

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



SAVE
COAL

ASHLAND DIVISION

No. 180

TIME TABLE

No. 180

Takes Effect Sunday, July 10th, 1938

At 12:01 o'clock A. M.

Central Time

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON,
ASS'T GENERAL SUPERINTENDENT.

J. LEPLA,
SUPERINTENDENT.

WESTWARD—BETWEEN KAUKAUNA AND ANTIGO—EASTWARD

THIRD CLASS		SECOND CLASS				FIRST CLASS						Fuel, Water, Turn Table and Wye Stations	Distances from Kaukauna	Subdivision 1			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS						SECOND CLASS				THIRD CLASS		
67	65	183	281	171	169		109	105	317	117	123			211	108	120				116	110	212	124		382	174	282	170	64	66		
Way Freight	Way Freight	Time Freight	Forester	Lake Shore Division Freight No. 171	Frelake		Twin Cities Express	The Flambeau	MOTOR Lake Shore Division Passenger No. 317	Wisconsin and Michigan Mail	Wisconsin Lakes Special			Ashland Limited	Fox River Express	MOTOR Lake Shore Division Passenger No. 120				Chicago Passenger	The Flambeau	Ashland Limited	Wisconsin Lakes Special		Lake Shore Division Freight No. 382	Lake Shore Division Stock Freight	Ojibwa	Tolake	Way Freight	Way Freight		
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	Tuesday Thursday Saturday	DAILY		DAILY	*See Note Below	Daily except Sunday	Daily except Sunday	Saturday Only			DAILY	DAILY	Daily except Sunday				Daily except Sunday	*See Note Below	DAILY	Monday Only		Monday Friday	Wednesday only	Daily except Monday	DAILY	Monday Wednesday Friday	Daily except Sunday		
		PM 1.30					PM 7.17						WFTT	0.0	KAUKAUNA 1.6	C 8	KO	AM 7.33		PM 3.45												
		1.35					\$ 7.20							1.6	COMBINED LOCKS 2.4	C 8	CD	\$ 7.28		\$ 3.37												
		\$2.30					\$ 7.26							4.0	KIMBERLY 3.5	C 8	65	BY	\$ 7.23		\$ 3.30											
		3.21					7.33							7.5	APPLETON 1.4		19		7.15		3.21											
		8.45 PM					\$ 7.40 7.50			AM 8.10			Y	8.9	APPLETON JCT. 6.7	C 8	44	AJ	\$ 7.12		\$ 3.15 3.05											
							\$ 8.01			\$ 8.23				15.6	GREENVILLE 3.0		22		\$ 6.56		\$ 2.49											
							8.08			8.28		AM		18.6	TOWER WG. 2.6		38		6.50		2.41											
AM 10.30		AM 9.20					\$ 8.14			\$ 8.40	\$ 1.06		WFO	21.3	HORTONVILLE 6.2	C 8	41	HN	\$ 6.46		\$ 2.35		AM 12.35			PM 1.35						
\$ 10.50			\$ 9.40				\$ 8.27			\$ 8.50	\$ 1.18			27.4	NEW LONDON 0.8	C 8	38	DN	\$ 6.35		\$ 2.20			\$12.03			1.15					
12.45			\$ 9.45				\$ 8.30			\$ 8.53	1.20		Y	28.2	NEW LONDON JCT. 0.3		16		\$ 6.30		\$ 2.10			12.01			\$ 11.45					
12.50							8.32			8.55	1.22			28.5	TOWER FX 5.5		113		6.28		2.07			11.59			10.55					
12.55			10.07				\$ 8.40			\$ 9.03	1.31			34.0	SUGAR BUSH 3.3		42		\$ 6.19		\$ 1.58			11.50			\$ 10.39					
\$ 1.30			10.21				\$ 8.46			\$ 9.10	1.37			37.3	BEAR CREEK 6.3	C 8	44	BK	\$ 6.13		\$ 1.52			11.45			\$ 10.29					
\$ 1.52			10.29				\$ 9.01			\$ 9.23	\$ 1.55		WFO	43.6	CLINTONVILLE 4.1	C 8	110	CT	\$ 6.02		\$ 1.40			\$11.35			PM 12.55	10.00 AM				
2.15 PM	AM 7.30		10.45 11.05																													
	7.40		11.20				9.08			9.30	2.05			47.7	BUCKBEE 3.3		47		5.52		1.28			11.20			10.10	12.40				
	\$ 7.55		11.28				\$ 9.14			\$ 9.36	2.11			51.0	MARION 4.5	C 8	92	ON	\$ 5.47		\$ 1.22			11.15			10.02	\$ 12.30				
	8.10		11.38				\$ 9.23			\$ 9.44	2.20			55.5	HUNTING 3.4		52		\$ 5.41		\$ 1.15			11.07			9.53	\$ 12.14				
	8.20		11.46				\$ 9.29			\$ 9.50	2.27			58.9	SPLITROCK 3.3		34		\$ 5.35		\$ 1.09			11.00			9.43	\$ 12.04				
	9.04		11.54				\$ 9.36			\$ 9.57	2.35		W	62.2	TIGERTON 4.1	C 8	49	G	\$ 5.30		\$ 1.03			10.52			9.36	\$ 11.54				
	9.20		12.06				\$ 9.45			\$ 10.05	2.44			66.3	WHITCOMB 4.3		52		\$ 5.22		\$ 1.08			10.42			9.26	\$ 11.15				
	9.35		12.18				\$ 9.53			\$ 10.18	2.52			70.6	WITTENBERG 3.3	C 8	52	W	\$ 5.16		\$ 1.05			10.33			9.11	\$ 11.00				
	9.45		12.28	PM 12.20	AM 6.10		10.00	PM 6.17	AM 10.35	10.20	3.00	AM 1.55		73.8	EAST SWITCH 0.8				5.10	PM 12.39	12.42	PM 3.54	PM 11.09	10.25		AM 8.05	PM 2.35	9.00	PM 8.50	10.45		
	\$ 10.00		12.40	12.30	6.30		\$10.05	\$ 6.20	10.40	\$ 10.25	3.10	2.00	WFO	74.6	ELAND 4.2	C 8	107	JU	5.08	12.35	\$ 12.31	\$ 3.51	11.05	\$10.19		8.00 AM	2.30 PM	8.10	8.45 PM	10.10		
	11.05		1.16	PM	AM				AM										AM	PM	\$ 12.31		\$ 10.50									
	\$ 11.25		1.30				6.27			\$ 11.00	3.20	2.19		75.8	BIRNAMWOOD 6.1	C 8	36	BD		\$ 12.25		3.44	10.43	10.10				7.58		\$ 9.55		
	\$ 11.50		1.45				6.34			\$ 11.11	3.30	2.30	Y	84.9	ANIWA 1.0	C 8	36	BF		\$ 12.16		3.36	10.34	10.00				7.43		\$ 9.35		
	12.13		1.47				6.35			\$ 11.18	3.32	2.32		85.9	TOWER GX 3.2		62			\$ 12.13		3.35	10.32	9.58				7.40		\$ 7.27		
	12.22		1.55				6.40			\$ 11.18	3.37	2.37		89.1	ELMHURST 5.7		33			\$ 12.08		3.31	10.28	9.53				7.33		\$ 7.15		
	12.35 PM		2.15 PM				\$ 6.50			\$ 11.30	3.50	2.45	WFO	94.5	ANTIGO 5.7	C 8		Z		12.01	PM 3.23	PM 10.20	9.45				7.15 PM		7.00 AM			
Daily except Sunday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	Tuesday Thursday Saturday	DAILY		DAILY	*See Note Below	Daily except Sunday	Daily except Sunday	Saturday Only	DAILY							DAILY	Daily except Sunday	Daily except Sunday	*See Note Below	DAILY	Sunday Only		Monday Friday	Wednesday only	Daily except Sunday	DAILY	Monday Wednesday Friday	Daily except Sunday	
67	65	183	281	171	169		109	105	317	117	123	211							108	120	116	110	212	124		382	174	282	170	64	66	

