

CHICAGO & NORTH-WESTERN RAILWAY

113. 131
69
62

LAKE SHORE DIVISION

No. 16 TIME TABLE No. 16

Takes Effect Sunday, November 20th, 1910.

AT 12 O'CLOCK NOON

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

W. D. CANTILLON,
GENERAL MANAGER.

W. E. MORSE,
ASS'T GEN'L MANAGER.

S. G. STRICKLAND,
GEN'L SUPERINTENDENT.

BETWEEN MILWAUKEE AND KAUKAUNA.—GOING NORTH.

THIRD CLASS				SECOND CLASS				Capacity of Passing Tracks	Distance from Milwaukee	Sub-Division 1		FIRST CLASS									
	45	101	289		523	187	369	189		STATIONS		111	105	119	131	17	317	141	205		
	Way Freight	Freight	Freight		Way Freight	Iron Range Time Freight	Time Freight	Peninsula Time Freight		Time Table 16		Ashland Express	Wisconsin Passenger	Lake Shore Express	Local Passenger	Wisconsin Local	Eland Jet Passenger	Two Rivers Passenger	Passenger		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	DAILY	DAILY	DAILY		Nov. 20th, 1910		DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday		
									0.0	Chicago		PM 5.00	11.30	AM 8.00				AM 3.00			
									0.0	Milwaukee		PM 7.30	PM 1.45	AM 10.35	AM 7.15			AM 7.40			
	AM 6.00					PM 11.30	PM 2.00	AM 1.35		L. S. June		PM 7.38	PM 1.54	AM 10.45	AM 7.25			AM 7.50			
	6.15					11.45	2.15	1.50	3.6	Whitesh Bay		* 7.42	* 1.57	* 10.50	† 7.30			† 7.55			
	6.25					11.52	2.18	1.56	49	Siding 6		* 7.45	* 2.00	* 10.54	* 7.33			† 8.00			
	6.40					11.58	2.27	2.00	80	Fox Point				† 10.57	† 7.35			† 8.03			
									8.8	Dillman's				† 11.00				† 8.07			
	7.00					12.15	2.47	2.18	80	Mequon		* 7.58	† 2.11	11.05	† 7.45			8.13			
									13.3	Bartel				† 11.12	† 7.50			† 8.20			
	7.25					12.35	3.10	2.38	85	Ulae		* 8.10	† 2.22	† 11.21	† 7.58			† 8.30			
	7.45					12.50	3.40	2.50	25.2	Port Washington		8.17	2.32	11.31	8.08			8.41			
	8.24								28.7	Lime Kilns		* 8.23	† 2.38	† 11.38	† 8.15			† 8.48			
	8.33					1.00	4.00	3.05	30	Decker's				* 11.44				† 8.53			
									31.4	Belgium		* 8.30	2.47	11.48	8.24			8.58			
	8.50					1.15	4.25	3.15	82	Cedar Grove		* 8.38	2.57	11.59	8.33			9.08			
	9.05					1.32	4.41	3.32	32	Oostburg		* 8.46	3.05	12.08	8.40			9.16			
	9.22					1.45	4.53	3.45	80	Weeden's											
	10.10					2.10	5.16	4.10	50.0	South Yard		* 8.56	* 3.16	* 12.23	* 8.50			* 9.32			
	10.15					Via Cut Off	6.00	Via Cut Off	51.8	Maryland Avenue		* 9.00	* 3.19	* 12.28	* 8.54			* 9.36			
	10.45								52.1	Sheboygan		9.01	3.25	12.29	8.58	AM 4.40		9.37			
	10.50					2.25	6.33	4.20	54.0	Sheboygan Cut Off		* 9.05	* 3.30	* 12.32	* 9.05	* 4.43		* 9.40			
	10.51								54.3	Roth's Spur		* 9.06	* 3.31	* 12.33	* 9.06			* 9.41			
									57.2	Mosel											
	11.05					2.45	7.00	4.32	80	Seven Mile Creek		* 9.14	† 3.40	† 12.43	† 9.15	† 4.55		† 9.51			
	11.15					3.03	7.12	4.43	43	Cleveland		* 9.22	3.48	12.53	9.24	5.05		10.00			
	11.30					3.20	7.24	4.54	45	Newton		* 9.30	† 3.56	† 1.07	† 9.34	5.24		† 10.12			
	12.52					3.50	7.40	5.10	76.0	Calumet Yard		* 9.40	* 4.07	* 1.19	* 9.45	* 5.42		* 10.25			
	Via Cut Off	AM 10.05	AM 6.30			Via Cut Off	8.05	Via Cut Off	77.3	Manitowoc		9.45	4.15	1.22 PM	9.50	5.45 5.55	AM 7.30	10.28	PM 4.18		
									78.4	Two Rivers June		* 9.47	* 4.17		* 9.52	* 5.58	7.33	10.30 AM	4.23 PM		
	12.57	AM 10.11	6.36 AM			3.08 PM	4.10 AM	5.40 AM	78.7	Montrose Jet		* 9.48	* 4.18		* 9.54	* 5.59	7.34 AM				
	1.05								79.2	Montrose Siding		* 9.49	* 4.19		* 9.55	* 6.00					
	1.37								84.2	Branch		* 9.58	† 4.29		† 10.07	† 6.15					
	2.01								87.2	Whitelaw		* 10.04	† 4.36		† 10.14	† 6.24					
	2.14								89.1	Cato		* 10.07	4.41		† 10.18	† 6.29					
	2.27								91.0	Grimm's		* 10.12	4.46		10.23	† 6.34					
	2.44								93.4	Reedville		* 10.16	4.53		10.28	† 6.42					
	3.25								99.4	Brillion		10.26	5.04		10.42	6.57					
	3.57								103.9	Forest June		10.36	5.13		10.52	7.09					
	4.23								107.1	Dundas		* 10.40	† 5.20		† 10.58	† 7.25					
	4.55 PM								112.5	Kaukauna		10.50 PM	5.30 PM		11.10 AM	7.50 AM					
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	DAILY	DAILY	DAILY				DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday			

