Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.

CHICAGO TERMINAL AND FOND DU LAC DIVISIONS

TIME TABLE

No. 38

Superseding Time Table No. 37
Dated June 6th, 1926

Taking Effect Sunday, Sept. 26th, 1926 at 12:01 A. M.

For the Informatior and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

F. W. URBAHNS, Supt. Chicago Terminal
W. W. WADE, Supt. Fon Du Lac Division
C. E. URBAHNS, General Superintendent
W. C. RANOUS, Supt. Transportation
A. E. WALLACE, Vice Pres. and Gen. Mgr.

FARNHAM P. & S. CO. MPLS.

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MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY CO.

CHICAGO TERMINAL
AND
FOND du LAC DIVISIONS

TIME TABLE

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C. E. URBAHNS, Gen'l Superintendent

W. C. RANOUS, Supt. Transportation

A. E. WALLACE, Vice Pres. and Gen'l Mgr.

FIRST DISTRICT—WEST

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Shops Yard	1st CLASS TRAINS WEST									
				1	5	7	17	3					
				Express	Chicago Eau Claire Local	Waukesha Express	Limited	Limited					
				Daily	Daily	Daily	Daily	Daily					
0.0	CHICAGO	DN	158.4	L 12.30 AM	L 8.05 AM	L 1.45 PM	L 5.30 PM	L 6.35 PM					
	TRAINS BETWEEN CHICAGO AND FOREST PARK WILL BE GOVERNED BY B. & O. C. T. T. TIME TABLES												
10.9	FOREST PARK 10.9	DN	147.5	s 1.09	s 8.31	s 2.18	s 5.57	s 7.01					
11.8	RIVER FOREST 0.9		146.6	1.11	f 8.34	f 2.21	5.59	7.02					
15.3	FRANKLIN PARK..XY 3.5		143.1	1.16	s 8.39	f 2.26	6.04	7.07					
17.0	SCHILLER PARK 1.7	DN	141.4	s 1.21	s 8.47	s 2.34	6.08	7.12 27					
20.2	ORCHARD PLACE 3.2		138.2	1.30	f 8.54	2.39	6.12	7.20					
22.9	DES PLAINES..X 2.7		135.5	1.35	s 9.01	s 2.43	6.16	7.25					
25.1	FEEHANVILLE 2.2		133.3	1.39	f 9.05	2.47	6.20	7.29					
29.9	WHEELING (W. End of Dbl. Trk.)W 4.8	DN	128.5	1.50	s 9.11	s 2.56	6.27	7.35					
33.2	APTAKISIC 3.3		125.2		f 9.16								
34.4	PRAIRIE VIEW 1.2	D	124.0	1.58	s 9.19	s 3.05	6.32	7.40					
38.0	LEITHTON..XY 3.6	DN	120.4	2.04	f 9.25	3.11	6.37	7.45					
40.0	MUNDELEIN 2.0	D	118.4	2.07	s 9.29	s 3.16	6.40	7.48					
45.5	GRAY'S LAKE..X 5.5	DN	112.9	2.15	s 9.44 8/31	s 3.27	6.47	7.55					
51.0	LAKE VILLA..OCW 5.5	DN	107.4	f 2.24	s 9.58	s 3.38	6.55	8.02 6					
54.3	SIDING 55 3.3		104.1	2.30	10.04	3.45	6.59	8.07					
55.3	ANTIOCH 1.0	D	103.1	2.32	s10.09	s 3.49	7.01	8.08					
58.3	TREVOR..W 3.0	DN	100.1	2.34	s10.15	s 3.56	7.06	8.12					
60.1	CAMP LAKE..Y 1.8		98.3	2.36	f10.18	f 4.01	7.09	8.14 24/2					
61.6	SILVER LAKE..X 1.5	DN	96.8	2.38	s10.22	s 4.06	7.12	8.16					
66.1	WHEATLAND 4.5		92.3	2.44	f10.30 32	f 4.20	7.18 6	8.22					
72.7	BURLINGTON..XW 6.6	DN	85.7	s 2.58	s10.44	s 4.35	s 7.32	s 8.38					
73.4	SIDING 74 0.7		85.0	3.00	10.46	4.37	7.34 24	8.40					
77.7	HONEY CREEK 4.3	D	80.7	3.06	s10.55	s 4.44	7.40 2	8.46					
82.7	LAKE BUELAH 5.0	D	75.7	3.12	s11.05	s 4.52	7.46	8.54					
86.2	MUKWONAGO 3.5	D	72.2	3.17	s11.13	s 5.01	7.51	8.59					
90.9	VERNON..CW 4.7	DN	67.5	3.33 28	f11.20	5.09	7.59	9.07					
97.3	C & N. W. Jct. E. End of Double Track 6.4		61.1	3.41	11.28	5.20 24	8.08	9.15 22					
97.7	WAUKESHA 0.4 CWOTX	DN	60.7	s 3.50	s11.36	A 5.25 PM	s 8.11	s 9.18					
100.4	Pr. DuChien, Jct., W. End of Dbl. Trk. 2.7		58.0	4.01	11.44		8.20	9.30 22					
102.6	DUPLAINVILLE..X 2.2	DN	55.8	4.05	f11.48		8.24	9.33					
106.6	TEMPLETON 4.0	D	51.8	4.10	s11.55		8.30	9.39					
110.8	COLGATE 4.2	D	47.6	4.16	s12.03 PM		8.35 22	9.44					
117.7	RUGBY JCT..CWT 6.9	DN	40.7	s 4.26 / 4.32 18	s 12.14 / 12.24		s 8.45 / 9.05	s 9.55 / 10.17					
120.8	ACKERVILLE 3.1		37.6	4.38 23	12.30		9.11	10.22					
122.6	SLINGER 1.8 ..XW	DN	35.8	s 4.45	s12.35		9.15	f10.27					
129.5	ALLENTON 6.9	D	28.9	4.56	s12.46		9.26	10.37					
134.3	MARSH 4.8		24.1	5.02	12.53		9.32	10.44 26					
138.3	THERESA 4.0 ..W	DN	20.1	5.08	s12.59		9.38	10.50					
142.8	LOMIRA 4.5	D	15.6	5.14 4	s 1.07		9.44	10.56					
144.3	SIDING 145 1.5		14.1	5.17	1.09		9.46	10.58					
147.1	BYRON 2.8	DN	11.3	5.23	s 1.14		9.50 26	11.02					
150.4	HAMILTON 3.3		8.0	5.29	f 1.20		9.55	11.07					
153.2	VALLEY SIDING 2.9		5.1	5.33	1.24		9.59	11.11					
156.1	FOND DU LAC..XW 2.8	DN	2.3	s 5.52	s 1.30 / 1.40		s10.10	s11.20					
158.4	SHOPS YARD 2.3 CWOT	DN	0.0	A 6.00 AM	A 1.48 PM 24		A10.17 PM	A11.27 PM 28					
				Daily	Daily	Daily	Daily	Daily					
				1	5	7	17	3					

FIRST DISTRICT—WEST

TIME TABLE
No. 38
Sunday,
Sept. 26, 1926

3rd CLASS TRAINS WEST

Siding Capacity		Telegraph Stations	Distance from Shops Yard	31	25	27	21	23						Distance from Minneapolis
				Way Freight	Milwaukee Freight	Freight	Freight	Freight						
				Dly.Ex.Sun	Dly.Ex.Sun.	Daily	Daily	Daily						
	CHICAGO	DN	158.4			L 6.10 PM	L 7.00 PM	L 7.00 PM						466.5
	TRAINS BETWEEN CHICAGO AND FOREST PARK WILL BE GOVERNED BY B. & O. C. T. T. TIME TABLES													
	10.9 FOREST PARK	DN	147.5			6.40	7.45	7.45						455.6
	0.9 RIVER FOREST		146.6			6.45	7.48	8.08						454.7
	3.5 FRANKLIN PARK XY		143.1			6.55	7.56	8.17						451.2
	1.7 SCHILLER PARK CWOT	DN	141.4	L 6.00 AM		7.00 3 / 8.10	8.05 / 9.10	8.35 / 10.00						449.5
	3.2 ORCHARD PLACE		138.2	6.15		8.20	9.20	10.10						448.5
30	2.7 DES PLAINES X		135.5	7.00		8.30	9.27	10.17						446.3
	2.2 FEEHANVILLE		133.3	7.45		8.35	9.32	10.23						445.0
20	4.8 WHEELING (W. End of Dbl. Trk.) W	DN	128.5	8.14 4		8.59 6 2	9.50 24	10.35						443.6
	3.3 APTAKISIC		125.2	8.25										441.4
80	1.2 PRAIRIE VIEW	D	124.0	8.50		9.10	9.59	10.50						436.6
72	3.6 LEITHTON XY	DN	120.4	9.10		9.17	10.07	11.09						433.3
80	2.0 MUNDELEIN	D	118.4	9.18		9.21 24	10.12	11.20						432.1
80	5.5 GRAY'S LAKE X	DN	112.9	9.28 5 / 10.24 8		9.32	10.25	11.35						428.5
145	5.5 LAKE VILLA CWO	DN	107.4	10.35 / 11.30		9.50	10.45	12.10 AM 22						426.5
80	3.3 SIDING 55		104.1	11.45 32		9.58	10.55	12.20						421.0
	1.0 ANTIOCH	D	103.1	12.01 PM		10.00	11.00	12.25						418.3
40	3.0 TREVOR W	DN	100.1	12.20		10.05	11.10	12.32						415.5
215	1.8 CAMP LAKE Y		98.3	12.35		10.08	11.15	12.36						412.2
215	1.5 SILVER LAKE X	DN	96.8	1.00		10.13	11.20 22	12.40						411.2
80	4.5 WHEATLAND		92.3	1.15		10.21	11.32	12.52						408.2
14	6.6 BURLINGTON XW	DN	85.7	1.45		10.35	11.47	1.15						406.4
80	0.7 SIDING 74		85.0	1.50		10.40 22	12.04 AM	1.20						404.9
80	4.3 HONEY CREEK	D	80.7	2.08		10.49	12.15	1.35						400.4
80	5.0 LAKE BEULAH	D	75.7	2.30		11.00	12.25	1.45						393.8
25	3.5 MUKWONAGO	D	72.2	2.45		11.07	12.35	1.55						393.1
210	4.7 VERNON CW	DN	67.5	2.57		11.30	1.00	2.15						388.8
	6.4 C. & N. W. Jct. (E. End of Dbl. Trk.)		61.1	3.08		11.50	1.20	2.35 28						383.8
	0.4 WAUKESHA CWOTX	DN	60.7	A 3.11 PM										380.
	2.7 Pr. Du Chien Jct. (W. End of Dbl. Tck.)		58.0			12.02 AM	1.35	2.50 28						375.6
80	2.2 DUPLAINVILLE X	DN	55.8			12.10	1.43	2.58						
40	4.0 TEMPLETON	D	51.8			12.20	1.55	3.10						368.8
80	4.2 COLGATE	D	47.6			12.32	2.10 28	3.25						
160	6.9 RUGBY JCT. CWT	DN	40.7		L 11.15 PM	12.47	2.28	3.56						363.9
60	3.1 ACKERVILLE		37.6		11.30 26	12.55	2.37	4.15 18 / 4.38 1						355.9
80	1.8 SLINGER XW	DN	35.8		11.40	1.17 28	2.45	5.05						355.7
80	6.9 ALLENTON	D	28.9		11.55	1.35	2.59	5.30 4						348.8
80	4.8 MARSH		24.1		12.09 AM	1.44	3.09	5.50						345.7
80	4.0 THERESA W	DN	20.1		12.22	1.55	3.19	6.05						343.9
30	4.5 LOMIRA	D	15.6		12.35 28	2.05	3.30	6.20						337.0
80	1.5 SIDING 145		14.1		12.40	2.10	3.35	6.25						
80	2.8 BYRON	DN	11.3		12.50	2.20	3.52 18	6.35						332.2
	3.3 HAMILTON		8.0		1.01	2.28	4.12	6.45						328.2
80	2.9 VALLEY SIDING		5.1		1.10	2.38	4.22	6.55						323.7
40	2.8 FOND DU LAC XW	DN	2.3		1.30	2.57	4.47 4	7.10						319.4
	2.3 SHOPS YARD CWOT	DN	0.0		A 2.05 AM	A 3.15 18 AM	A 5.15 AM	A 7.55 AM						316.1
														313.2
														310.4
														308.1
				Dly.Ex.Sun	Dly.ExSun.	Daily	Daily	Daily						
				31	25	27	21	23						