Ashland Division trains are superior to switch engines at the grade crossing on the bridge across Fox River at Appleton, but will be under control. Switch engines will stop and flag themselves over said crossing.

*No. 105 will run daily to and including Saturday, September 3. Will run on Friday, September 9; Saturday, September 10; Friday, September 16; Saturday, September 17; Friday, September 23; Saturday, September 24.

*No. 110 will run daily to and including Saturday, September 3. Will run on Monday, September 5; Saturday, September 10; Sunday, September 11; Saturday, September 17; Sunday, September 18; Saturday, September 24; Sunday, September 25.

No. 123 will not run after Saturday, September 3rd.

No. 124 will not run after Sunday, August 28th; an extra train will run on the schedule of No. 124 on Monday, September 5th.

No. 109 will stop at station on Ashland Division side at Appleton Jct., on completion of station work, will back around North Wye to clear Second Street crossing for connection with No. 209 and will depart direct from North Wye.

No. 117 will head in on passing track at Appleton Jct., pulling around South Wye, back to station on Ashland Division main track and deliver cars to No. 217 through North Wye.

No. 211 will stop at Birnamwood, and Aniwa, to discharge revenue passengers from Green Bay, and beyond.

No. 212 will stop on signal at Aniwa and Birnamwood, to receive revenue passengers for Green Bay, and beyond.

WESTWARD—BETWEEN ANTIGO AND HURLEY JCT.—EASTWARD.