No. 111 will stop at Reedville to let off passengers from Chicago and Milwaukee. No. 105 will stop at Fox Point to let off passengers from Milwaukee or beyond. Light Engine movements between Manitowoc and Calumet Yard, including yard engines will be made on the switch lead, under slow speed, and at all times prepared to stop within vision.

Between Milwaukee and Lake Shore Junction trains will be governed by the rules and regulations of the Wis. Div. No. 118 and 220 will take siding for No. 105. No. 119 is superior to No. 118. No. 120 will take siding for No. 111. No. 317 is superior to No. 110.

Donges Bay, is a flag stop for trains 131, 120, 141 and 118. No. 141 is superior to No. 316. Southward freight trains, extra passenger trains and light Engines, including Switch Engines, will use the switch lead in going from Sheboygan proper to South yard. The north switch of this switch lead, is located just south of North Wisconsin Division overhead crossing.

LAKE SHORE **3**

Southward freight trains, extra passenger trains and light Engines, including Switch Engines will use the switch lead in going from Sheboygan proper to South yard. The north switch of this switch lead is located just south of North Wisconsin Division overhead crossing.
No. 118 and No. 220 will take siding for No. 105.
No. 120 will take siding for No. 111.

Two Rivers Branch trains between Manitowoc and Two Rivers Junction, when not on time, will proceed only under protection of flagman.
Light Engine movements between Manitowoc and Calumet Yard including yard engines, will be made on the switch lead under slow speed, and at all times prepared to stop within vision.
No. 317 is superior to No. 110.

The track between Maryland Ave. and Sheboygan is used jointly by the Northern Wisconsin and Lake Shore Division Trains.
Donges Bay is flag stop for trains 131, 120, 141 and 316.
No. 119 is superior to No. 118.
No. 141 is superior to No. 316.

BETWEEN MANITOWOC AND ELAND JUNCTION—GOING NORTH

THIRD CLASS				SECOND CLASS								Capacity of Passing Tracks	Distance from Manitowoc	Sub-Division 2		Telegraph Stations	FIRST CLASS													
59	27	387	389	189	389	521	221	369	523	189	187			STATIONS			317	517	101	121	217	133	113	105	109	143	141	503		
Way Freight	Pen. Div. Way Freight	Freight	Freight	Peninsula Time Freight	Time Freight	Saunders Way Freight	Eland Juc. Way Freight	Time Freight	Way Freight	Peninsula Time Freight	IronRange Time Freight			Time Table 16			Eland Jct. Passenger	Laona Passenger	Copper Range Express	IronRange Express	Ishpeming Passenger	Green Bay Passenger	Menomi'ee Passenger	Menomi- nee Passenger	Wisconsin Special Passenger	Menomi- nee Passenger	Menomi'ee Passenger	Laona Passenger		
Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday	DAILY	Daily Except Sunday	DAILY	DAILY			Nov. 20th, 1910			Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Sunday Only	Sunday Only		
									PM 3.00				0.3	Manitowoc	T	AM 7.30														
								PM 8.12	PM 3.06	AM 5.40	AM 4.10		1.40	Montrose Junc.	T	AM 7.34														
								8.35	3.33	6.05	4.35	94	8.10	Francis Creek		7.46														
								9.00	4.00	6.30	4.55	93	15.35	Maribel	T	7.59														
								9.17	4.20	6.50	5.09	94	20.37	Denmark	T	8.08														
								9.43	4.50	7.20	5.30	93	28.44	Bellevue		8.21														
PM 5.25		AM 7.35	PM 2.15					10.10	5.20	7.51	5.55		36.18	Manitowoc Junc.	T	8.33	AM 12.13	AM 4.29	AM 9.53	PM 12.16	PM 3.00	PM 6.23	PM 8.53	PM 9.24	AM 11.57					
									5.23				36.38	Green Bay Junction		8.35		12.14	4.30	9.54	12.20	3.01	6.25	8.55	9.25	11.58				
5.40	AM 5.00	7.45	2.25	AM 11.12	AM 11.30	AM 6.00	PM 3.30	10.20 10.30 1.33	5.25 6.00	7.55	6.05 6.15		37.28	Green Bay Pass. Sta.	T	8.40	AM 10.15 12.20 12.28	4.35 4.40	10.00 10.05	12.25 PM	3.05 3.15	6.30 PM	9.00 9.05	9.30 PM	12.01 12.10	AM 7.00				
6.00 PM	5.08 AM	7.50 AM	2.35 PM	11.20 AM	11.40 AM	6.12	4.00	1.48	6.20	8.00 AM	7.38 AM	95	38.28	North Green Bay	T	* 8.43	10.17	12.30	4.42	10.07		3.17		9.08		12.13	7.02			
												95	41.56	Duck Creek	T	8.53	10.21	12.36 AM	4.47 AM	10.12 AM		3.23 PM		9.13 PM		12.18 PM	7.08			
						6.38	4.20	2.17	6.47			67	48.30	Anston		9.00	10.34										7.22			
												65	53.92	Pulaski	T	9.12	10.43 AM										7.32 AM			
												58	61.44	Zachow		9.28														
												59	66.77	Bonduel	T	9.38														
													71.63	Southern Junction		9.48 AM														
												68	75.09	Shawano	T															
													75.79	Shawano Junction		AM 9.58														
												55	79.67	Thornton		10.05														
												57	86.31	Lyndhurst		10.20														
												71	95.14	Bowler	T	10.41														
												62	100.88	Shepley		10.56														
														South Switch		*11.06														
													107.05	Eland Junction	T	AM 11.10 AM														
Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday	DAILY	Daily Except Sunday	DAILY	DAILY					Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Sunday Only	Sunday Only				
59	27	387	389	189	389	521	221	369	523	189	187					317	517	101	121	217	133	113	105	109	143	141	503			