FIRST DISTRICT—EAST

TIME TABLE No. 38 Sunday, Sept. 26, 1926

1st CLASS TRAINS EAST

Distance from Chicago		Telegraph Stations	Distance from Shops Yard	18 Limited Daily	4 Limited Daily	8 Waukesha Express Daily	6 Eau Claire Ashland Chgo Local Daily	2 Express Daily
0.0	CHICAGO	DN	158.4	A 8.05 AM	A 9.15 AM	A 11 40 AM	A 9 55 PM	A10.15 PM
	TRAINS BETWEEN FOREST PARK AND CHICAGO WILL BE GOVERNED BY B. & O. C. T. T. TIME TABLES							
10.9	FOREST PARK	DN	147.5	s 7.35	s 8.46	s 11.01	s 9.25	s 9.43
0.9								
11.8	RIVER FOREST		146.6	7.30	8.42	10.55	f 9 21	9.41
3.5								
15.3	FRANKLIN PARK..XY		143.1	7.22	8.36	f 10.50	s 9.16	9.36
1.7								
17.0	SCHILLER PARK..GWOT	DN	141.4	7.18	8.33	s 10.45	s 9.11 / 9.02	s 9.31
3.2								
20.2	ORCHARD PLACE		138.2	7.12	8.26	f 10.33	f 8.57	9.15
2.7								
22.9	DES PLAINES..X		135.5	7.08	8.22	s 10.29	s 8.53	9.10
2.2								
25.1	FEEHANVILLE		133.3	7.04	8.19	f 10.24	f 8.48	9.06
4.8								
29.9	WHEELING (W.End of Dbl. Trk.) W	DN	128.5	6.56	**8.14** 31	s 10.17	s **8.40** 27	**8.59** 27
3.3								
33.2	APTAKISIC		125.2				f 8.35	
1.2								
34.4	PRAIRIE VIEW	D	124.0	6.50	8.09	f 10.07	s 8.32	8.53
3.6								
38.0	LEITHTON..XY	DN	120.4	**6.45** 28	8.04	f 10.01	f 8.26	8.48
2.0								
40.0	MUNDELEIN	D	118.4	6.42	8.01	s 9.56	s 8.22	8.45
5.5								
45.5	GRAY'S LAKE..X	DN	112.9	6.35	7.54	s **9.44** 5/31	s 8.12	8.38
5.5								
51.0	LAKE VILLA..CWO	DN	107.4	6.27	7.48	s 9.35	s **8.02** 3	8.31
3.3								
54.3	SIDING 55		104.1	6.19	7.44	9.25	7.45	8.26
1.0								
55.3	ANTIOCH	D	103.1	6.17	7.42	s 9.23	s 7.43	8.24
3.0								
58.3	TREVOR..W	DN	100.1	6.13	7.38	f 9.16	s 7.37	8.20
1.8								
60.1	CAMP LAKE..Y		98.3	6.11	7.35	f 9.12	f 7.33	**8.14** 3/24
1.5								
61.6	SILVER LAKE..X	DN	96.8	6.09	7.33	s 9.09	s 7.30	8.10
4.5								
66.1	WHEATLAND		92.2	6.03	7.27	9.01	f **7.18** 17	8.03
6.6								
72.7	BURLINGTON..XW	DN	85.7	s 5.54	s 7.17	s 8.52	s 7.01	s 7.53
0.7								
73.4	SIDING 74		85.0	5.51	7.13	8.47	6.56	7.47
4.3								
77.7	HONEY CREEK	D	80.7	5.46	7.08	s 8.41	s **6 50** 24	**7.40** 17
5.0								
82.7	LAKE BEULAH	D	75.7	5.40	7.02	s 8.21	s 6.42	7.27
3.5								
86.2	MUKWONAGO	D	72.2	5.36	6.56	s **8.15** 32	s 6.29	7.23
4.7								
90.9	VERNON..CW	DN	67.5	5.29	6.50	8.04	f 6.21	7.17
6.4								
97.3	C.& N.W. JCT. (E.End of Dbl.Trk.)		61.1	5.20	6.39	7.47	6.10	7.08
0.4								
97.7	WAUKESHA CWOTX	DN	60.7	s 5.17	s 6.37 / 6.28	L 7.45 AM	s 6.08	s 7.06
2.7								
100.4	PR. DUCHIEN JCT. W.Ed. of Dbl.Trk.		58.0	5.07	6.22		5.55	6.56
2.2								
102.6	DUPLAINVILLE..X	DN	55.8	5.04	6.19		f 5.52	6.52
4.0								
106.6	TEMPLETON	D	51.8	4.59	6 14		s 5.46	6.47
4.2								
110.8	COLGATE	D	47.6	4.54	6.09		f 5.40	6.42
6.9								
117.7	RUGBY JCT..CWT	DN	40.7	s 4.45 / **4.32** 1	s 5.59 / 5.47		s 5.27 / 5.15	6.32
3.1								
120.8	ACKERVILLE		37.6	**4.28** 23	5.43		5.10	6.28
1.8								
122.6	SLINGER..XW	DN	35.8	s 4.24	s 5.39		s 5.06	s 6.23
6.9								
129.5	ALLENTON	D	28.9	4.14	**5.30** 23		s 4.57	6.13
4.8								
134.3	MARSH		24.1	4.08	5.24		4.50	6.07
4.0								
138.3	THERESA..W	DN	20.1	4.03	5.19		s 4.45	6.02
4.5								
142.8	LOMIRA	D	15.6	3.58	**5.14** 1		s 4.37	5.56
1.5								
144.3	SIDING 145		14.1	3.56	5.12		4.33	5.54
2.8								
147.1	BYRON	DN	11.3	**3.52** 21	5.08		f 4.29	5.50
3.3								
150.4	HAMILTON		8.0	3.42	4.57		f 4.21	5.42
2.9								
153.3	VALLEY SIDING		5.1	3.38	4.53		4.16	5.38
2.8								
156.1	FOND DU LAC..XW	DN	2.3	s 3.32	s **4.47** 21		s 4.10	s 5.30
2.3								
158.4	SHOPS YARD XCWOT	DN	0.0	L **3.19** 27 AM	L 4.32 AM		L 3.54 PM	L **5.16** 22 PM
				Daily	Daily	Daily	Daily	Daily
				18	4	8	6	2