ASHLAND 3

THIRD CLASS				SECOND CLASS			FIRST CLASS					Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distances from Ashland	Subdivision 2 STATIONS Time Table 180 July 10th, 1938		Communicating Station	Capacity of Siding	Telegraph Calls	FIRST CLASS					SECOND CLASS			THIRD CLASS					
		57			281		105	117	123	11	211										116	110	12	124	212		282				56		
		Way Freight			Forester		The Flambeau	MOTOR Wisconsin and Mich. Mail	Wisconsin Lakes Special	Passenger	Ashland Limited										MOTOR Chicago Passenger	The Flambeau	Passenger	Wisconsin Lakes Special	Ashland Limited		Ojibwa				Way Freight		
		Daily except Sunday			Daily except Saturday		*See Note Below	Daily except Sunday	Saturday Only	DAILY	DAILY										Daily except Sunday	*See Note Below	DAILY	Sunday Only	DAILY		Daily except Sunday				Daily except Sunday		
		AM 4.30			PM 8.00		PM 8.55	PM 12.25	AM 4.16	AM 4.00	AM 3.00	3407	WFTTY	158.9	ANTIGO	C 8	Z	\$11.50	\$ 3.18	\$ 9.45	\$ 9.38	\$10.10		PM 4.14		PM 2.00							
		4.50			8.20		7.02	12.35	4.25	4.10	3.10	3413		159.9	DEERBROOK	C 8	K 8	\$11.36	3.08	9.29	9.29	9.57		3.59		1.40							
		5.05			8.30		7.08	12.42	4.32	4.17	3.17	3419		160.9	KEMPSTER		31	11.30	3.03	9.23	9.23	9.51		3.51		1.25							
		5.12			8.40		7.12	12.47	4.39	4.23	3.23	3429	Y	161.2	KOEPENICK			11.24	2.58	9.18	9.18	9.45		3.44		1.10							
		5.20			9.00		7.17	12.52	4.44	4.28	3.28	3434	WY	162.0	SUMMIT LAKE	C 8	67	S U	\$11.18	2.53	9.13	9.13	9.40		3.37		12.52						
		5.26			9.50		7.24	1.00	4.52	4.35	3.37	3439		162.8	ELCHO	C 8	38	H O	\$11.10	2.45	9.05	9.05	9.32		3.25		12.35						
		5.45			10.00		7.30	1.08	5.00	4.42	3.45	3453		164.1	PRATT JCT.		24	11.03	2.39	8.57	8.57	9.24		3.15		12.20							
		6.00			10.10		7.33	1.12	5.05	4.45	3.49	3454	WTI	163.0	PELICAN LAKE	C 8	32	K	\$11.01	2.37	8.56	8.56	9.22		3.13		12.15						
		6.20 AM			10.30		7.42	1.26	5.20 AM	5.00 AM	4.10	3460	WY	167.4	MONICO	C 8	J N	\$10.50	2.27	8.45 PM	8.45 PM	9.10		2.53		11.50 AM							
					10.50		7.52	1.37			4.23	3463		168.3	MALVERN		38	10.36	2.12			8.55		2.33									
					11.00		7.58	1.42			4.27	3466		167.3	LAKE GEORGE		35	10.31	2.06			8.51		2.25									
					11.15		8.05	1.59			4.50	3469	WY	168.2	RHINELANDER	C 8	115	R N	\$10.25	1.59		8.45		1.21									
					11.30		8.15	2.09			5.07	3483		165.8	NEWBOLD		34	10.07	1.49			8.26		1.01									
					12.09		8.21	2.14			5.13	3484		162.6	McNAUGHTON		36	10.02	1.44			8.21		12.55									
					12.29		8.30	2.25			5.25	3487		96.1	LAKE TOMAHAWK	C 8	34	M I	9.52	1.36			8.07		12.41								
					12.59		8.42	2.39			5.45	3490	W	85.3	WOODRUFF	C 8	77	W O	9.39	1.26			7.56		12.23								
					1.20		8.52	2.51			5.56	3492		81.4	MARLANDS		29	9.26	1.15			7.44		11.59									
					1.35		8.58	2.58			6.04	3495	Y	77.8	LAC DU FLAMBEAU	C 8	DU	9.21	1.10			7.39		11.51									
					2.05		9.09	3.11			6.18	3498		69.3	POWELL		33	9.08	12.58			7.26		11.32									
					2.20		9.15	3.17			6.25	3470		65.3	MANITOWISH		17	9.02	12.53			7.20		11.24									
					3.00		9.22	3.28			6.33	3473	WY	61.8	MERCER	C 8	34	M C	8.56	12.47			7.13		11.16								
					3.20		9.30	3.35			6.42	3475		56.1	CARSON		33	8.47	12.38			7.01		10.57									
					3.40		9.37	3.45			6.52	3477		56.1	SAND ROCK		33	8.37	12.31			6.52		10.43									
														43.1	LEMKE SPUR																		
					3.55		9.45	3.55			7.02	3480		44.7	VAN BUSKIRK			8.28	12.23			6.44		10.33									
					4.05		9.53	4.03			7.10	3483		40.6	BELT LINE JCT.			8.22	12.15			6.37		10.22									
					4.10 AM		9.56 PM	4.05 PM			7.12 AM			39.4	HURLEY JCT.			8.20 AM	12.13 PM			6.34 PM		10.20 AM									
		Daily except Sunday			Daily except Sunday		*See Note Below	Daily except Sunday	Saturday Only	DAILY	DAILY							Daily except Sunday	*See Note Below	DAILY	Sunday Only	DAILY		Daily except Sunday		Daily except Sunday							
		57			281		105	117	123	11	211							116	110	12	124	212		282		56							

*No. 105 will run daily to and including Saturday, September 3. Will run on Friday, September 9; Saturday, September 10; Friday, September 16; Saturday, September 17; Friday, September 23; Saturday, September 24.

*No. 110 will run daily to and including Saturday, September 3. Will run on Monday, September 5; Saturday, September 10; Sunday, September 11; Saturday, September 17; Sunday, September 18; Saturday, September 24; Sunday, September 25.

Nos. 105 and 110 will stop on signal at Nawail, Ojibwa Lodge, and Strongheart, to receive or discharge revenue passengers.

No. 123 will not run after Saturday, September 3rd.

No. 124 will not run after Sunday, August 28th; an extra train will run on the schedule of No. 124 on Monday, September 5th.

No. 12 will run daily except Sunday to and including Sunday, August 28th, and daily from Monday, August 29th, except No. 12 will not run on Monday, September 5th.

No. 11 will run daily except Saturday to and including Saturday, September 3rd, and daily from Sunday, September 4th.