All freight trains and light engine movements between end of double track at Dousman street, Green Bay passenger station, and North Green Bay, and between roundhouse and North Green Bay, will be made on the freight lead unless otherwise instructed by Train Dispatcher.

Trains will be governed by Ashland Div.
Rules and Regulations in Eland Junction
Yard.

When passenger trains meet at Green
Bay passenger station, northward trains
will cross over at Dousman street to the
freight lead.

No. 317 is superior to No. 120.

Between Shawano Junction and Southern Junction trains will be governed by Clintonville-Oconto Line district.

77.3
38
185
117.1

75.2
38
137
205.1

BETWEEN MANITOWOC AND ELAND JUNCTION.—GOING SOUTH

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FIRST CLASS												Distance from Eland Jct.	Sub-Division 2		Telegraph Stations	SECOND CLASS							THIRD CLASS						
120	220	144	124	504	120	216	114	110	106	102	STATIONS			522		380	380	180	524	50	370		370	60	54	26	284	170	
Fox River Passenger	Local Passenger	Milwaukee Passenger	Fond du Lac Passenger	Green Bay Passenger	Eland Jct. Green Bay Passenger	Chicago Passenger	Chicago Passenger	Chicago Passenger	Green Bay Passenger	Copper Range Chi. Exp.	Time Table 16			Saunders Way Freight		Eland Jct. Way Freight	Stock and Time Frt	Peninsula Stock and Time Fr't	Way Freight	Freight	Time Freight		Time Freight	Milwau. Time Fr't.	Way Freight	Way Freight	Fox River Time Fr't.	Through Freight	
Sunday Only	Daily Except Sunday	Sunday Only	Daily Except Sunday	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	Nov. 20th, 1910			Daily Except Sunday		Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY		DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	
					PM 5.40						107.05	 Manitowoc.....	T						PM 12.40	AM 9.30									
					PM 5.37						105.65	 1.4 Montrose Junc	T				PM 5.20	PM 12.30	AM 9.20			AM 6.57	AM 12.10						
					5.25						98.95	 6.70 Francis Creek					5.00	12.05	8.55			6.44	11.55						
					5.13						91.70	 7.25 Maribel	T				4.37	11.32	8.27			6.30	11.35						
					5.03						86.68	 5.02 Denmark	T				4.20	11.10	8.08			6.08	11.20						
					4.50						78.61	 8.07 Bellevue					3.55	10.35	7.20			5.30	10.55						
	PM 4.36	PM 2.22	PM 7.59	PM 8.53	4.36	PM 3.19	AM 11.36	AM 9.16	AM 7.04	AM 1.00	70.87	 7.74 Manitowoc Junc ..	T			AM 10.25	3.25	10.02	6.36			4.41	10.10	AM 5.48			PM 5.57		
	4.34	2.18	7.58	8.49	4.35	3.18	11.35	9.13	7.03	12.59	70.67	 0.20 Green Bay Junction					10.20		6.34										
	4.30 PM	2.15 PM	7.55 PM	8.45 PM	4.30 PM	3.15 PM	11.30 PM	9.10 PM	7.00 AM	12.55 PM	69.77	 0.90 Green Bay Pass Sta	T				10.15	3.18	9.55	6.30			4.35	9.57	5.40	PM 5.50	AM 12.05		
			7.45	8.40	4.20	3.05	11.15	9.00		12.46	68.77	 1.00 North Green Bay ..	T	PM 5.35	PM 2.30	AM 10.00	3.15 PM	9.25	6.25 AM	1.01		4.30 AM	9.45 PM	5.30 AM	PM 6.05	5.30 PM	AM 12.05		
			7.42	8.38	7.07	4.08	3.02	11.12	8.57	12.44	65.49	 3.28 Duck Creek.....	T	5.25	2.16	AM 1.20	9.15			12.45		4.30 AM	9.45 PM	5.30 AM	5.52 PM	5.30 PM	11.50 PM		
				7.36 PM	8.33 PM	7.02	4.00	2.56 PM	11.05 AM	8.53 AM	58.75	 6.74 Anston		5.04	1.49		9.00			12.10									
				6.35 PM	3.31						53.13	 5.62 Pulaski	T	4.45 PM	1.25		8.15 AM			11.47									
					3.13						45.61	 7.52 Zachow			12.54					11.15									
					3.01						40.28	 5.33 Bonduel	T		12.31					10.52									
					2.49 PM						35.42	 4.86 Southern Junc			12.10 PM					10.30 PM									
											31.96	 3.46 Shawano	T																
					PM 2.37						31.26	 0.70 Shawano Junc.....			AM 11.00					PM 10.15									
					2.27						27.38	 3.88 Thornton			10.45					9.58									
					2.10						20.74	 6.64 Lyndhurst			10.20					9.30									
					1.48						11.91	 8.83 Bowler	T		9.34					8.50									
					1.34						6.17	 5.74 Shepley			9.03					8.25									
					* 1.20							 6.17 South Switch			8.35					8.05									
					PM 1.15						0	 Eland Junc.....	T		AM 8.30					PM 8.00									
Sunday Only	Daily Except Sunday	Sunday Only	Daily Except Sunday	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY				Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY		DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY		
120	220	144	124	504	120	216	114	110	106	102				522	380	380	180	524	50	370		370	60	54	26	284	170		