FIRST DISTRICT—EAST

TIME TABLE No. 38 Sunday, Sept. 26, 1926

3rd CLASS TRAINS EAST

Siding Capacity		Telegraph Stations	Distance from Chicago	32 Way Freight Dly.Ex.Sun	24 Freight Daily	22 Freight Daily	26 Milwaukee Freight Dly.Ex.Sat.	28 Freight Daily	Distance from Minneapolis
	CHICAGO	DN	0.0			A 6.00 AM			466.5
TRAINS BETWEEN FOREST PARK AND CHICAGO WILL BE GOVERNED BY B. & O. C. T. T. TIME TABLES									
	10.9 FOREST PARK	DN	10.9			5.15			455.6
	0.9 RIVER FOREST		11.8			5.12			454.7
	3.5 FRANKLIN PARK XY		15.3			4.58			451.2
	1.7 SCHILLER PARK CWOT	DN	17.0	A 3.30 PM	A11.00PM	4.50 / 8.05		A 8.25AM	449.5
	3.2 ORCHARD PLACE		20.2	3.13	10.25	2.40		8.05	446.3
30	2.7 DES PLAINES X		22.9	2.48	10.15	2.30		7.58	443.6
	2.2 FEEHANVILLE		25.1	2.28	10.05	2.20		7.50	441.4
20	4.8 WHEELING (W.End of Dbl. Trk.) W	DN	29.9	2.15	9.50 21	1.15		7.35	436.6
	3.3 APTAKISIC		33.2	2.05					433.3
80	1.2 PRAIRIE VIEW	D	34.4	2.00	9.40	12.55		7.12	432.1
72	3.6 LEITHTON XY	DN	38.0	1.50	9.30	12.45		6.45 18	428.5
80	2.0 MUNDELEIN	D	40.0	1.36	9.21 27	12.38		6.15	426.5
80	5.5 GRAY'S LAKE X	DN	45.5	1.16	9.05	12.25		5.55	421.0
145	5.5 LAKE VILLA CWO	DN	51.0	12.46 PM	8.50	12.10 23 AM		5.39	415.5
80	3.3 SIDING 55		54.3	11 45 31	8.35	11.55		5.17	412.2
	1.0 ANTIOCH	D	55.3	11.40	8.30	11.52		5.15	411.2
40	3.0 TREVOR W	DN	58.3	11.15	8.20	11.47		5.08	408.2
215	1.8 CAMP LAKE Y		60.1	11.00	8.14 3 2	11.41		5.01	406.4
215	1.5 SILVER LAKE X	DN	61.6	10.53	8.02	11.20 21		4.53	404.9
80	4.5 WHEATLAND		66.1	10.30 5	7.50	10.59		4.42	400.4
14	6.6 BURLINGTON XW	DN	72.7	9.45	7.35	10.43		4.25	393.3
80	0.7 SIDING 74		73.4	9.30	7.34 17	10.40 27		4.21	393.1
80	4.3 HONEY CREEK	D	77.7	9.15	6.50 6	10.30		4.12	388.8
80	5.0 LAKE BUELAH	D	82.7	9.00	6.31	10.20		4.01	383.8
25	3.5 MUKWONAGO	D	86.2	8.35 8 / 8.00	6.22	10.10		3.50	380.3
210	4.7 VERNON CW	DN	90.9	7.35	6.10	10.00		3.33 1	375.6
	6.4 C&NW JCT. (E. End of D Trk.)		97.3	7.05	5.45 7	9.30 3		3.00 23	368.8
	0.4 WAUKESHA CWOTX	DN	97.7	L 7.00 AM					367.7
	2.7 PR DUCHIEN JCT. (W.Ed. of D Trk.)		100.4		5.20	9.08 3		2.50 23	363.9
80	2.2 DUPLAINVILLE X	DN	102.6		5.10	9.00		2.40	359.9
40	4.0 TEMPLETON	D	106.6		5.00	8.53		2.30	355.7
80	4.2 COLGATE	D	110.8		4.50	8.35 17		2.10 21	348.8
160	6.9 RUGBY JCT. CWT	DN	117.7		4.30	8.02	A11.45 PM	1.55	345.7
60	3.1 ACKERVILLE		120.8		4.20	7.55	11.30 25	1.40	343.9
80	1.8 SLINGER XW	DN	122.6		4.10	7.50	11.20	1.17 27	342.2
80	6.9 ALLENTON	D	129.5		3.55	7.35	10.59	1.01	337.0
80	4.8 MARSH		134.3		3.42	7.26	10.44 3	12.51	332.2
80	4.0 THERESA W	DN	138.3		3.30	7.18	10.22	12.44	328.2
30	4.5 LOMIRA	D	142.8		3.17	7.08	10.12	12 35 25	323.7
80	1.5 SIDING 145		144.3		3.12	7.03	10.01	12.30	
80	2.8 BYRON	DN	147.1		3.05	6.55	9.50 17	12.20	319.4
	3.3 HAMILTON		150.4		2.40	6.34	9.06	12.05 AM	316.1
82	2.9 VALLEY SIDING		153.3		2.30	6.23	8.54	11.55	313.2
40	2.8 FOND DU LAC XW	DN	156.1		2.20	6.12	8.45	11.45	310.4
	2.3 SHOPS YARD XCWOT	DN	158.4		L 2.05 5 PM	L 5.55 PM 2	L 8.30 PM	L11.30 PM 3	308.1
				Dly.Ex.Sun	Daily	Daily	Dly.Ex.Sat.	Daily	
				32	24	22	26	28	

SECOND DISTRICT—WEST

1st CLASS TRAINS

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Shops Yard	1 Express Daily	5 Chicago Eau Claire Local Daily	17 Limited Daily	3 Limited Daily
158.4	SHOPS YARD—CWOXT	DN	0.0	L 6.00 AM	L 1.48 PM	L 10.17 PM	L 11.27 PM
	0.9						
159.3	N. FOND DU LAC		0.9	s 6.01 6.07	s 1.50 1.56	10.18 10.23	11.28 11.33
	4.7						
164.0	VAN DYNE	DN	5.6	6.14	f 2.04	10.30	11.41
	4.4						
168.4	BLACK WOLF		10.0	6.20	2.11 36	10.35	11.46
	3.6						
172.0	SIDING 172		13.6	6.25	2.16	10.39	11.50
	1.1						
173.1	SO. OSHKOSH OXW	DN	14.7	6.27	s 2.19	10.41	11.52
	1.2						
174.3	OSHKOSH X		15.9	s 6.36	s 2.28	s 10.49	s 12.02 AM
	4.0						
178.3	STATE HOSPITAL X	DN	19.9	6.44	f 2.37	10.58	12.09
	4.4						
182.7	SNELLS		24.3	6.50	2.43	11.04	12.15
	2.7						
185.4	Jct. 185 (E. End of Double Track)		27.0	6.54 24	2.48 22 6	11.07	12.18
	1.0						
186.4	NEENAH CWYT	DN	28.0	s 7.02	s 2.57	s 11.16	s 12.26
	1.4						
187.8	Jct. 188 (W. End of Double Track)		29.4	7.07 24	3.01 6	11.20	12.29
	3.1						
190.9	SIDING 190		32.5	7.13	3.06 28	11.27	12.34
	4.6						
195.5	MEDINA JUNCT. CWX	DN	37.1	s 7.21 27	s 3.13	11.34	12.42
	3.9						
199.4	DALE		41.0	f 7.29	s 3.20	11.40	12.49
	1.6						
201.0	ANTON		42.0	7.32	3.23	11.43	12.51
	6.3						
207.3	FREMONT	DN	48.9	7.41	s 3.33	11.52	12.59
	2.7						
210.0	GILLS LANDING		51.6	7.45	f 3.38	11.56	1.03
	3.4						
213.4	WEYAUWEGA	D	55.0	s 7.51	s 3.43 2 23	12.02 AM	1.08
	3.7						
217.1	HARRINGTON		58.7	7.57	3.52	12.07	1.13
	3.7						
220.8	WAUPACA W	DN	62.4	s 8.06 36	s 4.01	12.16	s 1.24 18
	6.6						
227.4	SHERIDAN	D	69.0	8.16	s 4.13	12.26	1.34
	5.0						
232.4	NELSONS W		74.0	8.24	4.23	12.34	1.42
	1.2						
233.6	AMHERST	DN	75.2	s 8.27	s 4.28	12.36	1.44
	1.7						
235.3	AMHERST JUNCTION		76.9	s 8.31	s 4.33	12.38	1.46
	1.2						
236.5	LAKE EMILY		78.1	8.34	4.38	12.41	1.49
	5.1						
241.6	CUSTER		83.2	8.43	s 4.49	12.48	1.57
	2.2						
243.8	STOCKTON	DN	85.4	8.47	f 4.55	12.52 18	2.01
	4.8						
248.4	WAYNE ST. YD. YCWO	DN	90.2	8.54	5.07	1.03	2.07
	.6						
249.1	STEVENS POINT XW	DN	90.8	A 8.59 AM	A 5.10 PM	A 1.05 AM	A 2.10 AM 4
				Daily	Daily	Daily	Daily
				1	5	17	3

SECOND DISTRICT—WEST

Siding Capacity	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Stevens Point	3rd CLASS TRAINS 27 Freight Daily	21 Freight Daily	35 Way Freight Dly.Ex.Sun	23 Freight Daily	Distance from Minneapolis
	SHOPS YARD XCWOT	DN	90.8	L 5.00 AM	L 7.15 AM	L7.25 AM	L10.80 AM	308.1
	0.9							
	N. FOND DU LAC		89.9	5.05	7.20	7.30	10.35	307.2
	4.7							
80	VAN DYNE	DN	85.2	5.30	7.50	7.59	10.59	302.5
	4.4							
80	BLACK WOLF		80.8	5.43	8.04	8.13	11.10	298.1
	3.6							
70	SIDING 172		77.2	5.52	8.11 24	8.20 24	11.20	
	1.1							
	SO. OSHKOSH..OXW	DN	76.1	5.57	8.14	8.40	11.25	293.4
	1.2							
15	OSHKOSH X		74.9	6.07	8.24	8.50	11.40	292.2
	4.0							
79	STATE HOSPITAL..X	DN	70.9	6.18	8.36	9.05	11.52	288.2
	4.4							
79	SNELLS		66.5	6.28	8.50	9.15	12.01 PM	283.8
	2.7							
	JCT. 185 E. End of Dbl. Trk.		6.38	6.35 24	9.01	9.22	12.10 36	
	1.0							
80	NEENAH..CWYT	DN	62.8					280.1
	1.4							
	JCT. 188 W. End of Dbl. Trk.		61.4	6.50 24	9.25	9.55	12.55 36	
	3.1							
79	SIDING 190		58.3	7.01	9.40	10.05	1.10	275.6
	4.6							
150	MEDINA JUNCT...CWX	DN	53.7	7.21 1	10.05	10.20	1.25 22 / 2.25 28 / 6	271.0
	3.9							
	DALE		49.8	7.35	10.20	10.55 36	2.40	267.1
	1.6							
79	ANTON		48.2	7.45	10.25 36	11.10	2.46	265.5
	6.3							
80	FREMONT	DN	41.9	8.05	10.45	11.55	3.01	259.2
	2.7							
	GILLS LANDING		39.2	8.15	10.55	12.03 PM	3.09	256.5
	3.4						5	
80	WEYAUWEGA	D	35.8	8.25	11.04	12.15	3.43 2	253.1
	3.7							
81	HARRINGTON		32.1	8.35	11.12	12.30 28	3.52	249.4
	3.7							
80	WAUPACA W	DN	28.4	8.55 36	11.30	{1.00 22 / 1.40 6}	4.21	245.7
	6.6							
80	SHERIDAN	D	21.8	9.25	11.50 28	2.05	4.55	239.1
	5.0							
96	NELSONS W		16.8	9.43	12.05 PM	2.20	5.18	234.1
	1.2							
	AMHERST	DN	15.6	9.48	12.10	2.34	5.23	232.9
	1.7							
	AMHERST JUNCT		13.9	9.53	12.15	2.50	5.30	231.2
	1.2							
90	LAKE EMILY		12.7	9.58	12.20 22	3.07 2	5.35	230.0
	5.1							
	CUSTER		7.6	10.15	12.35	3.38	5.50	224.9
	2.2							
79	STOCKTON	DN	5.4	10.40 28	12.50 6	3 58	6.01	222.7
	4.8							
	WAYNE ST. YD. YCWO	DN	0.6	A11.00 AM	A 1.45 PM	A 4.20 PM	A 6.30 PM	218.1
	0.6							
	STEVENS POINT..XW	DN	0.0					
				Daily	Daily	Dly.Ex.Sun	Daily	
				27	21	35	23	

