS

W. H. KELLEY A. L. MCKINNEY L. C. ESPERSEN  
GREEN BAY ANTIGO ST. PAUL