All freight trains and light engine movements between end of double track at Dousman street, Green Bay passenger station, and North Green Bay, and between roundhouse and North Green Bay, will be made on the freight lead unless otherwise instructed by Train Dispatcher.

Trains will be governed by Ashland Division Rules and Regulations in Eland Junction Yard.

When passenger trains meet at Green Bay passenger station, northward trains will cross over at Dousman street to the freight lead.

No. 317 is superior to No. 120.

Between Shawano Junction and Southern Junction trains will be governed by Clintonville-Oconto Line district.

GOING NORTH BETWEEN PULASKI AND SAUNDERS GOING SOUTH

Regan's Crossing between Stiles Jct. and Oconto is a flag stop for passenger trains. 421 is Superior to No. 420. 415 is Superior to No. 416. No. 403 is Superior to No. 418.										1.03 10.15 23 86 74 Blackwell June 3.51 9.54 1.15 } 10.20 1.30 43 88.64 Laona T 3.45 9.45 1.50 } AM 1.43 38 93 94 Siding No. 62 .. 3.32 9.27 2.23 1.47 ... 95.34 1.4 Soo Line Crossing 3.28 9.22 2.30 2.02 39 101.54 Newald 3.10 9.00 3.10 2.20 43 109.14 Long Lake T 2.51 8.33 4.07 2.35 43 115.24 Siding 83 2.35 8.13 4.37 3.05 PM 123.34 Saunders T 2.15 PM 7.45 AM 5.15 PM Daily Except Sunday 521 Daily Except Sunday 523 Sunday Only 503 Daily Except Sunday 517 DAILY 504 Daily Except Sunday 522 Daily Except Sunday 524															
BETWEEN TWO RIVERS JUNCT. AND TWO RIVERS.																									
GOING NORTH					GOING SOUTH																				
Third Class		First Class			Sub-Division 1 a					First Class		Third Class													
101		289		205		141		STATIONS					110		316		214		102						
Freight		Freight		Passenger		Passenger		Time Table 16					Passenger		Passenger		Freight		Freight						
Graph Stations																									

GOING SOUTH

No. 101 is superior to No. 214.
No. 289 is Superior to No. 110.

No. 504 will not run between Saunders and Laona Sundays.

General Rules and Regulations governing Employees of the Operating Department, taking effect November 1st, 1910, are issued in Book Form.

Every Employee, whose duties are in any way prescribed by these Rules, must always have a Copy of them at Hand when on Duty.

SIGNS AND LETTERS

The following signs when placed opposite schedule figures indicate:

- "T"—Telephone or Telegraph Station.
- *—Trains do not stop for passenger.
- †—Trains stop only on signal, or to leave passengers.
- ‡—Trains stop only to leave passengers.
- §—Stop for meals.
- "L"—Lunch.

Other letters placed opposite schedule figures will indicate flag stops for any purpose as specified by timetable rule.

- "W"—Water Station.
- "F"—Fuel.
- "T.T"—Time Table.
- "Y"—Wye.

SPECIAL RULES.