SECOND DISTRICT—EAST

1st CLASS TRAINS

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Stevens Point	18 Limited Daily	4 Limited Daily	6 Eau Claire Ashland Chicago Local Daily	2 Express Daily
158.4	..SHOPS YARD..CWOXT	DN	90.8	A 3.19 AM	A 4.32 AM	A 3.54 PM	A 5.16 PM
	0.9						
159.3	.....N. FOND DU LAC.....	.....	89.9	{3.18 / 3.13	{4.31 / 4.26	s {3.53 / 3.48	s {5.15 / 5.10
	4.7						
164.0	.....VAN DYNE.....	DN	85.2	3.07	4.21	f 3.41	5.04
	4.4						
168.4	.....BLACK WOLF.....	.....	89.8	3.02	4.16	3.35	4.59
	3.6						
172.0	..... SIDING 172.....	.....	77.2	2.57	4.12	3.30	4.55
	1.1						
173.1	...SO. OSHKOSH..OXW	DN	76.1	2.55	4.10	s 3.28	4.53
	1.2						
174.3	.....OSHKOSH.....X	.....	74.9	s 2.49	s 4.05	s 3.22	s 4.47
	4.0						
178.3	....STATE HOSPITAL..X	DN	70.9	2.43	3.55	f 3.12 22	4.39
	4.4						
182.7	.....SNELLS.....	.....	66.5	2.38	3.49	3.06	4.34
	2.7						
185.4	Jct. 185 (E. End of Double Track)	.....	63.8	2.34	3.45	3.01 5	4.30 28
	1.0						
186.4	.....NEENAH..CWYT	DN	62.8	s 2 28	s 3.42	s 2.45	s 4.28
	1.4						
187.8	Jct. 188(W. End o Double Track)	.....	61.4	2.18	3.37	2.37 5	4.20 28
	3.1						
190.9	.....SIDING 190.....	.....	58.3	2.14	3.33	2.32	4.16
	4.6						
195.5	MEDINA JUNCT...CWX	DN	53.7	2.06	3.25	s 2.24 23 28	s 4.10
	3.9						
199.4	.....DALE.....	.....	49.8	1.59	3.18	s 2.17	4.04
	1.6						
201.0	.....ANTON.....	.....	48.2	1.57	3.16	2.13	4.02
	6.3						
207.3	.....FREMONT.....	DN	41.9	1.49	3.08	s 2.04	3.53
	2.7						
210.0	.....GILLS LANDING.....	.....	39.2	1.44	3.04	f 1.58	3.48 5
	3.4						
213.4	.....WEYAUWEGA.....	D	35.8	1.39	2.59	s 1.51	s 3.43 23
	3.7						
217.1	.....HARRINGTON.....	.....	32.1	1.34	2.54	1.42	3.36
	3.7						
220.8	.....WAUPACA.....W	DN	28.4	s 1.24 3	2.49	s 1.36 35	s 3.31
	6.6						
227.4	.....SHERIDAN.....	D	21.8	1.15	2.39	s 1.24	3.20
	5.0						
232.4	.....NELSONS.....W	.....	16.8	1.08	2.33	1.15	3.13
	1.2						
233.6	.....AMHERST.....	DN	15.6	1.06	2.31	s 1.12	3.11
	1.7						
235.3	AMHERST JUNCTION	.....	13.9	1.04	2.29	s 1.06	s 3.09
	1.2						
236.5	.....LAKE EMILY.....	.....	12.7	1.02	2.27	1.02	3.07 35
	5.1						
241.6	.....CUSTER.....	.....	7.6	12.56	2.21	s12.55	3.01
	2.2						
243.8	.....STOCKTON.....	DN	5.4	12.52 17	2.18	f12.50 21	2.58
	4.8						
248.4	WAYNE ST. YD. YCWO	DN	0.6	12.44	2.12	12.42	2.52
	0.6						
249.1	....STEVENS POINT..XW	DN	0.0	L12.40 AM	L 2.10 AM 3	L12.40 PM	L 2.50 PM
				Daily	Daily	Daily	Daily
				18	4	6	2

SECOND DISTRICT—EAST

Siding Capacity	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Shop Yards	3rd CLASS TRAINS 24 Freight Daily	36 Way Freight Dly.Ex.Sun	28 Freight Daily	22 Freight Daily	Distance from Minneapolis
	SHOPS YARD CWOXT	DN	0.0	A10.00AM	A 3.20 PM	A 7.45 PM	A 4.40 PM	308.1
	0.9							
	N. FOND DU LAC		0.9	9.25	3.10	7.40	4.25	307.2
	4.7							
80	VAN DYNE	DN	5.6	9.00	2.40	7.30	4.14	302.5
	4.4							
80	BLACK WOLF		10.0	8.45	2.11 5	7.20	4.08	298.1
	3.6							
70	SIDING 172		15.8	8.20 35 / 8.11 21	1.50	7.05	4.00	294.5
	1.1							
	SO. OSHKOSH OXW	DN	14.7	8.04	1.40	6.50	3.55	293.4
	1.2							
15	OSHKOSH X		15.9	7.54	1.32	6.40	3.45	292.2
	4.0							
79	STATE HOSPITAL X	DN	19.9	7.40	1.20	6.30	3.18 6	288.2
	4.4							
79	SNELLS		24.3	7.25	1.05	6.15	2.59	283.8
	2.7							
	Jct. 185 (E. End of Dbl. Tck.)		27.0	7.15 1/27	12.50 PM 23	6.00 2	2.48 5	280.1
	1.0							
80	NEENAH CWYT	DN	28.0					275.6
	1.4							
	Jct. 188 (W.End of Dbl. Tck.)		29.4	6.50 1/27	11.52 23	3.30 2	2.27 5	271.0
	3.1							
79	SIDING 190		32.5	6.40	11.45	3.08 5	2.20	267.1
	4.6							
150	MEDINA JUNCT. CWX	DN	37.1	6.20	11.30	2.30 6 22 / 1.50 23	2.05 28 23	265.5
	3.9							
	DALE		41.0	5.50	11.15 35 / 10.39	1.40	1.47	259.2
	1.6							
79	ANTON		42.6	5.45	10.25 21	1.30	1.44	256.5
	6.3							
80	FREMONT	DN	48.9	5.25	10.10	1.15	1.30	253.1
	2.7							
	GILLS LANDING		51.6	5.10	9.55	1.00	1.23	249.4
	3.4							
80	WEYAUWEGA	D	55.0	4.55	9.45	12.50	1.15	245.7
	3.7							
81	HARRINGTON		58.7	4.45	9.15	12.30 35	1.08	239.1
	3.7							
80	WAUPACA W	DN	62.4	4.38	8.59 27 / 7.58 1	12.20 PM	1.00 35	234.1
	6.6							
80	SHERIDAN	D	69.0	4.22	7.30	11.50 21	12.40	232.9
	5.0							
96	NELSONS W		74.0	3.55	6.53	11.30	12.30	231.2
	1.2							
	AMHERST	DN	75.2	3.50	6.40	11.25	12.28	230.0
	1.7							
	AMHERST JUNCTION		76.9	3.45	6.30	11.20	12.23	224.9
	1.2							
90	LAKE EMILY		78.1	3.40	6.25	11.15	12.20 21	222.7
	5.1							
	CUSTER		83.2	3.25	6.05	10.55	12.10	218.1
	2.2							
79	STOCKTON	DN	85.4	3.15	5.50	10.40 27	12.01 PM	
	4.8							
	WAYNE ST. YD. YCWO	DN	90.2	L 2.45 AM	L 5.30 AM	L10.20AM	L11.30 AM	
	.6							
	STEVENS POINT XW	DN	90.8					
				Daily	Dly.Ex.Sun	Daily	Daily	
				24	36	28	22	

SECOND DISTRICT—MANITOWOC LINE—WEST

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Manitowoc	2nd CLASS 401 Mixed Dly.Ex.Sun	2nd CLASS 403 Mixed Dly.Ex.Sun	3rd CLASS 423 Freight Dly.Ex.Sun
230.6	MANITOWOC..CWOT	DN	0.0	8.20 AM 402	L 6.15 PM 404	L 11.10 AM 424
4.5						
226.1	ALVERNO		4.5	f 8.37	f 6.35	11.30
4.1						
222.0	MADSEN		8.6	f 8.49	f 6.49	11.45
3.1						
218.9	VALDERS	D	11.7	s 9.03	s 7.01	12.05 PM
2.9						
216.0	LIME QUARRY		14.6	f 9.13 424	f 7.09	12.10
2.5						
213.5	COLLINS		17.1	s 9.23	f 7.17	12.30
5.9						
207.6	POTTER..W		23.0	s 9.40	f 7.35	12.50
4.0						
203.6	HILBERT JCT..X	DN	27.0	s 9.50	s 7.50	1.10
0.4						
203.2	M. St. P. & S. S. M. Switch		27.4	9.55	7.53	1.15

TRAINS BETWEEN M. ST. P. & S. S. M. SWITCH AND MENASHA JCT. WILL BE GOVERNED BY C. M. & ST. P. TIME TABLE.

4.9						
198.3	SHERWOOD	D	32.3	f 10.10	f 8.07	1.30
9.4						
188.9	MENASHA JCT..X		41.7	10.35	s 8.35	1.51
0.4						
188.5	MENASHA..X		42.1	10.37	8.37	2.30 PM
2.1						
186.4	NEENAH..CWYT	DN	44.2	A 11.00 AM	A 8.50 PM	A 2.40 PM 404
				Dly.Ex.Sun 401	Dly.Ex.Sun 403	Dly.Ex.Sun 423

PORTAGE LINE—WEST

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Portage	1st CLASS 501 Passenger Dly.Ex.Sun	3rd CLASS 503 Freight Tues-Thur-Sat.
320.3	PORTAGE..WO	D	0.0	L 1.30 PM	L 4.00 AM
5.8					
314.5	ANACKER		5.8	f 1.41	4.18
4.0					
310.5	MOUNDVILLE		9.8	f 1.48	4.30
2.6					
307.9	ENDEAVOR		12.4	s 1.52	4.40
3.6					
304.3	PACKWAUKEE JCT CW		16.0	s 1.59 504 / s 2.47	5.00
9.4					
294.9	WESTFIELD	D	25.4	s 3.06	5.40
6.1					
288.8	LIBERTY BLUFF		31.5	f 3.18	6.05
4.7					
284.1	COLOMA	D	36.2	s 3.28	6.25
7.3					
276.8	HANCOCK..W	D	43.5	s 3.44	7.00
5.9					
270.9	PLAINFIELD	D	49.4	s 3.56	7.30
6.6					
264.3	BANCROFT..XW	D	56.0	s 4.10	7.55
5.0					
	CODDINGTON		61.0	f 4.21	8.20
5.4					
253.9	PLOVER..X		66.4	s 4.33	8.50
2.8					
251.1	McDILL		69.2	f 4.39	9.00
1.3					
248.4	WAYNE ST. YARD	DN	70.5	4.43	A 9.15 AM 502
0.6					
249.1	STEVENS POINT	DN	71.1	A 4.45 PM	
				Dly.Ex.Sun 501	Tues-Thur-Sat. 503

