

WISCONSIN & NORTHERN RAILROAD CO.

TIME TABLE No. 13

Effective Monday, January 24th, 1916, at 6 o'clock A. M.

All Trains Daily Except Sunday

NORTH BOUND				Distance from Shawano	STATIONS	SOUTH BOUND			
SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS	
No. 5	No. 3	No. 1				No. 2	No. 4		No. 6
A. M.			A. M.			P. M.		P. M.	
10:00	.....	.....	7:30	0.0	SHAWANO	5:45	.....	3:15	.....
10:15	.....	.....	7:41	5.1	5.1 THORNTON	5:32	.....	2:58	.....
10:35	.....	.....	7:53	11.1	6.0 GRESHAM	5:21	.....	2:40	.....
10:50	.....	.....	8:00	13.9	2.8 MORGAN	5:14	.....	2:30	.....
11:00	.....	.....	8:06	16.2	2.3 SCOTT	5:08	.....	2:15	.....
11:09	.....	.....	8:12	20.0	3.8 WESTERN JUNCTION	5:00	.....	2:03	.....
P. M.			8:15	20.8	0.8 NEOPIT	4:59	.....	2:00	.....
12:20	.....	.....	8:22	24.0	3.2 ASKENETTE	4:51	.....	1:00	.....
12:32	.....	.....	8:31	28.7	4.7 PEROTE	4:42	.....	12:47 M6	.....
12:47 M4	.....	.....	8:37	31.6	2.9 CULVER	4:36	.....	12:10	.....
12:59	.....	.....	8:47	36.3	4.7 VAN OSTRAND	4:26	.....	P. M.	.....
1:20	.....	.....	9:01	42.5	6.2 HOLLISTER	4:12	.....	11:50	.....
1:45	.....	.....	9:20	48.4	5.9 LILY	4:00	.....	11:25	.....
2:10	.....	.....	9:35	53.7	5.3 CHOATE	3:40	.....	10:55	.....
2:30	.....	.....	9:47	57.7	4.0 WOODLAWN	3:28	.....	10:35	.....
2:45	.....	.....	10:05 M4	64.1	6.4 KEITH	3:10 M5	.....	10:23	.....
3:10 M2	A. M.	.....	10:20	68.6	4.5 CRANDON	3:00	.....	10:05 M1	P. M.
A 3:30 D 5:45	7:45	.....	A. M.	75.0	6.4 W. & N. JUNCTION	P. M.	.....	9:20 D 8:20 A	6:40
6:00 M6 P. M.	8:00 M4 A. M.	.....					.....	8:20 M3 A. M.	6:25 M5 P. M.

SOUTH-BOUND TRAINS HAVE RIGHT OF TRACK OVER NORTH-BOUND TRAINS OF SAME OR INFERIOR CLASS.

SPECIAL RULES

TRAINS APPEARING ON THIS TIME TABLE, WHEN BECOMING TWELVE HOURS LATE, LOSE ALL RIGHTS.

No. 2 will not leave Crandon until No. 1 arrives.
No. 4 will not leave W. & N. Junction until No. 3 arrives.
No. 6 will not leave W. & N. Junction until No. 5 arrives.

plete control, prepared to stop within vision. It is, however, understood that trains or yard engines working within these limits shall not be relieved from using care in moving from one location to another.

Trains on Neopit branch approaching Western Junction must be under complete control, expecting to find the main line engines turning and performing switching at that point.

flagging while moving over K. & H. rails, and must also approach the C. & N. W. track carefully, expecting to find engines at work.

Trains cannot meet or pass at Askenette or Culver, and only upon authority should trains go to Neopit to meet or pass another train.

SHAWANO. Between the C. & N. W. connection and the Military Highway three-fourths of a mile north of Shawano depot.

RAILROAD CROSSINGS

Are located as follows:
With the C. & N. W. Ry., one and one fourth miles south of Van Ostrand.
With the Keith & Hiles logging railroad one-third mile north of Crandon depot.

REGISTER STATIONS.

Registers will be located at Shawano, Crandon and W. & N. Junction.

STANDARD CLOCKS.

Standard clocks are located as follows: In the General Agent's Office, Shawano.

COMPANY'S SURGEONS.

Dr. W. H. Cantwell, Shawano.
Dr. I. D. Steffen, Antigo.
Dr. C. O. Decker, Crandon.