- | | |
|--------------------|--|
| Superior direction | 1. Trains going South or East are Superior to trains of the same class going in the opposite direction. |
| Standard Time | 2. Standard Clocks are located at Milwaukee Depot, Manitowoc, Passenger Depot, Kaukauna, Clintonville, Gillett, Green Bay and North Green Bay. |
| Train Register | 3. Train registers are located at Lake Shore Junction, Sheboygan, Manitowoc, Kaukauna, Clintonville, Gillett, Oconto, Laona, Saunders, Montrose Jct., Calumet Yard, South Yard, Shawano Jct., Southern Jct., Green Bay, north Green Bay, Pulaski, Manitowoc Jct., and Duck Creek.
Passenger trains will register by using "Blank C" at
North Green Bay
Manitowoc Junction
Montrose Junction Tower
Calumet Yard Tower
South Yard
Except that in case of sections each section train will stop, and conductors register personally. |
| Bulletin Boards | 4. Bulletin boards are located at Milwaukee passenger station, Manitowoc passenger station, Kaukauna, Clintonville, Gillett, Saunders, Green Bay, North Green Bay and in round houses. |
| Switch Engines | 5. Switch engines running on the road will not exceed 15 miles per hour under any circumstances. This does not apply to road engines temporarily in switching service. |
| Backing Engines Up | 6. Light engines backing up will not exceed 15 miles per hour around curves and 25 miles per hour on straight track. |
| Weighing Cars | 7. In weighing cars, they shall be placed properly on track scales and uncoupled at both ends to insure correct weight. |
| Coal Sheds | 8. Before cars of coal are put into coal sheds, it will be necessary to couple the air tested and a man first be sent ahead to notify men working in the shed that cars are to be placed. |

Car Chains

9. A conductor taking into a terminal a car which he has chained up will apply to car repairer for chain in exchange. When a chain is left on a car, notify the Assistant Superintendent or Train Master, advising initials, number and destination and where left.

10. Effective September 1st, 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.

11. THE FOLLOWING CROSSINGS ARE INTERLOCKED AND RULES 600 TO 657 WILL BE OBSERVED.

RAILWAY.	LOCATION.
C. & N. W. Ry.	Montrose Jct.
C. & N. W. Ry.	Sheboygan Belt Line.
C. & N. W. Ry.	Lake Shore Jct.
Soo Line Ry.	Soo Line Crossing.
C. & N. W. Ry.	North End Calumet Yard.

12. RAILWAY GRADE CROSSINGS, DRAW BRIDGES, AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED

RAILWAY.	LOCATION.
C., M. & St. P.	Forest Junction.
C., M. & St. P.	Stiles Junction.
C., M. & St. P.	Oconto.
C. & N. W. Ry.	Manitowoc Junction.
G. B. & W. Ry.	Green Bay.
C. & N. W. Ry.	Gillett.
C., M. & St. P. Ry.	Green Bay.

Draw Bridges.

Sheboygan River,	Sheboygan.
Manitowoc River,	Manitowoc.
Fox River,	Green Bay.
Duck Creek,	Duck Creek.

Stop Boards.

MAIN LINE TRAINS.

NORTH OR WEST BOUND.	SOUTH OR EAST BOUND.
Blackwell Junction.	Two Rivers Junction.
Manitowoc Junction.	Lakewood Junction.
Southern Junction.	Shawano Junction.
Eland Junction.	Pulaski.
Gillett Junction.	Duck Creek.
Gillett.	
Saunders.	Sheboygan Cut-Off.

13. NO PASSING TRACKS.

Weedens	
Mosel	
Bartel	
Fox Point	
Dillmans	
Deckers	
Krakow	
North Branch	
Soo Line crossing north of Laona.	
If advised of sufficient room, light engines, only, in case of emergency, may go to the following points to meet or be passed.	
Cato	Soperton
	Kingston

**REDUCE SPEED
TRAIN UNDER CONTROL**

All trains will not exceed 15 miles per hour from Calumet Road Crossing near Hill Side to passenger station Sheboygan.

14. Sheboygan Depot and north end of second track leading to South yard.
Manitowoc depot and north end of second track leading to Calumet yard.

Kaukauna and a point two and one-half miles south, passenger trains must consume five minutes and freight trains seven minutes actual running time.

BLOCK RULES

15. Block Signal Rules 300 to 356 inclusive apply between Lake Shore Junction and Kaukauna, Montrose Jct. and Duck Creek.

Block signal Rules 360 to 363 inclusive, govern.

In time block districts trains will be spaced fifteen minutes apart. See Rule 91.

Where time block rules govern or at intermediate stations in the manual block district, no train shall follow a passenger train closer than fifteen minutes.

16. Manual block rules will not prohibit switch engines and trains from occupying the main track between yard limit boards at the following stations:

Port Washington, Sheboygan, Manitowoc, Kaukauna, Oconto and Green Bay, provided they clear the time of all regular trains as provided by Rule.

18. A. Clear block entitling any train to pass to or through the stations above named does not indicate that the track at such points is clear, but trains accepting block must approach and pass through prepared to stop within vision.

17. TELEPHONE BLOCKS

Fourteenth street and Sheboygan.
Manitowoc and Two Rivers Junction.
Shawano Jct. and Shawano.
Southern Jct. and Shawano.