MONTELLO LINE—WEST

Distance from Chicago	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Packwaukee Jc.	1st CLASS 511 Passenger Dly.Ex.Sun	1st CLASS 513 Passenger Dly.Ex.Sun	3rd CLASS 517 Freight Mon-Wed-Fri
304.3	PACKWAUKEE JUNCTION..CW		0.0	L 11.09 AM	L 1.59 PM 518	L 12.35 PM
0.7						
305.0	PACKWAUKEE	D	0.7	s 11.14	s 2.03	1.00
6.8						
311.8	MONTELLO	D	7.5	A 11.35 AM 514	A 2.19 PM 514	A 1.25 PM 518
				Dly.Ex.Sun 511	Dly.Ex.Sun 513	Mon-Wed-Fri 517

SECOND DISTRICT MANITOWOC LINE—EAST

Siding Capacity	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Neenah	2nd CLASS 402 Mixed Dly.Ex.Sun	2nd CLASS 404 Mixed Dly.Ex.Sun	3rd CLASS 424 Freight Dly.Ex.Sun	Distance from Minneap's
44	MANITOWOC CWOT	DN	44.2	A 7.55 AM 401	A 5.45 PM 403	A 10.35 AM 423	324.3
	4.5						
46	ALVERNO		39.7	f 7.33	f 5.18	10.15	319.8
	4.1						
	MADSEN		35.6	f 7.23	f 5.07	10.00	315.7
	3.1						
46	VALDERS	D	32.5	s 7.13	s 4.57	9.25	312.6
	2.9						
	LIME QUARRY		29.6	f 7.03	f 4.48	9.13 401	309.7
	2.5						
45	COLLINS		27.1	f 6.54	f 4.40	8.50	307.2
	5.9						
46	POTTER W		21.2	f 6.38	f 4.21	8.30	301.3
	4.0						
36	HILBERT JCT. X	DN	17.2	s 6.26	s 4.05	8.00	297.3
	0.4						
	M. St. P. & S. S. M. Switch		16.8	6.24	4.00	7.40	296.9
	4.9						
	SHERWOOD	D	11.9	f 6.10	f 3.49	7.20	290.2
	9.4						
	MENASHA JCT.		2.5	5.48	3.25	6.48	282.

TRAINS BETWEEN MENASHA JUNCTION AND M. ST. P. & S. S. M. SWITCH WILL BE GOVERNED BY C. M. & ST. P. TIME TABLE.

	0.4						
	MENASHA X		2.1	s 5.45	s 3.22	s 6.45	282.2
	2.1						
	NEENAH CWY	DN	0.0	L 5.30 AM	L 3.10 423 PM	L 6.30 AM	280.1
				Dly.Ex.Sun 402	Dly.Ex.Sun 404	Dly.Ex.Sun 424	

PORTAGE LINE—EAST

Siding Capacity	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Stevens Pt.	1st CLASS 502 Passenger Dly.Ex.Sun	3rd CLASS 504 Freight Mon.Wed.Fri.	Distance from Minneap's
	PORTAGE WO	D	71.1	A 12.30 PM	A 3.25 PM	288.4
	5.8					
	ANACKER		65.3	f 12.19	3.10	282.6
	4.0					
	MOUNDVILLE		61.3	f 12.12	2.59	278.6
	2.6					
	ENDEAVOR		58.7	s 12.07	2.52	276.0
	3.6					
	PACKWAUKEE JCT CW		55.1	s 12.01 PM s 11.09	2.30 PM 11.49 501	272.4
	9.4					
	WESTFIELD	D	45.7	s 10.49	11.20	263.0
	6.1					
	LIBERTY BLUFF		39.6	f 10.34	10.50	256.9
	4.7					
	COLOMA	D	34.9	s 10.24 504	10.24 502	252.2
	7.3					
	HANCOCK W	D	27.6	s 10.09	9.45	244.9
	5.9					
	PLAINFIELD	D	21.7	s 9.57	8.55	239.0
	6.6					
	BANCROFT XW	D	15.1	s 9.44	7.55	232.4
	5.0					
	CODDINGTON		10.1	f 9.37	7.40	
	5.4					
	PLOVER X		4.7	s 9.25	7.20	222 0
	2.8					
	McDILL		1.9	s 9.20	7.05	219 2
	1.3					
	WAYNE ST. YARD	DN	0.6	9.17 503	L 7.00 AM	216.5
	0.6					
	STEVENS POINT CWO	DN	0.0	L 9.15 AM		217.3
				Dly.Ex.Sun 502	Mon.Wed.Fri. 504	

MONTELLO LINE—EAST

Siding Capacity	TIME TABLE No. 38 Sunday, Sept. 26, 1926	Telegraph Stations	Distance from Montello	1st CLASS 512 Passenger Dly.Ex.Sun	1st CLASS 514 Passenger Dly.Ex.Sun	3rd CLASS 518 Freight Mon.Wed.Fri.	Distance from Minneap's
	PACKWAUKEE JCT. CW		7.5	A 12.01 PM	A 2.47 PM	A 2.15 PM 513	272.4
	0.7						
	PACKWAUKEE	D	6.8	s 11.58	s 2.43	2.10	273.1
	6.8						
	MONTELLO	D	0.0	L 11.40 AM 511	L 2 24 PM 513	L 1.50 PM 517	279.9
				Dly.Ex.Sun 512	Dly.Ex.Sun 514	Mon.Wed.Fri. 518	

SPECIAL INSTRUCTIONS

The numbers shown opposite the rules below refer to the corresponding rule in the Book of Rules and Regulations of the Operating Department.

3. STANDARD CLOCKS.

Shop Yards—Round House.
Dispatchers' Office.
Yard Office.
Neenah,
Manitowoc,
Waukesha Passenger Station,
Schiller Park,
Stevens Point—Dispatcher's Office.
Wayne St. Yard.
Chicago—B O. C. T. Train Shed and Dispatcher's Office.

4. TIME TABLES

Between Milwaukee Street, Menasha, and the East Bank of the South Branch of the Fox River in Neenah, track is used jointly by the C. M. & St. P. and M. St. P. & S. Ste. M. trains. M. St. P. & S. Ste. M. schedule trains using this joint track will have absolute right to the main track when on their time table time, and until they are ten minutes late. After they are ten minutes late they will lose all time table rights as regular trains and then must proceed under the necessary protection.

Extra trains and yard engines will not require running orders to use this joint track between Neenah and Menasha, but will be governed by special instructions and rules governing the movement of trains and engines through yard limits.

Between Rugby Jct. and Milwaukee, trains will be governed by C. M. & St. P. time table.

Between Menasha Jct. and M. St. P. & S. Ste. M. switch near Hilbert Jct., the C. M. & St. P. time table will govern.

Between Forest Park and Chicago, trains will be governed by B. & O. C. T. T. time table.

Gladstone Div. trains operating between Winnebago Jct. and Jct. 185 will be governed by Fond du Lac Division time table.

Trains Nos. 501 and 502 will be governed by Stevens Point Division time table between Wayne St. Yard and Stevens Point.

Main line schedule of Train 25 starts from, and of Train 26, terminates at the Milwaukee connection switch, located near the water tank at Rugby Junction.

Train and enginemen using the above named tracks must provide themselves with current time table, and will be governed by the rules and regulations of the above named roads while using their tracks.

All trains and engines using the Gladstone Division connection at Neenah will be governed by the following rules:

(1) Trains and engines entering the main tracks from the Gladstone Division tracks will make a full stop at "STOP BOARD" 400 feet from connection switch and ascertain from the operator at Neenah, by telephone, whether all overdue trains have passed.

(2) Before throwing crossover or connection switches it must be known that no train is in sight, and in obscure weather when view is obscured, trains and engines entering connections or using these crossover switches must further protect as per Rule 99.

(3) All east and west bound Fond du Lac Division trains will approach crossover at Gladstone Division connection under full control, expecting to find trains crossing over and be prepared to stop clear of switches if the way is not clear.

17. HEADLIGHTS

When rules require headlights to be displayed, electric headlights must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are made or where trains are receiving or discharging passengers, approaching train order signals, junctions, terminals, meeting points, or standing on two or more tracks when approaching trains in opposite direction.

Until the headlight of a train turned out to meet another is concealed, it is an indication that main track is obstructed. The opposing train must approach with caution and, if the head end of the train is clear of main track, it may proceed with caution to the point where the main track may be obstructed.

72. East bound trains are superior to westbound trains of the same class.

On the Montello Line, Trains Nos. 511 and 513 are superior to Trains Nos. 512 and 514.

Train No. 517 is superior to Train No. 518.

All west bound first class trains have right over No. 501.

83. REGISTERING STATIONS

Before leaving a register station at which it is necessary for the conductor to check train register, the engineer must receive from the conductor a check of the register on Form "A."

At points where it is necessary for the engineer to use the main track coming from the roundhouse to his train, the conductor will furnish the brakeman with a register slip, Form "A," for delivery to the engineer before engine enters the main track.

83b. Forest Park—First class by card.
Schiller Park—First class by card.
Wheeling—First class by card.
Shops Yard—First class by card.
Wayne St. Yard—First class by card.
Stevens Point.
Hilbert Jct.
Manitowoc.
Packwaukee.
Portage.

83c. BULLETIN BOARDS

Chicago—Grand Central Station.
B. & O. C. T. T. Roundhouse.
Schiller Park.
Waukesha.
Rugby Jct.
Shops—Dispatcher's Office.
Yard Office.
Roundhouse.
Neenah.
Stevens Point—Yard Office.
Dispatcher's Office.
Manitowoc.

85. Third class trains may pass and run ahead of second class trains. Extra trains may pass and run ahead of third class trains and extras.

93. YARD LIMITS

Schiller Park, from the connection switch with the Indiana Harbor Ry. at Franklyn Park to 2,500 feet west of Fairview.

Burlington, from C. M. & St. P. Transfer to 500 feet west of West Switch of Siding 74.

Waukesha, from 500 feet east of Siding 96 to 2,000 feet west of C. M. & St. P. Transfer Switch at Prairie du Chien Crossing.

Rugby Jct., from 500 feet east of east Siding to 500 feet west of west Siding.

Fond du Lac, from 500 feet west of C. & N. W. Crossing to west boundary line of Scott Street on the west.

Shops Yard from west boundary line, Scott Street on the east to 1,200 feet west of the North Fond du Lac Station on the west.

South Oshkosn and Oshkosh, from 1,000 feet east of Siding 172 to 700 feet west of Channings' Switch, which is located about ½ mile west of Oshkosh Passenger Station.

Neenah, from 3,000 feet east of Junction 185 to 2,500 feet west of Junction 188.

The both wyes at Neenah and track extending Neenah eastward to C. M. & St. P. main track switch at Menasha are also included within Neenah Yard Limits.