No. 212 will stop on signal at Ojibwa Lodge, Nawail, and Strongheart, to receive revenue passengers for Green Bay, and beyond, to Sunday, October 2nd, inclusive.

Nos. 116 and 117 will stop on signal at Nawail, and Strongheart, to receive or discharge revenue passengers to Saturday, October 1st, inclusive.

Nos. 116 and 117 will stop on signal at Pine Lake, east of Sand Rock, to receive or discharge revenue passengers.

No. 211 will stop on signal at Strongheart, Nawail, and Ojibwa Lodge, to discharge passengers from Green Bay, and beyond, to Sunday, October 2nd, inclusive.

Nos. 211 and 117 will go to Hurley to do their work before backing to Ironwood, will stop at Hurley passenger station enroute from Ironwood.

Extra trains between Hurley Jct. and Monico will run via Rhinelander unless otherwise authorized by train orders.

No. 211 will stop on signal at Summit Lake to discharge revenue passengers from Green Bay and beyond.

WESTWARD—BETWEEN WATERSMEET AND ASHLAND—WESTWARD

FIRST CLASS

321	205	305	319	117	315	313	211	311
The Flambeau No. 110s Train	The Flambeau	The Flambeau No. 105s Train	Ashland Limited No. 212s Train	MOTOR Wisconsin and Mich. Mail	MOTOR Wis. and Mich. Mail 117s Train	MOTOR Ch'go Pass. No. 119s Train	Ashland Limited	Ashland Limited No. 211s Train
★See Note Below	Saturday Only	★See Note Below	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY
PM 12.10	PM 10.10	PM 9.56	PM 6.30	PM 4.22	PM 4.06	AM 8.18	AM 7.35	AM 7.12
12.11	10.12	9.57	6.33	4.24	4.08	8.20	7.37	7.15
12.12	10.14	9.57	6.33	4.25	4.08	8.20	7.38	7.15
PM	10.19	PM	PM	4.33	PM	AM	7.45	AM
	10.29			4.43			7.53	
	10.39			4.51			8.03	
	10.47			4.59			8.11	
	10.56			5.09			8.20	
	11.01			5.15			8.25	
	11.06			5.30			8.30	
	11.18			5.42			8.42	
	11.28			5.50			8.50	
PM				PM			AM	
★See Note Below	Saturday Only	★See Note Below	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY
321	205	305	319	117	315	313	211	311

Fuel, Water, Turn Table and Wye Stations

Distance from Watersmeet

Subdivision 5 STATIONS

Time Table 180
July 10th, 1938

Two Tracks

Watersmeet

Beaton

Stickley

Thayer

Gogebic Jct.

Gogebic

Wellington

Marenisco

Dunham

Hartley's

Ross Siding

Wakefield

Verona

Ramsay

Eureka Yard

Bessemer

Siemens

Lake Street (Ironwood)

Ironwood

Hurley Jct.

Hurley

Orva

Kimball

Saxon

Cedar

Birch

Rufus

Odannah

Ore Dock Yard

Ashland

Communicating Stations

Capacity of Siding

Telegraph Calls

SECOND CLASS

51 327 281 58

See Line Mixed No. 351

Daily except Sunday

Daily except Sunday

Daily except Sunday

Tuesday Thursday Saturday

AM 7.30

f 8.00

f 8.10

f 8.25

8.29

f 8.35

f 9.15

f 10.15

f 10.35

f 10.42

f 10.55

f 11.45

11.51

f 12.01

12.06

f 12.25

f 12.40

12.50

AM 10.10

AM 4.45

1.00 PM

AM 10.13

4.49

f 4.55

5.20

5.35

5.50

6.05

6.30

6.51

7.11

7.30

AM

Daily except Sunday

Daily except Sunday

Daily except Sunday

Tuesday Thursday Saturday

51 327 281 58

Nos. 211 and 117 will go to Hurley to do their work before backing to Ironwood. Will stop at Hurley passenger station enroute from Ironwood.

Engines heavier than Class R or R1 are not permitted to operate over the 5.6 miles extension of the Gogebic Line. This extension is 3.6 miles west of the main line switch at Gogebic Junction.

All trains and yard engines will come to a full stop before crossing Putnam Street, on Sunday Lake Mine Track, Wakefield.

Eastward freight trains will take siding when meeting westward freight trains at Saxon.

No train order signal at Ironwood, but this office is a communicating station.

All regular trains will register and obtain Clearance Form A at Ironwood passenger station.

Extra trains between Hurley Jct. and Monico will run via Rhinelander, unless otherwise authorized by train orders.

All extra trains operating to and from the Rhinelander Line, Subdivision 2, will register and obtain clearance Form A at Ironwood passenger station. Other extra trains will not be required to register at Ironwood, except when tying up at that point.

All regular and extra passenger trains in either direction will use the westward main track at Ironwood passenger station to perform station work. Extra passenger trains using westward main track at Ironwood passenger station will do so under proper flag protection.

Extra trains will be run between Siemens and Orva with current of traffic without train orders, as per Rule D-97a.

All trains between Orva and Siemens will operate at restricted speed in accordance with amended definition of restricted speed, reading as follows:

Proceed at a speed not exceeding twenty miles per hour, prepared to stop short of train, obstruction, or anything that may require the speed of the train to be reduced.