At switch north end Sheboygan cut off connecting with Sheboygan passenger depot and telegraph office at south yard.

18. INSTRUCTIONS GOVERNING TELEPHONE BLOCK.

Trains leaving main line at Two Rivers Junction will report when clear and upon arrival from branch line, before entering upon the main line, will obtain block from signalman at Manitowoc.

Northward trains via the Sheboygan Cut-Off will get block from signalman at Sheboygan passenger station and also ascertain from him whether trains effecting their rights have arrived and departed before entering main line, and will report "Cut-Off" block clear to signalman at South Yard after train has entirely cleared it.

Southward trains via Sheboygan "Cut-Off" will get block from signalman at South Yard before entering "Cut-Off," and will report main line block clear to Sheboygan passenger station signalman soon as train is clear of main line.

Telephones are located at Shawano Jct. and Southern Jct., connecting with telegraph office at Shawano. Trains from Eland Jct. line will observe block rules in effect in this district, but will not enter block while it is occupied by passenger trains.

Switch engines will be permitted to enter main track to reach various tracks that are located within yard limits as per general rule 93. While engaged in such service it will not be necessary to obtain block.

Double Track

19. Double track between Manitowoc Jct. and Green Bay passenger station will be operated as per Rule 83, under telegraph block signals. Running orders will not be required.

Movements at Green Bay

20. Between Green Bay passenger station and the telegraph office at North Green Bay yard, all movements will be made under caution prepared to stop within vision. This does not release either train or yardmen in any way from the proper observance of general Rule 93.

21. INSTRUCTIONS TO FREIGHT CONDUCTORS, AGENTS AND YARDMASTERS.

SOUTHWARD.

No. 44. Local Way Freight.
No. 46. Freight,—Local Work, Kaukauna to Calumet Yard.

NO. 180, GREEN BAY TO MILWAUKEE.
Chicago and Beyond.

Time Freight Received from
Peninsula Div. 180.
Lake Shore 380.
Green Bay proper.
Manitowoc (Inc. Ferries.)
Sheboygan.
Local stock for Milwaukee and Chicago.

NO. 60, GREEN BAY TO MILWAUKEE.
Milwaukee Straight.

Takes all Milwaukee freight, (Time freight in preference) from Green Bay, Manitowoc and Sheboygan. Milwaukee freight is held for this train. Dead freight is handled to fill up to tonnage, taking Chicago freight, if any, from Sheboygan to fill out.

NO. 370, MARSHFIELD TO MILWAUKEE.

Time freight from Omaha Line and Ashland Div. points; and from Peninsula Div., arriving on trains after departure of 180; and Green Bay proper not ready in time for 180 and that cannot be moved on Nor. Wis. Div. 284 for any reason, destined to Eastern points via Manitowoc Ferries, and for points beyond Milwaukee. Picks up Chicago potatoes at Manitowoc, and Chicago freight at Sheboygan not ready for 180. Fills up to tonnage on dead freight.

NO. 284, NOR. WISCONSIN DIV., OUT OF GREEN BAY.
Chicago time freight from Green Bay proper; time freight for points west of De Kalb routed via Janesville; also Milwaukee Mdse. from Green Bay local.

NORTHWARD.

No. 45. Way Freight.

NO. 187, MILWAUKEE TO GREEN BAY.

Grand Ave. and Milwaukee Mdse. for Sheboygan, Manitowoc, Two Rivers; S. and W. points between Sheboygan and Fond du Lac; Green Bay and points on Peninsula Div. local; Green Bay to points west of Powers.

NO. 189, MILWAUKEE TO GREEN BAY.

Meat and other time freight from U. S. Yards, Wood St., 16th St., State St., 40th St., and Chicago connections, for Sheboygan, Manitowoc, Two Rivers, Green Bay, and points on Peninsula Div. north of Powers and through to Copper Country, and east to Marquette and beyond via D. S. S. & A. Ry. from Ishpeming, and Munising Line via Little Lake.

NO. 369, MILWAUKEE TO MARSHFIELD.

Time freight left over at Milwaukee and Chicago after 187 and 189 for points on Lake Shore, Peninsula, and Ashland Divisions; picks up at Sheboygan and Manitowoc (Inc. Ferry) time and dead freight for points on Peninsula and Ashland Divisions, and Omaha Line via Marshfield, and at Green Bay for points on Ashland Div. and Omaha Line via Marshfield. Ferry Line Mdse. cars billed on Green Bay Transfer.