Medina Jct., from 1,100 feet east of east Siding switch to 500 feet west of west Siding switch.

Waupaca, from 1,000 feet west of Siding switch to 500 feet east of Siding switch.

Wayne St. Yard, from 4,000 feet east of east switch.

Manitowoc, from 500 feet west of C. & N. W. overhead bridge to Manitowoc Station.

The tracks formerly owned and exclusively operated by the C. & N. W. between the Federal Steel Plant and the Waukesha Malleable Iron Co. at Waukesha, will be operated as joint tracks by the Soo Line and the C. & N. W. The engines and cars of each company are accorded equal rights thereon.

Limit sign boards erected at either end of the joint track show their location. All switch track between these limit posts are also joint tracks.

Engines must not exceed six (6) miles per hour on above named tracks and must be prepared to stop within half the length of their vision under adverse weather conditions, and where vision is obscure movements must be protected by a flagman.

Trainmen and switchmen of each company will not interfere with the movements of each other, and when practicable must give way to the crew arriving first at an industry track.

Cars placed at industries for loading or unloading must be replaced. Empty cars or loads may be switched out if shipper directs.

That portion of the main, or running track between the lead switches at the Federal and Modern Steel Plants must be kept clear of the cars except during actual switching operations.

92. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
First District		
Franklin Park	CM&StP	Interlocked
Des Plaines	C&NW	Interlocked
Leithton	EJ&E	Interlocked
One mile east of Grays Lake	CM&StP	Interlocked
One mile west of Silver Lake	C&NW	Interlocked
One mile east of Burlington	CM&StP	Interlocked
Waukesha	C&NW	Not interlocked
Prairie du Chien Jct.	CM&StP	Not interlocked
Duplainville	CM&StP	Interlocked
Slinger	CM&StP	Not interlocked
One mile east of Fond du Lac	C&NW	Interlocked
One mile east of Fond du Lac	CM&StP	Interlocked
Fond du Lac	CM&StP	Interlocked
Fond du Lac	C&NW	Not interlocked
Second District		
Oshkosh	CM&StP	Interlocked
One mile east of State Hospital	C&NW	Interlocked
Medina Jct.	C&NW	Not interlocked
Manitowoc Line		
Neenah	C&NW	Not interlocked
Menasha	CM&StP	Not interlocked
Hilbert Jct.	CM&StP	Interlocked
Portage Line		
Two crossings at Plover	GB&W	Not interlocked
Bancroft	C&NW	Interlocked
DRAW BRIDGES		
Fox River at Oshkosh		Interlocked
Wolf River at Gills Landing		Interlocked
Manitowoc		Not interlocked
Portage		Not interlocked

Trains must come to a full stop before crossing draw bridges at Portage and Manitowoc.

99. In using the main tracks of the Green Bay & Western Ry. at Amherst Jct. while switching or unloading freight, M. St. P. & S. Ste. M. Ry. trains are required to keep clear of all G. B. & W. trains. It is therefore necessary to protect as per rule 99, unless given rights by train order. There is no train dispatcher on duty between 7:30 p. m. and 7:00 a. m.

102. MOVEMENT OVER HIGHWAY CROSSINGS

In the movement of engines with or without cars switching over highway grade crossings within yard limits, commercial and station sidings, mines, industrial or passing sidings, unless there is a crossing watchman at his post, or the gates are down, a member of the train or engine crew will protect highway traffic at crossings by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed. The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement), also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall not be less than 50 feet from the center line of the crossing and a member of the crew is required to remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled. If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of cuts at the crossings which cannot be protected should, when practicable, be left standing not less than 150 feet from center line of the crossing. A member of the crew is required to precede each coupling movement and know that all highway traffic has been stopped before signaling the engineman to make the movement. When a car or cars are set off or placed on any track they must be left standing not less than 150 feet from the center line of a highway crossing when the space permits.

D151. DOUBLE TRACK

Double track extends from
Forest Park to Wheeling.
C. & N. W. Jct. to Prairie du Chien Jct.
Jct. 185 to Jct. 188.

Trains will take the right-hand track.

Extra trains will not require running orders to use double track between Forest Park and Wheeling.

Normal positions of switches at ends of double track:

At Wheeling, set for eastbound track.
C. & N. W. Jct. set for eastbound track.
Prairie du Chien Jct. set for westbound track.
Jct. 185 set for eastbound track.
Jct. 188 set for westbound track.

204a. On all trains, engineers must read "31" train orders to conductors and show all orders to fireman and front brakeman.

On passenger trains the head brakeman shall take conductor's copy of orders back to flagman, and after he has read them, will return the orders to the conductor.

208c. Rule 208c is abrogated.

210c. The conductor and engineman of each train must receive clearance card, Form "A," with all train orders, and must see that it is properly addressed to their train, and that they receive all the train orders which the clearance card indicates they are to receive.

The operator must show on the clearance card the numbers of all orders he has for the train addressed, and before delivering them to the train, he must repeat the numbers of the orders from the clearance card to the dispatcher, who must write the train and order numbers in his train order book as they are repeated from the clearance card by the operator, and if the correct numbers have been given he will reply: "Order Nos.....O. K. to.....(train Number..... at.....time.....m)." The O. K. must not be given by the dispatcher unless the order numbers designated by the operator correspond with all the orders to be received by the train at that station.

211. A third paragraph is added to Rule 211, reading as follows:

At stations where only two position train-order signals are in use, and a "19" order is sent, the operator, in addition to displaying signal in stop position, must display a yellow flag by day, and a yellow light by night, as an indication to enginemen and trainmen that the operator has a "19" order for them which they must get, together with the clearance card and compare the numbers thereon shown with the numbers of the orders.

211a. The "19" form of train order will be used for the purpose of restricting trains as well as conferring additional rights, except that it shall not be used under the following circumstances:

To restrict the right of a train which has been cleared, or engine which has passed the train order signal.

When it is necessary to restrict the rights of a work train before the expiration of its time.

When it is necessary for the train dispatcher to know that the order has been delivered to a train before its use to another train is authorized.

When receipting for a new time table.

When reducing a time order, or annuling a running order, or a schedule of a train.

When restricting the right or superiority of a train at a station where such order is effective.

When restricting the right of a first class train, except when the movement can be safeguarded by a middle order at the point of execution. The location of the station where the middle order is issued, must be so that the movement can be properly safeguarded.

221 Lights on train order signals will not be displayed when train order offices are closed.

221a. Obtain clearance card Form "A" at all initial stations before starting on trip.

260. **BLOCK RULES**

(1) These rules are not to be construed as affecting the rights of any train under the time table or rules of the operating department. They do not relieve trainmen from the necessity of flagging; nor do they relieve employees from the full observance of general and special rules, special orders, instructions and bulletins governing the movement and protection of trains.

(2) Absolute Block means that but one train will be permitted to occupy a block.

(3) Permissive Block means that more than one train may be permitted to occupy a block when moving in the same direction, under restrictions prescribed by these rules.

(4) Train Order signals will be used as block signals.

(5) All trains, unless moved under the authority of a Permissive Card, shall be spaced fifteen minutes.

(6) No train of inferior class will leave a station within 15 minutes of the departing time of a first-class train following.

(7) Trains following each other out of non-telegraph or closed block stations must keep 15 minutes apart.

(8) The operator will set his signal at "stop" immediately after a train has passed the signal and hold following trains until the expiration of the time blocking period, unless such train is sooner released by the issuance of a Permissive Card, and a Clearance Card on the signal, or the signal ordered to "clear" by the dispatcher on account of the train ahead having cleared the block.

(9) The operator must not report a train as having arrived at his station unless the markers of such train has cleared the signal, or is on siding entirely in the clear and operator so advised by the conductor. Trains standing or switching on main track must not be considered or reported as clear unless they have actually cleared the block.

(10) Trains having cleared a block and having been so reported must not re-enter such block except when protected as prescribed by Rule 99.

(11) An absolute block will be maintained between first class trains and passenger extras.

(12) Permissive Cards may be used only by direction of the train dispatcher.

(13) When a train is to proceed under Permissive Card, the conductor and engineman must each have a card of the following form properly filled out and signed by the initials of the chief train dispatcher:

Form No. 375.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

PERMISSIVE CARD

..... Station.....192..

Conductor and Engineman.....

Use Permissive Card from.....

to... .....

Train.....is ahead of you.

This card will be made in triplicate, one copy to be delivered to engineman, one to conductor, and one filed by operator.

Card Number	Made O. K. at	Chief Train Dispatcher	Operator

(14) Permissive Cards will be designated by number and entered in train-order book by dispatchers in regular numerical order with train orders. The number, Time, Made O. K., and the chief train dispatcher's initials must be endorsed on the face of the Permissive Card, which must be signed by the operator before it becomes effective.

(15) When the train dispatcher authorizes a Permissive Card, the authority for the operator to issue the Card will be given in the following manner:

"Card No.....Train.....from..... to.....O. K. at.....M. A. B. C."

(16) When a Permissive Card is issued to a train, it must proceed with caution, expecting to find the block occupied by train ahead.

(17) During stormy and foggy weather, conductors, enginemen and operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(18) During storms and fog, the following rules will be effective:

(a) Absolute Block will be maintained.

(b) No freight train may leave a station unless they have time to arrive and report their train clear at the first open station in advance before a following passenger train is due at the first open station in the rear.

(c) Trains following each other out of closed stations must keep 30 minutes apart and following trains must proceed with caution.

(19) An Absolute Block will be maintained between Byron and Fond du Lac on westward trains, and between Franklin Park crossing tower and Forest Park on eastward trains, except that on train order permission light engines may follow freight trains Byron to Fond du Lac.

OVERHEAD OBSTRUCTIONS ON SIDE TRACKS AND INDUSTRY SPURS THAT WILL NOT CLEAR A MAN ON A BOX CAR.