All trains will operate with extreme care through yards at Orva, Hurley, Ironwood and Siemens, expecting to find main tracks occupied.

Movement of Light Engines between Ore Dock Yard and Ashland Passenger Station, as follows:

Engine from No. 211 at 8:50 a. m., from No. 117 at 5:50 p. m. and from No. 205 at 11:28 p. m., to Ore Dock Yard; engine for No. 116 at 6:40 a. m., engine for No. 210 at 10:27 a. m., and engine for No. 312 at 4:35 p. m. from Ore Dock Yard; have right over light engines, switch engines, 2nd and 3rd Class, and extra, train movements.

★Nos. 305 and 105 will run daily to and including Saturday, September 3. Will run on Friday, September 9; Saturday, September 10; Friday, September 16; Saturday, September 17; Friday, September 23; Saturday, September 24.

★Nos. 321 and 110 will run daily to and including Saturday, September 3. Will run Monday, September 5; Saturday, September 10; Sunday, September 11; Saturday, September 17; Sunday, September 18; Saturday, September 24; Sunday, September 25.

No. 205 will run Saturdays only, to and including Saturday, September 3rd.

No. 210 will run Sundays, only, to and including Sunday, August 28th, and an extra train will run on the schedule of No. 210, Monday, September 5th, connecting with No. 110 at Ironwood.

No. 110 leaving Hurley will use the westward main track between Hurley Passenger Station and Hurley Junction.

ASHLAND 5

All trains will operate with extreme care through yards at Orva, Hurley, Ironwood and Siemens, expecting to find main tracks occupied.

BETWEEN ELAND AND MARSHFIELD

WESTWARD										EASTWARD													
THIRD CLASS	SECOND CLASS	FIRST CLASS				Station Numbers	Fuel, Water, Tires Table and Way Stations	Distance from Eland	Subdivision 3			Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS				Second Class		THIRD CLASS		
175	169			109	129				STATIONS						108	106	112				174	170	176
Way Freight	Freights			Twin Cities Express	Passenger				Time Table 180						Fox River Express	Passenger	Passenger				Stock Freight	Tickets	Way Freight
Tuesday Thursday Saturday	DAILY			DAILY	Daily except Sunday				July 10, 1938						DAILY	Daily except Sunday	DAILY				Wednesday only	DAILY	Monday Friday
AM 8.35	AM 7.05			PM 11.00	PM 12.35	3387	WFY	0.0	ELAND	C B	J U	AM 5.02	AM 10.25	PM 10.40			PM 2.30	PM 5.15	PM 8.00				
8.40	7.13			11.05	12.40	3300		2.4	NORRIE	C B	42	4.57	10.18	10.36			2.23	5.06	2.40				
8.50	7.23			11.11	12.50	3309		6.4	HATLEY	C B	66	4.51	10.10	10.30			2.16	4.58	2.38				
9.01	7.35			11.19	12.57	3511		10.9	RINGLE		26	4.45	10.02	10.23			2.09	4.47	2.20				
9.11	7.44			11.27	1.03	3515		15.0	CALLON		20	4.38	9.53	10.15			2.02	4.36	2.05				
9.17	8.00			11.33	1.08	3515	Y	18.0	KELLY	C B	40	4.33	9.47	10.10			1.55	4.30	1.55				
9.41	8.30			11.39	1.13	3519	WFTT	21.3	WAUSAU JCT.		62	4.28	9.41	10.04			1.50	4.20	1.45				
9.50	8.35			11.50	1.25	3522		22.9	WAUSAU	C B		4.25	9.35	10.00 PM			1.29	4.00	1.30				
9.59	8.40			11.53	1.27			23.8	SIDING D24		21	4.19	9.20				1.27	3.55	1.27				
10.20	9.08			12.02	1.36	3530		30.3	RIB RIVER		67	4.11	9.08				1.08	3.40	1.00				
10.35	9.15			12.08	1.42	3534	W	32.8	MARATHON CITY	C B	23	4.06	9.00				1.02	3.31	12.45				
11.00				12.20	1.53	3540		40.1	EDGAR	C B	20	3.57	8.48				12.45	3.16	11.25				
11.20	9.30			12.30	2.03	3545		45.1	FENWOOD		34	3.49	8.37				12.25	3.01	11.05				
11.45	9.45			12.30	2.03	3545		50.9	STRATFORD	C B	20	3.40	8.26				12.15	2.45	10.45				
11.59	9.45			12.40	2.14	3551		57.0	McMILLEN			8.13					10.05		10.00				
12.20	10.05				2.25	3553		58.2	OPAL		60	3.29	8.10						9.45				
12.55					2.27	3500			EAST WYE			3.21							2.27				
1.10					2.34				MARSHFIELD	C B		3.20 AM	8.00 AM				9.30 AM	1.45 PM	9.25 AM				
1.12	10.20			12.50	2.35 PM	3564	WFTTT	63.0															
1.25 PM	10.35 AM			1.05 AM	2.35 PM																		
Tuesday Thursday Saturday	DAILY			DAILY	Daily except Sunday							DAILY	Daily except Sunday	DAILY			Wednesday only	DAILY	Monday Friday				

No. 109 is superior to No. 108.
All Marshfield line trains will wait indefinitely for connecting main line trains.
Nos. 106 and 129 will stop on signal at Staads, two miles west of Stratford.
Marathon City water tank 2.32 miles west of Marathon City.