YARD LIMITS.
Yard Limits are established as indicated by sign boards and listed below. All trains on time will pass through these districts under reduced speed, and all delayed or extra trains will approach and move between these limits with their train under com-

CRANDON. Between a point 800 feet south of the Stone Lake Highway and the switch leading into the Broom Handle Factory.

All trains moving between Western Junction and Neopit must be under complete control and prepared to stop within vision.

An arrangement is in effect at Crandon to use the Keith & Hiles track to reach the C. & N. W. transfer. W. & N. trains must protect themselves by

IN CASE OF DOUBT ADOPT THE SAFE COURSE—SPEED MUST ALWAYS BE SACRIFICED FOR SAFETY.

RULES AND REGULATIONS

GENERAL NOTICE.

To enter or remain in the service is an assurance of willingness to obey the rules. Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty. To obtain promotion capacity must be shown for greater responsibility. Employes, in accepting employment, assume its risks.

Each employe is expected and required to look after and be responsible for his own safety, as well as to exercise care to avoid injury to others.

A. Employes whose duties are prescribed by these rules must provide themselves with a copy. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authority for an explanation.

B. Minors must not be employed without proper release from parents or guardians. Employes must pass the required examinations. Persons employed in any service on trains are subject to the rules and special instructions.

C. Employes must render every assistance in their power in carrying out the rules and special instructions. Any violation of the rules or special instructions must be reported.

D. The use of intoxicants by employes while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal. The use of tobacco by employes while on duty in or about passenger stations, or on passenger cars, is prohibited.

E. Employes on duty must wear the prescribed badge and uniform and be neat in appearance. Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to patrons.

F. Assignment of wages by an employe is prohibited and will be cause for dismissal. It will be cause for dismissal that an employe has twice subjected this company to the service of a garnishment order on his pay.

G. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track, bridges, culverts, platforms, etc., whereby an accident might occur, must be promptly reported by wire to the superintendent. Every employe must keep the premises subject to his control neat and cleanly, and must take every precaution to guard against loss or damage by fire.

DEFINITIONS.

ENGINE.—A locomotive propelled by any form of energy.

TRAIN.—An engine, or more than one engine coupled, with or without cars, displaying markers.

REGULAR TRAIN.—A train authorized by a time-table schedule.

SECTION.—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

EXTRA TRAIN.—A train not authorized by a time-table schedule. It may be designated as—

Extra—for any extra train, except work extra;

Work extra—for work train extra.

SUPERIOR TRAIN.—A train having precedence over another train.

NOTE: First class trains are superior to those of second class.

TIME TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

MAIN TRACK.—A track extending through yards and between stations, upon which trains are operated by time-table, or train order, or the use of which is controlled by block signals.

STATION.—A place designated on the time-table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

SIDING.—A track auxiliary to the main track for meeting or passing trains, limited to the distance between two adjoining stations.

FIXED SIGNAL.—A signal of fixed location indicating a condition affecting the movement of a train.

NOTE TO DEFINITION OF FIXED SIGNAL.—The definition of a "Fixed Signal" covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disc, ball or other means for indicating stop, caution or proceed.

YARD.—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table or by train order may be made, subject to prescribed signals and regulations.

YARD ENGINE.—An engine assigned to yard service, and working within yard limits.

PILOT.—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of the road, or portion of the road over which the train is to be moved.

STANDARD TIME.

1. Watches that have been examined and certified to by a designated inspector must be used by train dispatchers, road-masters, foremen of bridges and buildings, road foremen of engines, engine-men, firemen, conductors, flagmen, brakemen, yard-masters, yard-engine foremen, and such other employes as may be designated by special instructions.

2. Watches of conductors and enginemen must be compared before starting on each trip with a clock designated as a standard clock.

3. After obtaining standard time, conductors and enginemen must compare time with each other before starting on each trip, or commencing the day's work.

4. Conductors, enginemen, yard-masters, and yard-foremen who have not access to a standard clock will obtain correct time from the train dispatcher daily, before commencing their work.

TIME TABLES.

5. Employes concerned in the movement of trains must provide themselves with a copy of the current time-table, and acknowledge receipt of same.