Location	Obstruction	Clearance Above Rail Less Than 22'	Clearance Side Less Than 7'	Tell Tales East	Tell Tales West
B. & O. C. T. T.—Chicago to Madison Street					
West of Paulina St.	Metropolitan Elevat. Via.	20' 4½"		214'	214'
Belt Ry. of Chicago	Concrete Via.	17' 4½"		160'	215'
2nd St.	Viaduct	21' 3½"		223'	221'
M. St. P. & S. Ste. M. Ry.—Madison Street to Stevens Point					
Mukwonago	Trolley Wires	22		No Tell Tales	
Templeton (N. of depot)	Bridge No. 273½.	19'		222'	218'
Cedar Lake (S. of depot)	Bridge No. 318..	21' 9"		No Tell Tales	
Nelsons (2 miles East of)	Bridge No. 520..	21' 6"		No Tell Tales	

Location	Obstruction	Clearance Above Rail Less Than 22'	Tell Tales East	Tell Tales West
Chicago to Stevens Point				
Gray's Lake	Wilbur's Lumber Shed	15' 4"		
Lake Villa	Coal Shed Shelter	11' 3"		
Antioch	Adams Lumber Company's Shed	15' 0½"		
Antioch	Adams Coal Shed	15' 6½"		
Camp Lake	Ice Slide at Lincoln Ice House	16' 4"		
Waukesha	Waukesha Brewing Co.'s Building	20' 10½"		
Waukesha	Waukesha Sand & Stone Co.'s Bins.	10' 8½"		
Waukesha	White Rock Mineral Springs Loading			
Waukesha	Traveller at Modern Steel Plant	19' 0"		
Lomira	Star Brewing Co., Shaft Between Buildings	17' 6"	136'	183'
Hamilton	Crushed Stone Bins	10' 3"		
Fond du Lac	Howe Truss on Gurney Track	20' 2"		
Fon Du Lac	Moore & Galloway Lumber Carrier.	16'		
Shops Yard	Lumber Shed	18' 0"		
Shops Yard	Coal Shed	17' 9"		
Oshkosh	Ives Company's Warehouse	16' 10"		
Oshkosh	Challoner Company's Machine Shop	15' 9"		
Neenah	Hardwood Products Co.'s Shed on M dle Spur	17' 0"		
Neenah	Hardwood Products Co.'s Steam Pipe on North Spur	16' 10½"		
	Track	18'		
Manitowoc Branch				
Neenah	Neenah Paper Co.'s Overhead Runway	19' 2"		
Quarry	Empire Lime & Stone Co.'s Stone Bins	13' 0"		
Quarry	Standard Lime & Stone Co.'s Stone Bins	12' 10"		
Manitowoc	National Grain Co.'s Local Elevator Shed over Scale	21' 6"		
Manitowoc	National Grain Co.'s Transfer Elevator Shed	20' 2"		
Manitowoc	Rahr's Elevator Roof over Shed, M. M. Co.	18' 7"		
Portage Line				
Spur P. 40 Guy Wires		12'		
Endeavor (1 mile East)	Bridge No. 66D.	18' 4" 6' 9"	215'	200'
Montello Line				
Montello	Montello Granite Co. Crusher Bins.	13' 0"		
Manitowoc Line				
Manitowoc (W. of depot)	C. & N. W. bridge	17' 3"	255'	238'
Manitowoc	Coliseum Ave. Viaduct	20' 2'	150'	150'
Manitowoc	Overhead wagon-bridge No. H43C	21' 7"	265'	None
Manitowoc	Lift bridge	21' 5"	No Tell Tales	
C. M. & St. P.—Milwaukee Line				
Milwaukee	6th St. Viaduct	18' 1"	140'	140'
Milwaukee	25th St. Viaduct.	19' 6"	150'	150'

836. When due to weather conditions, such as high wind, flying snow, fog, or other causes, proper inspection cannot be made from trains while in motion, conductors will arrange to stop their trains at frequent intervals in accordance with their judgment, in order that train may be thoroughly inspected for hot boxes.

902. Engineers of freight trains must obtain a signal from rear of train before passing any station.

SPEED RESTRICTIONS.

The speed of trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the Conductor and Engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all circumstances.

All second and inferior class trains and light engines will not exceed speed of ten miles per hour between North Fond du Lac and Fond du Lac, and in stormy and foggy weather will further reduce speed and move very cautiously, expecting to find an engine working on the main track.

The speed of all main line passenger trains must not exceed sixty (60) miles per hour on the first district or fifty-five (55) miles per hour on the second district.

The speed of all main line freight trains, excepting train Nos. 22, 27 and 21 must not exceed thirty-five (35) miles per hour on first and second district. The speed of train Nos. 22, 27 and 21 must not exceed forty (40) miles per hour on first district and second district.

The speed of third and inferior class trains must not exceed 25 miles per hour on the Manitowoc and Portage Lines.

The speed of second class trains must not exceed 30 miles per hour on the Manitowoc Line.

The speed of first class trains must not exceed 35 miles per hour on the Portage Line.

Trains must not exceed 35 miles per hour between yard office and east switch at shops yard.

All trains will reduce speed to twelve miles per hour when crossing draw bridges, and passenger trains 35 miles per hour and freight trains 25 miles per hour over railroad crossings.

First class trains will not exceed twenty (20) miles per hour; third and inferior class trains will not exceed ten (10) miles per hour between Burlington passenger station and the "Run SLOW" sign board at Madison street the fifth street crossing east of the station.

Trains not scheduled to stop at Schiller Park will not exceed a speed of 15 miles per hour between Irving Park Boulevard and the coal chute.

All eastbound trains will approach the west end of Schiller Park Yard under control expecting to find westbound freight trains using cross-over from the yard to the westbound main.

This is not intended, however, to relieve the crews of westbound trains that are crossing over, or the crews of switch engines from properly protecting themselves when making this movement, and crews using this cross-over must see that full protection is assured.

All eastbound trains during daylight hours will not exceed 20 miles per hour over highway just west of station at Dale.

The speed of all trains must not exceed eight (8) miles per hour over street crossings between the South Channel of Fox River and Menasha Soo Station.

Westbound passenger trains will not exceed a speed of 45 miles per hour and westbound freight trains will not exceed a speed of 30 miles per hour between Byron and Valley Siding.

Passenger trains must reduce speed to 25 miles per hour over the street crossing immediately west of Lake Villa station.

Trains handling loaded oil tank cars must not exceed a speed of 25 miles per hour..

The steam wrecker located at Fond du Lac, which is 120-ton capacity, should not be run to exceed a speed of 30 miles per hour on main line on straight track, and where conditions are of the best.

At doubtful places and curves, the speed must be reduced to 25 miles per hour. On the Manitowoc Line, this wrecker

must not be run to exceed 15 miles per hour.

Should it be necessary to run this wrecker north of Stevens Point, it should not be run over 10 miles per hour over the Wisconsin River Bridge at Stevens Point.

Two cars must always be placed between the derrick and the locomotive.

Speed of L-1 (Mikado) type engines must not exceed 15 miles per hour over bridge 156-A, 156-B and 157-A. These bridges cross the main and east branches of Fond du Lac River within the Fond du Lac yard limits.

PROVISIONAL STOPS FOR PASSENGER TRAINS.

TRAIN No. 1.

Will stop at River Forest for passengers for Stevens Point and stations west.

Will stop at Van Dyne on signal to pick up passengers for St. Paul and Minneapolis.

Will stop on signal daily at South Oshkosh, State Hospital, Fremont, Sheridan, Custer and Stockton to pick up passengers for points west of Chippewa Falls only.

Will stop at South Oshkosh to let off passengers from Waukesha and East.

Will stop at Antioch daily to let off passengers from Chicago.

TRAIN No. 2.

Will stop at stations east of Stevens Point to let off passengers from points west of Chippewa Falls.

Will stop at Amherst on Sunday only to let off passengers from points west of Stevens Point.

Will not stop at Amherst Junction on Sundays.

Passengers for Milwaukee will be handled as follows: For such passengers via Waukesha only from territory west of Chippewa Falls, including the Twin Cities, and via Slinger and C. M. & St. P. No. 6 from all territories except St. Paul, Minneapolis, Fond du Lac and Oshkosh. In emergencies when the C. M. & St. P. connection is missed at Slinger, it will be permissible to carry passengers into Waukesha, and the Agent there will, upon surrender of the Milwaukee tickets, furnish passenger with forty-three cents, with which to pay fare Waukesha to Milwaukee.

TRAIN No. 3.

Will stop at Lake Villa for Chicago passengers.

TRAIN No. 4.

Will stop at Mukwonago for Chicago passengers.

Will stop at Waupaca to let off passengers from west of Spencer.

Will handle passengers when making crossing stop at Medina Junction.

TRAIN No. 5.

Will make regular stop at Loon Lake and McDonald platform for passengers from Chicago only.

Will stop on signal at St. Huberts.

Will make regular stop at Readfield.

Will stop on signal at Rollins.

TRAIN No. 6.

Will stop on signal at Loon Lake and McDonald platform for Chicago passengers only.

Will stop on signal at St. Huberts.

Will make regular stop at Readfield.

Will stop on signal at Rollins.

TRAIN NO. 7.

Will stop at Feehanville, Rollins and Loon Lake to let off passengers from Chicago.

TRAIN NO. 8.

Will stop at Loon Lake and Rollins for Chicago passengers.

Will stop on signal at Aptakisic for express.

TRAIN No. 17.

Will handle passengers when making crossing stop at Medina Junction.

Will stop at Antioch for passengers for stations west of Spencer and Owen, and also for passengers from Chicago.

Will stop at Mukwonago on signal for passengers for Superior and Duluth, and also for passengers from Chicago.

Will stop at Waupaca to let off passengers from East of there and pick up passengers for North of Owen on Fifth District where No. 17 is scheduled to stop.

TRAIN No. 18.

Will stop at stations east of Stevens Point to let off passengers from Duluth and Superior and stations on Fifth District.

TRAINS 423 and 424

Will stop on signal at St. Johns.

Forest Park will be considered same as Chicago on all passenger stops.

Nos. 423-424-503-504-517 and 518 will carry passengers.

NOTES

No. 2 will wait at Neenah for No. 423.
No. 3 will wait at Rugby Junction for No. 203.
No. 17 will wait at Rugby Junction for No. 203.
No. 5 will wait at Rugby Junction for No. 205.
No. 204 will wait at Rugby Junction for Nos. 4 and 18.
No. 206 will wait at Rugby Junction for No. 6.
No. 402 will wait at Neenah for Nos. 3, 4, 17 and 18.
No. 404 will wait at Neenah for Nos. 6 and 5.
No. 502 will wait at Stevens Point for No. 1.
No. 5 and 6 will wait at Neenah for No. 401.

TABLE SHOWING THE RATE OF SPEED PER HOUR A TRAIN IS MOVING, WHERE THE TIME OF ONE MILE IS GIVEN

Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.
M.S.	Miles	M.S.	Miles	M.S.	Miles	M.S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

SIDINGS AND SPURS.

First District.

Distance from Chicago

Wilmott Switch	56.53
Siding 96	96.04
C., M. & St. P. Waukesha Connection	100.50
C., M. & St. P. Templeton Connection	107.12
St. Hubert's Spur	114.00

Second District.

Distance from Chicago

Readfield Spur	204.02
County Insane Hospital	214.48

Portage Line.

Spur P-40	289.3
Follet's Siding	276.34

Manitowoc Line.

High Cliff	196.65
St. John	201.07
New Quarry Track	218.33

WATCH INSPECTORS.