No. 109 is superior to No. 108.
No. 112 will back their equipment Wausau Junction to Wausau and stand on main track at passenger depot prior to departure long enough to give ample time to load. Freight trains and switch engines must not interfere.

BETWEEN ANIWA AND MATTOON

WESTWARD						EASTWARD					
Second Class				Subdivision 1d		Third Class					
419				STATIONS		420					
Way Freight				Time Table 180		Way Freight					
Monday Wednesday Friday				July 10, 1938		Monday Wednesday Friday					
AM 7.45	2397	Y	6.00	ANIWA		AM 9.20	2399	WY	9.25	MATTOON	
8.20 AM						8.45 AM					
Monday Wednesday Friday						Monday Wednesday Friday					

BETWEEN ANTIGO AND WHITE LAKE

WESTWARD						EASTWARD					
Second Class				Subdivision 2a		Third Class					
553				STATIONS		552					
Mixed				Time Table 180		Mixed					
Wednesday Friday				July 10, 1938		Monday Wednesday Friday					
AM 7.30	3407	WTTT	0.0	ANTIGO		PM 12.15	3408	WTTT	0.0	BRYANT	
7.45	3754		3.6	BRYANT		11.45					
8.15	3309		11.8	POLAR							
8.30											
8.00	3754		8.6	BRYANT		11.30					
8.45	3307	W	17.8	ELTON		10.55					
9.05 AM	3302	Y	24.5	WHITE LAKE		10.30 AM					
Wednesday Friday						Monday Wednesday Friday					

Westward BETWEEN PELICAN LAKE AND CRANDON Eastward

Subdivision 2c						Subdivision 2c					
STATIONS				Time Table 180		STATIONS				Time Table 180	
July 10, 1938						July 10, 1938					
First Class	Second Class	Way Freight	Freights	Station Numbers	Distance from Pelican Lake	First Class	Second Class	Way Freight	Freights	Station Numbers	Distance from Crandon
7.11	7.16					7.11	7.16				
Mixed	Mixed					Mixed	Mixed				
Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday				
AM 6.30	3584	WTTT	0.00	PELICAN LAKE		AM 9.15	3585	WTTT	0.00	CRANDON	
6.50	3580		8.06	LENOX		8.55					
7.00	3583		7.09	NASHVILLE		8.45					
7.30 AM	3584	WY	17.52			8.15 AM					
Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday				

Westward BETWEEN HILES JCT. AND HILES Eastward

Subdivision 4a						Subdivision 4a					
STATIONS				Time Table 180		STATIONS				Time Table 180	
July 10, 1938						July 10, 1938					
Second Class	Way Freight	Freights	Station Numbers	Distance from Hiles Jct.	Second Class	Way Freight	Freights	Station Numbers	Distance from Hiles	Second Class	Way Freight
9.21	9.20				9.21	9.20				9.21	9.20
Thursday only	Thursday only				Thursday only	Thursday only				Thursday only	Thursday only
AM 10.35	3703	Y	0.00	HILES JCT.		PM 12.25					
10.50			4.94	NELSON'S		12.05					
10.55			6.07	YELLOW BIRCH		11.55					
11.15 AM	3704		9.10	HILES		11.45 AM					
Thursday only	Thursday only					Thursday only	Thursday only				

Westward BETWEEN MERCER AND WINEGAR Eastward

Subdivision 2e						Subdivision 2e					
STATIONS				Time Table 180		STATIONS				Time Table 180	
July 10, 1938						July 10, 1938					
Second Class	Way Freight	Freights	Station Numbers	Distance from Mercer	Second Class	Way Freight	Freights	Station Numbers	Distance from Winegar	Second Class	Way Freight
9.03	9.04				9.03	9.04				9.03	9.04
Thursday only	Thursday only				Thursday only	Thursday only				Thursday only	Thursday only
AM 8.30	3584	WTTT	0.0	MERCER		PM 12.10					
8.45			4.75	SHEAS SPUR JCT.		11.55					
9.10			10.00	WINCHESTER		11.35					
9.30			15.31	PRESQUE ISLE		11.20					
10.05 AM	3585	WTTT	19.35	WINEGAR		11.10 AM					
Thursday only	Thursday only					Thursday only	Thursday only				

Westward BETWEEN ELAND AND ROSHOLT Eastward

Subdivision 1c						Subdivision 1c					
STATIONS				Time Table 180		STATIONS				Time Table 180	
July 10, 1938						July 10, 1938					
Second Class	Way Freight	Freights	Station Numbers	Distance from Eland	Second Class	Way Freight	Freights	Station Numbers	Distance from Rosholt	Second Class	Way Freight
4.61	4.60				4.61	4.60				4.61	4.60
Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday
AM 11.00	3387	WTTT	0.00	ELAND		PM 1.30					
11.25	3388		7.91	ELDERON		1.05					
11.40	3389		13.30	GALLOWAY		12.50					
11.59 AM	3390	WY	19.35	ROSHOLT		12.30 PM					
Daily except Sunday	Daily except Sunday					Daily except Sunday	Daily except Sunday				