22 LOCOMOTIVE RATING IN TONS.

CLASS OF LOCOMOTIVE	R-1	R	Z		S-2	S-4	1-1-2
DIMENSIONS OF CYLINDERS.	21x26	20x26			19x24	19x24	18x24
Milwaukee to Manitowoc	875	850	1350	.....	675	650	590
Milwaukee to Manitowoc (Helper to Siding Six)	1400	1200	2000	.....	1000	950	875
Manitowoc to Kaukauna	850	770	.....	.....	600	585	525
Kaukauna to Manitowoc	850	750	.....	.....	575	525	475
Green Bay to South Yard	1250	1050	1800	.....	800	750	600
South Yard to Milwaukee	1500	1300	2000	.....	.....	.....	.....
Clintonville to Oconto	1400	1275	.....	.....	1025	975	825
Oconto to Clintonville	1275	1100	.....	.....	875	825	750
Northern Junction to Laona	825	700	.....	.....	550	525	490
Laona to Northern Junction	1100	1025	.....	.....	815	775	730
Green Bay to Eland Junction (Helper to Anston)	1500	1300	.....	.....	1025	975	900
Without Helper	1150	1000	.....	.....	850	800	725
Eland Junction to Green Bay	1500	1300	.....	.....	1000	900	700
Pulaski to Gillett	1500	1300	.....	.....	1000	900	700
Gillett to Pulaski	1000	900	.....	.....	800	750	600
Laona to Saunders	1200	1000	.....	.....	750	700	625
Saunders to Laona	1000	800	.....	.....	500	450	450
Manitowoc to Green Bay	1500	1300	2000	.....	1100	1000	900

23 PASSENGER EQUIPMENT.

Coaches, Broad Vestibule	40 Tons
Coaches, Non-Vestibule	32 Tons
Passenger, Baggage and Mail Cars	30 Tons
Passenger and Baggage Cars	30 Tons
Baggage and Mail Cars	33 Tons
Dynamo-Baggage Cars	50 Tons
Baggage Cars	33 Tons
Mail Cars	37 Tons
Chair Cars	50 Tons
Buffet Cars	55 Tons
Dining Cars	52 Tons
Parlor Cars	50 Tons
Milk Cars	25 Tons
Business Cars	50 Tons
Sleeping Cars	63 Tons

FREIGHT EQUIPMENT.

Box (40 M to 50 M Cap.)	15 Tons
Box (80 M Cap.)	17 Tons
Box (80 M Cap. Steel Underframe)	22 Tons
Vegetable	19 Tons
Refrigerator	20 Tons
Furniture (40 M to 60 M Cap. 40 ft.)	16 Tons
Furniture (60 M Cap. 50 ft.)	19 Tons
Ice	17 Tons
Beer	18 Tons
Stock	16 Tons
Gondola (40 M to 80 M Cap.)	15 Tons
Gondola (100 M Cap. Steel Underframe)	20 Tons
Flat	13 Tons
Ballast	16 Tons
Ore (40 M to 50 M Cap.)	12 Tons
Ore (60 M to 80 M Cap.)	14 Tons
Ore (80 M Cap. Steel)	15 Tons
Tank	16 Tons
Caboose (Standard)	15 Tons
Caboose (Stockmen's)	20 Tons

Trains of 50 empties or over will be rated 150 tons light of dead freight tonnage rating.
40 to 49 empties, 100 tons light.
30 to 39 empties, 70 tons light.

Weight of foreign or special cars, steel cars, etc., must be taken from stencilled information thereon and not estimated.

Box cars loaded with merchandise should be rated at 25 tons.

Refrigerators loaded with merchandise, 30 tons.

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 scheduled 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.

On freight trains of over thirty (30) cars, exclusive of the caboose, more than one engine will not be used, except in cases of storms, engine failures, or to avoid running engines to and from shops, or from one portion of the road to another, or in snow service and when used in such emergencies the tonnage of the train will not be increased beyond the rating of the largest engine.

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

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimates of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

24A. Unless otherwise indicated Extra trains will run via the cut-off at Manitowoc and the cut-off at Sheboygan.

SPEED RESTRICTIONS.

Between Soo Line Crossing and Gillett.	
Passenger Trains	Freight Trains
35 Miles per Hour	25 Miles per Hour
Two Rivers Line.	
25 Miles per Hour	20 Miles per Hour

24 OVERHEAD OBSTRUCTIONS.

Maximum Width and Height that Loaded Cars will Pass in Safety over the Division.

For Points Between	11 ft. Wide	REMARKS
Height. Ft. In.		
Milwaukee and Lake Shore Junction	18	OVERHEAD CROSSING—SHEBOYGAN.
Lake Shore Junction and Sheboygan	18	Obstruction at Sheboygan may be avoided by running cars through "Y" tracks.
Sheboygan and Manitowoc		No obstruction.
Manitowoc and Kaukauna	20 6	Br. 321, Manitowoc.
Manitowoc and Two Rivers	20 6	Br. 321, Manitowoc.
Clintonville and Oconto		No obstruction.
Anston and Eland Junction	22 5	10 ft. 6 in. wide.
Sheboygan Cut Off	18	
Between Manitowoc and Green Bay		
Bridge U. 31	23 6	
Bridge U. 49	23 0	
Bridge U. 53	22 2	
Bridge U. 55	25 6	
Bridge U. 57	25 0	
Bridge U. 102	25 10	
Bridge U. 102	26 4	
Bridge U. 104	19 0	

Overhead bridges on Sheboygan cut-off will not clear a man on top of box car.

The overhead obstruction on the sidetrack at the Wisconsin Chair Co. plant at Port Washington will not clear a man on top of box car.

Overhead bridge No. Wis. Div. crossing south of depot at Sheboygan is of such height that no one can remain on top of high cars while passing under same and great care must be used by everyone on top of trains in passing under this crossing.