6. Each time-table, from the moment it takes effect, supercedes the preceding time-table. But when a schedule of the new time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule which was then in effect by the preceding time-table, it will take effect at once, and a train due on the road by the preceding time-table at the time of change, will retain its train orders and assume the schedule of the same number of the new time-table. Special rules and regulations in a time-table expire with the time-table in which they are contained.

7. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

8. Schedule meeting or passing stations are indicated by figures in **FULL FACED TYPE**.

Both the arriving and leaving time of a train are in **FULL FACED TYPE** when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

SIGNAL RULES.

9. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

10. Employes giving signals must locate themselves so as to be plainly seen, and make them in such a manner as to be readily understood, and trainmen must use the utmost care to avoid taking the wrong signals. Unless both conductor and engineman know that a signal is given for them, they must not move their train until advised verbally.

11. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

12. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS.

13. Red—Indicates danger. Stop.
Green—Indicates safety. Proceed.
Green and Red—Proceed with caution and for other uses as prescribed by rule.

Blue—Is a signal placed on cars or engines, indicating that repairs are being made and must not be coupled to or moved until signal is removed by party in charge of repairs.

14. A fusee on or near the track burning red, indicates stop; when a train is stopped by a burning fusee, it may proceed, after waiting one minute, and then running under caution until the obstruction is passed, or a clear signal is reached.

MANNER OF USING SIGNALS.

15. Swung across the track—Stop.
Raised and lowered vertically—Proceed.
Swung vertically in a circle across the track when the train is standing—Back.

Swung vertically in a circle at arm's length across the track when the train is running—Train has parted.

Swung horizontally above the head, when train is standing—Apply air brake.

Held at arms length above the head, when train is standing—Release air brake.

Any object waved violently by anyone on or near the track is a signal to stop.

ENGINE STEAM WHISTLE SIGNALS.

AUDIBLE SIGNALS.

16. One short blast of whistle—Stop. Apply brakes.

Two short blasts of whistle—Answer to any signal not otherwise provided for.

Three short blasts of whistle when train is standing—Back. When running, answer to signal to stop at next station.

Four short blasts of whistle—Call for signals.

Three long blasts of whistle when train is running, to be repeated until answered by signal from trainmen—Train parted.

Two long and two short blasts—Signal for highway crossing.

One long blast—Signal approaching station.

Two long blasts of whistle—Release brakes, and when starting train after stopping for a non-interlocking railroad crossing at grade.

One long and three short blasts of the whistle—Flagman go back and protect rear of train.

Four long blasts of whistle—Flagman return from north.

Five long blasts of whistle—Flagman return from south.

One long and two short blasts of whistle—To call attention to signals displayed for a following section. This signal to be given in meeting trains of any class.

17. Should a train fail to answer whistle signal as provided above, the train displaying the signals will stop at once and not proceed until the signals are acknowledged, and will report the fact from the first open train order office.

18. A succession of short sounds of the whistle is an alarm for persons or stock on the track and calls attention of trainmen to danger ahead.

19. The explosion of one torpedo is a signal to stop; the explosion of two not more than 200 feet apart is a signal to reduce speed, and look out for a stop signal.

COMMUNICATING SIGNALS.

BELL CORD.

One continuous whistle, when brakes stick or wheels slide.

Two, when train is running, stop at once.
Two, when train is standing, apply air brakes.
Three, when train is running, stop at next station.
Four, when train is standing, release air brakes.
Four, when train is running, reduce speed.
Five, when train is standing, call in flagman.
Five, when train is running, increase speed.

TRAIN SIGNALS.

21. The head-light will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track.

22. Road engines running backward at night with or without cars, will display a white light on top of rear of tender over center of track.

23. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, green flags; by night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track, when green lights must be displayed to the front, side and rear.

24. When trains cannot clear the main track, the headlight will be kept burning. When there are more trains to clear the main track at a passing point than the siding will hold, the red lights must remain displayed.

25. On arrival at terminals, markers and indicators must not be removed until the train has been delivered to the yard men, or placed clear of main track.

26. All sections, except the last, will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

27. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

28. When two or more engines are coupled to a train, the leading engine only shall display the signals as prescribed in rules 26 and 27, except when helping engine becomes the leading engine, when signals will also be displayed on helping engine.

29. When the leading engine is detached, the signals must be transferred to the remaining engine at the same time.