WESTWARD—BETWEEN MONICO AND WATERSMEET—EASTWARD

Third Class		First Class			Subdivision 4 STATIONS TimeTable180 July 10th, 1938	Distance from Ironwood	Communicating Station	Capacity of Siding	Telegraph Calls	First Class			Third Class	
47	57	5	123	11						12	124	10	56	46
Way Freight	Way Freight	The Flambeau	Wisconsin Lakes Special	Passenger						Passenger	Wisconsin Lakes Special	The Flambeau	Way Freight	Way Freight
Daily except Sunday	Daily except Sunday	*See Note Below	Saturday Only	DAILY						DAILY	Sunday Only	*See Note Below	Daily except Sunday	Daily except Sunday
AM 7.00	PM 7.47	PM 5.25	AM 5.05	3040 W F Y	127.4	MONICO	110.0	C B	J N	PM 8.45	PM 8.45	PM 2.20	AM 11.20	
7.20	8.01	5.40	5.30	3702	134.3	GAGEN	102.9	34		8.29	8.29	2.08	11.00	
7.25	8.06	5.50	5.35	3703 Y	137.1	HILES JCT	100.3	25		8.25	8.25	2.04	10.50	
7.45	8.15	6.12	5.55	3708	142.6	THREE LAKES	93.8	C B	22 A K	8.15	8.15	1.54	10.30	
8.00	8.25	6.23	6.15	3709	147.6	CLEARWATER LAKE	89.8			8.05	8.05	1.44	10.00	
8.55	8.40	6.43	6.45	3711 W Y	152.0	EAGLE RIVER	84.4	C B	16 G R	7.55	7.55	1.24	8.55	AM 9.45
12.01	9.15	9.00	7.13	3717 Y	163.2	CONOVER	74.2	C B	13 C N	7.30	7.30	1.16	8.25	
12.10	9.30	9.15	7.31	3723	171.0	LAND O' LAKES	66.4	C B	15 M X	7.15	7.15	1.03	8.10	9.30
12.40	9.55	9.35	7.50	3800 W F Y	179.6	WATERSMEET	37.8	C B	M O	6.55	6.55	12.45	7.50	8.55
PM	AM	PM	AM							PM	PM	PM	AM	AM
Daily except Sunday	Daily except Sunday	*See Note Below	Saturday Only	DAILY						DAILY	Sunday Only	*See Note Below	Daily except Sunday	Daily except Sunday
47	57	5	123	11						12	124	10	56	46

Train Nos. 11, 5 and 123, will head in on Pen. Div. side of station at Watersmeet and back into Coach Yard from Pen. Div. side of yard.
 *No. 5 will run daily to and including Saturday, September 3. Will run on Friday, September 9; Saturday, September 10; Friday, September 16; Saturday, September 17; Friday, September 23; Saturday, September 24.
 *No. 10 will run daily to and including Saturday, September 3. Will run on Monday, September 5; Saturday, September 10; Sunday, September 11; Saturday, September 17; Sunday, September 18; Saturday, September 24; Sunday, September 25.
 No. 123 will not run after Saturday, September 3rd.
 No. 124 will not run after Sunday, August 28th; an extra train will run on the schedule of No. 124 on Monday, September 5th.
 No. 12 will run daily except Sunday to and including Sunday, August 28th; and daily from Monday, August 29th, except No. 12 will not run on Monday, September 5th. No. 12 will take siding when meeting No. 5.
 No. 11 will run daily except Saturday, to and including Saturday, September 3rd, and daily from Sunday, September 4th.

Westward BETWEEN HUNTING AND BIG FALLS Eastward

First Class		Subdivision 1b STATIONS Time Table 180 July 10th, 1938			Second Class	
415	414				414	
Way Freight	Way Freight				Way Freight	
Tuesday Thursday Saturday	Tuesday Thursday Saturday				Tuesday Thursday Saturday	
AM 9.10	AM 9.10	HUNTING	49		AM 9.10	
8.55	8.46	BIG FALLS			AM	
AM	AM				AM	
Tuesday Thursday Saturday	Tuesday Thursday Saturday				Tuesday Thursday Saturday	

Westward - BETWEEN CONOVER AND PHELPS - Eastward

Second Class		Subdivision 4b STATIONS Time Table 180 July 10th, 1938			Third Class	
805	804				804	
Way Freight	Way Freight				Way Freight	
Daily except Sunday	Daily except Sunday				Daily except Sunday	
AM 9.50	AM 11.55	CONOVER	C B	C N	AM 11.55	
10.30	11.15	PHELPS	C B	H A	AM	
AM	AM				AM	
Daily except Sunday	Daily except Sunday				Daily except Sunday	

WESTWARD—BETWEEN PRATT JCT. AND HARRISON—EASTWARD

First Class		Subdivision 2d STATIONS Time Table 180 July 10th, 1938			Second Class	
601	602				602	
Way Freight	Way Freight				Way Freight	
Monday Wednesday Friday	Monday Wednesday Friday				Monday Wednesday Friday	
AM 9.35	PM 12.30	PRATT JCT.	0.0		PM 12.30	
9.55	12.10	ENTERPRISE	4.7		12.10	
10.25	11.40	PARRISH JCT.	6.3		11.40	
10.55	11.10	HARRISON	6.8		11.10	
AM	AM				AM	
Monday Wednesday Friday	Monday Wednesday Friday				Monday Wednesday Friday	