25 OPERATORS OFFICE HOURS.

Mequon	7:00 A. M. to 7:00 P. M.
Pt. Washington	Continuous Service.
Belquim	8:00 A. M. to 8:00 P. M.
Cedar Grove	8:00 A. M. to 8:00 P. M.
Oostburg	7:30 A. M. to 7:30 P. M.
South Yard	Continuous Service.
Sheboygan	2:45 A. M. to 12:45 P. M. 12:45 P. M. to 10:45 P. M.
Cleveland	4:00 A. M. to 2:00 P. M. 2:00 P. M. to 12:00 A. M.
Calumet Yard	Continuous Service.
Manitowoc	1:00 A. M. to 4:00 A. M. 4:30 A. M. to 2:30 P. M. 2:30 P. M. to 12:30 A. M.
Two Rivers	6:45 A. M. to 5:45 P. M.
Montrose Jct	Continuous Service.
Grimmes	6:30 A. M. to 6:30 P. M.
Reedville	6:30 A. M. to 6:30 P. M.
Brillion	6:45 A. M. to 6:45 P. M.
Maribel	6:30 A. M. to 6:30 P. M.
Denmark	6:30 A. M. to 6:30 P. M.
Green Bay	7:00 A. M. to 7:00 P. M. 7:00 P. M. to 7:00 A. M.
North Green Bay	Continuous Service.
Duck Creek	Continuous Service.
Pulaski	7:45 A. M. to 7:45 P. M.
Bonduel	7:00 A. M. to 7:00 P. M.
Bowler	8:00 A. M. to 8:00 P. M.
Gillett	6:30 A. M. to 4:30 P. M. 4:30 P. M. to 2:30 A. M.
Suring	8:00 A. M. to 7:00 P. M.

Mountain	8:00 A. M. to 7:00 P. M.
Lakewood	8:00 A. M. to 7:00 P. M.
Wabeno	7:00 A. M. to 6:00 P. M.
Laona	7:00 A. M. to 6:00 P. M.
Long Lake	8:00 A. M. to 7:00 P. M.
Shawano	9:00 A. M. to 9:00 P. M.
Cecil	8:00 A. M. to 7:00 P. M.
Mosling	8:00 A. M. to 7:00 P. M.
Oconto Falls	7:00 A. M. to 6:00 P. M.
Manitowoc Jct.	Continuous Service.

26 The Following Freight Trains Will be Allowed to Carry Passengers, Holding Proper Transportation.

GOING SOUTH AND EAST.

214	between Two Rivers and Manitowoc.
102	" Two Rivers and Manitowoc.
420	" Clintonville and Shawano.
522	" Saunders and Gillett.
50	" Green Bay and Manitowoc.

GOING NORTH AND WEST.

289	between Manitowoc and Two Rivers.
101	" Manitowoc and Two Rivers.
421	" Shawano and Clintonville.
521	" Gillett and Saunders.
524	between Gillett and Manitowoc.
523	" Manitowoc and Gillett.
380	" Eland Jct. and Duck Creek.
221	" Duck Creek and Eland Jct.

COMPANY'S SURGEONS.

Chicago	JOHN E. OWENS, M. D.	Chief Surgeon	"
	J. D. ANDREWS, M. D.	Assistant	"
	C. W. HOPKINS, M. D.	"	"
Milwaukee	H. A. SIFTON, M. D.	District	"
	LEO. SCHILLER, M. D.	Associate	"
	W. F. MILLER, M. D.	"	"
Green Bay	J. R. & R. E. MINAHAN, M. D.	District	"
	B. C. BRETT, M. D.	"	"
Port Washington	G. F. SAVAGE, M. D.	Local	"
Sheboygan	ARTHUR GENTER, M. D.	Local	"
	W. F. ZIERATH, M. D.	Assistant	"
Manitowoc	J. F. PRITCHARD, M. D.	District	"
May be called to any point between Port Washington and Maribel.			
Eland Jct.	W. K. PORTER	Local Surgeon	"
Kaukauna	F. E. DONALDSON, M. D.	"	"
Clintonville	W. H. FINNEY, M. D.	"	"
Shawano	W. J. RAGAN, M. D.	"	"
Gillett	O. P. VOIGT, M. D.	"	"
Laona	R. S. ELLIOTT, M. D.	"	"
Oconto	J. B. ATWOOD, M. D.	District	"

May be called to any point between Oconto and Gillett.

LIST OF WATCH INSPECTORS AND LOCATION.

Milwaukee	J. SAUERMAN
Sheboygan	E. H. RUMMELE
Manitowoc	J. A. RUMMELE
Oconto	R. S. KLASS
South Kaukauna	E. C. GRISWOLD
Clintonville	OSCAR E. LENTZ
Gillett	WM. N. BALDWIN
Green Bay	W. H. GRUNERT

C. E. ANDREWS,

Superintendent,
Green Bay, Wis.

A. N. LACOMBE,
Asst. Superintendent,
Green Bay, Wis.

W. H. DOLAN,
Chief Train Dispatcher,
Green Bay, Wis.