M. R. Miller, Room 405, C. & N. W. Passenger Station.
H. Hammersmith, 281 Alhambra Building, Milwaukee.
Estberg & Sons, Waukesha.
G. Scherzinger, Fond du Lac.
K. H. Rehbein, North Fond du Lac.

Krumrich & Conrad, Oshkosh.
J. A. Rummele, Manitowoc.
Wm. O. Nelson, Neenah.
E. A. Arenberg, Stevens Point.
A. L. Haman, Chief Watch Inspector, St. Paul.

COMPANY SURGEONS.

J. H. Rishmiller, Chief Surgeon, Metropolitan Bank Building, Minneapolis.
C. D'a Wright, Chief Oculist, Yeates Building, Minneapolis. Minneapolis.
G. F. Thompson, 4458 West Madison Street, Chicago.
F. S. Hartman, 4458 West Madison Street, Chicago.
C. J. McMullen, 4458 West Madison Street, Chicago.
J. M. Dodson, 25 East Washington Street, Chicago.
R. T. Vaughan, Cook County Hospital, Chicago.
C. E. Frybarger, Franklin Park.
A. M. Purves, Des Plaines.
J. L. Taylor, Libertyville, Ill.
W. A. Fulton, Burlington, Wis.
R. E. Davies, Waukesha.
A. T. Holbrook, Goldsmith Building, Milwaukee.
J. F. Quin, 742 National Avenue, Milwaukee.
J. S. Barnes, Oculist, Goldsmith Building, Milwaukee.
M. N. Federspiel, Oral Surgeon, 695 Astor Street, Milwaukee.
F. S. Wiley, Fond du Lac.
E. V. Smith, Fond du Lac.
W. J. Waldschmidt, Fond du Lac.
D. J. Twohig, Fond du Lac.
D. V. Meiklejohn, Oculist, Fond du Lac.
S. E. Gavin, Fond du Lac.
R. L. Prees, North Fond du Lac.
G. M. Steele, Oshkosh.
F. G. Connell, Oshkosh.
G. N. Pratt, Neenah.
A. B. Jensen, Menasha.
J. F. Pritchard, Manitowoc.
W. P. Kemper, Manitowoc.
P. J. Christopherson, Waupaca.
F. E. Chandler, Waupaca.
C. von Neupert, Stevens Point.
F. A. Marrs, Stevens Point, Wis.
B. C. Meacher, Portage.

SCHEDULE OF TARE WEIGHTS FOR EMPTY CARS.

Box cars, 50,000 and less	30,000
Box cars, 60,000 and 70,000, wood	33,000
Box cars, 60,000 and 70,000, steel	37,000
Box cars, 80,000, wood	38,000
Box cars, 80,000, steel	42,000
Box cars, 100,000	48,000
Furniture and auto cars—same as box.	
Refrigerator cars, 50,000 and less	35,000
Refrigerator cars, 60,000 and 70,000, wood	40,000
Refrigerator cars, 60,000 and 70,000, steel	48,000
Refrigerator cars, 80,000	52,000
Stock cars, 60,000 and less, wood	32,000
Stock cars, 60,000 and less, steel	35,000
Stock cars, 80,000	37,000
Flat cars, 60,000 and less, wood	24,000
Flat cars, 60,000 and less, steel	27,000
Flat cars, 80,000, wood	29,000
Flat cars, 80,000, steel	32,000
Flat cars, 100,000	35,000
Flat cars, 140,000	40,000
Gondola and ballast, 60,000 and less	30,000
Gondola and ballast, 80,000, wood	36,000
Gondola and ballast, 80,000, steel	38,000
Gondola and ballast, 100,000	41,000
Gondola and ballast, 140,000	46,000
Ore, 60,000 and less	25,000
Ore, 100,000 steel	32,000
Tank cars	42,000
Cabooses	32,000
All special cars at stenciled light weight.	
Mail and express, 51-foot, wood	60,000
Mail and express, 70-foot, wood	100,000
Mail and express, 70-foot, steel and steel frame	127,000
Mail, 60- and 70-foot, steel	128,000
Baggage, 50-foot, wood	62,000
Baggage, 60-foot, wood	92,000
Baggage, 70-foot, wood	97,000
Baggage, 70-foot, steel	121,000
Buffet baggage, wood	106,000
Buffet baggage, steel	133,000
Coaches, open platform	54,000
Coaches, narrow vestibule	70,000
Coaches, full vestibule, wood, 8 wheels	78,000
Coaches, full vestibule, wood, 12 wheels	103,000
Coaches, full vestibule, steel, 8 wheels	104,000
Coaches, full vestibule, steel, 12 wheels	129,000
Sleepers, 1203	85,000
Sleepers, 1208	100,000
Sleepers, 1209-1288	120,000
Sleepers, 1229-1250	143,000
Sleepers, 1251-1256	158,000
Tourist, 1176-1179	82,000
Tourist, 1180-1191	111,000
Diners, 1104-1110	123,000
Diners, 1123	130,000
Diners, 1124	149,000
Diners, 1125-1126	143,000
Diners, 1111-1112—27	160,000
Cafe, cafe chair and chair	113,000
Parlor, steel	136,000
Parlor, wood	64,000
Observation stateroom, 750-754	125,000
Observation stateroom, 755	144,800
Observation cafe	141,000
Combination, baggage and smoker	52,000

Note: Where the word "steel" appears it is understood to mean steel underframe, steel underframe and upperframe or all steel.

The following table of estimated net weights will be used when gross weight is not shown on way-bill:

Green Lumber, Wheat and Ties	Marked Capacity of Car
Dry Lumber, Cord Wood and Slabs	32,000 Pounds
Local Way Cars	8,000 Pounds
Merchandise	30,000 Pounds
Bark	24,000 Pounds

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

WEST BOUND

FROM	TO	E-20 2600 to 2608	D-20 2100 to 2120	E-21 2609 to 2618	E-23—H-20 2625 to 2628 2700 to 2703	E-22 2619 to 2624 2629 to 2639	E-24—E-25 F-20—H-2 2640 to 2644 2645 to 2654 2400-2424 723-72	H-3—H-21 H-22—F21 727 to 732 734-735 737 2704 to 2713 2714-2717 2425-2428	F-11—F-12 F-22—F-23 475 to 484 485 to 499 2429 to 2443 2444 to 2449	L-1—L-20 1001 to 1010 3000 to 3011	K-20 2900 to 2914
	Tractive Power	18355	20280	21040	25620	28063	31000	33150 to 36833	43000	53940	22380
SCHILLER PARK..	WAUKESHA.....	775	875	1100	1175	1300	1475	1650	2000	2500	1000
WAUKESHA.....	RUGBY JCT.....	700	800	1025	1100	1275	1375	1600	2000	2400	925
RUGBY JCT	SHOPS.....	675	750	950	1000	1100	1325	1550	1700	2100	900
SHOPS YARD	OSHKOSH.....	1075	1150	1175	1450	1550	1750	1900	2650	3225	1230
OSHKOSH.....	NEENAH.....	1000	1100	1150	1400	1500	1700	1850	2550	3150	1175
NEENAH.....	STEVENS POINT...	950	1069	1090	1329	1466	1615	1800	2500	3100	1130
MILWAUKEE.....	RUGBY JCT.....	585	650	685	725	900	1000	1200	1650	1950	675
MANITOWOC.....	NEENAH.....	650	700	750	850	1100	1400	1600	2100		
PORTAGE.....	HANCOCK.....	517	607	659	675	832	944	1140	1640		
HANCOCK.....	STEVENS POINT...	1160	1305	1349	1484	1823	2025	2225	2725		

EAST BOUND

STEVENS POINT.	MEDINA JCT	1200	1300	1474	1795	1975	2179	2400	3000	3600	1535
MEDINA JCT.....	NEENAH.....	1200	1300	1474	1795	1970	2179	2400	2800	3350	1536
NEENAH.....	SHOPS YARD.....	1375	1475	1600	1950	2160	2250	2550	3000	3600	1633
SHOPS.....	BYRON.....	1075	1100	1325	1500	1575	1650	1750	2000	2500	1075
BYRON.....	ALLENTON.....	1375	1400	1625	1775	1850	1950	2150	2350	3000	1425
ALLENTON.....	RUGBY JCT.....	1175	1200	1425	1675	1750	1850	2050	2100	2800	1225
RUGBY JCT.....	WAUKESHA.....	1150	1200	1450	1700	1775	1750	1850	2100	2600	1175
WAUKESHA.....	HONEY CREEK....	900	950	1000	1125	1225	1375	1575	1800	2300	1000
HONEY CREEK...	LAKE VILLA.....	1150	1200	1300	1425	1525	2000	2200	2350	3000	1400
LAKE VILLA.....	SCHILLER PARK...	1400	1450	1500	1700	2000	2400	2600	3000	3600	1525
RUGBY JCT.....	MILWAUKEE.....	1275	1425	1475	1600	1980	2200	2400	2800	3600	1500
NEENAH.....	MANITOWOC.....	750	800	850	950	1200	1500	1700	2200		
STEVENS POINT.	ENDEAVOR.....	1012	1120	1169	1282	1575	1755	1950	2450		
ENDEAVOR	PORTAGE.....	788	877	922	989	1237	1372	1570	2070		

It has been found by experience that the ratings shown hereon for the different classes of Engines can be hauled when weather and other conditions are favorable and there are places where even more tonnage can be hauled than the ratings call for. When Engineers find that they can haul more than the established rating, they will so advise the Conductor, that he may be governed accordingly. When, on account of cold and stormy weather or other adverse conditions, Engines are unable to haul the prescribed rating, the Train dispatcher will authorize such reductions as the conditions seem to warrant.

When Engines are pronounced incapable of pulling their prescribed rating, written explanation from Engineer will be secured and transmitted by wire to Train Dispatcher and same noted by Conductor on trip report.

CHICAGO TERMINAL AND FOND DU LAC DIVISIONS

H. A. DEVINE — C. H. RIEMENSCHNEIDER — A. N. THEISEN — C. H. BOWMAN — H. L. KURTZWEIL

G. L. BURGER — W. M. CHRISTEL — V. L. PETERSON — A. C. PETERSON — A. E. SHURLY

TRAIN DISPATCHERS, Fond du Lac

E. E. NEUBECKER, Chief Dispatcher, Fond du Lac.

CHICAGO TERMINAL DIVISION

F. W. URBAHNS, Superintendent, Chicago.

FOND DU LAC DIVISION

E. D. JONES, Trainmaster, Fond du Lac.
W. H. MANN, Trainmaster, Fond du Lac.
W. W. WADE, Superintendent, Fond du Lac.

SAFETY

Safety should be the first consideration of every employee.

Every employee should report promptly any unsafe condition.