BETWEEN TOWER CF AND HORTONVILLE

WESTWARD			EASTWARD		
Third Class	Second Class	FIRST CLASS	FIRST CLASS	Second Class	Third Class
67	281	123	124	282	66
Way Freight L. S. Div. No. 67	Forester	Wisconsin Lakes Special	Wisconsin Lakes Special	Ojibwa	Way Freight L. S. Div. No. 66
Daily except Sunday	Daily except Monday	Saturday Only	Monday Only	Daily except Monday	Daily except Sunday
AM 8.35	AM 7.45	AM 12.15	AM 1.05	AM 3.10	PM 8.03
8.45	7.55	12.30	12.55	2.50	2.55
9.00	8.15	12.32	12.44	2.30	2.40
9.15	8.25	12.40	12.38	2.15	2.28
9.25	8.35	12.49	12.30	2.01	2.18
9.31	8.45	12.55	12.25	1.50	2.12
9.50	9.05	1.05	12.15	1.30	2.00
AM	AM	AM	AM	AM	PM
Daily except Sunday	Daily except Monday	Saturday Only	Monday Only	Daily except Monday	Daily except Sunday

No. 123 will not run after Saturday, September 3rd.
 No. 124 will not run after Monday, August 29th.
 An extra train will run on the schedule of No. 124 on Tuesday, September 6th.

DIVISIONAL STAFF

JOINT SUPERINTENDENT
P. GAUDETTE
IRONWOOD

ASSISTANT JOINT SUPERINTENDENT
GEO. NOLAN
IRONWOOD

ASSISTANT SUPERINTENDENT
H. A. WESTBERG
ANTIGO

TRAINMASTER
J. S. EVA
ASHLAND

CHIEF TRAIN DISPATCHER
P. RAETTIG
ANTIGO

DISPATCHERS
F. R. BESSEY R. K. DICKINSON
L. E. SMITH H. GAARDEN
H. O. EICKHOFF F. R. CHRISTENSEN
ANTIGO

MASTER MECHANIC
P. W. RAMER
ANTIGO

ROAD FOREMAN OF ENGINES
C. C. ELLSWORTH
IRONWOOD

DIVISION ENGINEER
O. J. HUSEMEIER
ANTIGO

DIVISION ACCOUNTANT
F. T. LYNDE
ANTIGO

JOINT ACCOUNTANT
O. A. SNEDEKOR
IRONWOOD

DISTRICT CLAIM AGENT
C. W. KRAUSE
GREEN BAY

ASSISTANT CLAIM AGENT
O. H. SANDAGER
GREEN BAY

ROADMASTERS
ROBERT ASHLEY H. C. KRAUSE V. L. JOZWIAK
ANTIGO ANTIGO CLINTONVILLE
A. L. KICKHAFFER G. DARROW
IRONWOOD IRONWOOD

General Rules governing employees of the Operating Department, dated December 1st, 1929, 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 before the figures of the schedule indicate:
s—Regular stop.

f—Flag stop to receive or discharge passengers or freight.

When placed before the figures of the schedules the following will indicate:

M—Meals. N—Luncheon.

Other letters will indicate conditional stops, as specified by time table.

The following signs when placed elsewhere indicate:

F—Fuel. Y—Wye.

W—Water. CS—Communicating Station.

TT—Turntable.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely, so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Enginemen, firemen, trainmen and other employees are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, buildings, structures and obstructions which, owing to local conditions or requirements do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these obstructions. New employees must exercise great care in this respect.

SPECIAL RULES

Standard Time Clocks showing Central Standard Time are located at Marshfield Frt. Hse., Kaukauna, Hortonville, Clintonville, Eland, Watersmeet, Ironwood, Ashland passenger station, and trainmaster's office, Ore Dock Yard, Ashland, and train dispatcher's office at Antigo and at the following roundhouses: Kaukauna, Wausau Jet., Antigo, Watersmeet, Ironwood, Ore Dock Yard.

Superior Direction Rule 8-72 EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations Train registers are located at:
Kaukauna, Aniwa, Monico, Marenisco,
Appleton Jet., Wausau Jet., Conover, Mercer,
Hortonville, Marshfield, Watersmeet, Ironwood,
Clintonville, Antigo, Wakefield, Ore Dock Yard,
Eland, Hiles Jet., Rhinelander, Ashland.

Passenger trains will register at passenger station, Ashland.

Trains starting and terminating at Ore Dock Yard will register at the trainmasters office.

Nos. 64, 419 and 420 will register at Aniwa.

Nos. 711 and 716 will register at Pelican Lake.

Nos. 903 and 904 will register at Mercer.

Nos. 804, 805, 46 and 47 will register at Conover.

Bulletin Boards Bulletin boards are located as follows for Conductors, Trainmen and Yardmen:
No. Fond du Lac yard office, Pelican Lake,
Kaukauna freight depot, Monico,
Appleton Jet., Rhinelander passenger depot,
Hortonville, Mercer,
Clintonville, Ironwood passenger depot,
Eland, Ashland ore dock yard, trainmasters office,
Wausau Jet., Ashland passenger depot,
Marshfield, Watersmeet,
Antigo depot conductors' room, Marenisco,
Antigo yard office.

For Enginemen and Firemen at the several roundhouses.

Mail Cranes Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the cranes, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen, Firemen and Trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Clearance Form A Trains will not be required to obtain Clearance Form A, in compliance with Rule S3a, at originating point, when same is a non-communicating station or the office is closed.

Sprinkling Hogs Rule 731 Conductors will see that Rule 731 is observed and that record is kept on wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left.
Hog sprinkling devices are located at:
Eland, Clintonville, Wausau Jet., Hortonville.

Two Tracks Eastward main track Orva to Siemens consists of present eastward main track Orva to Ironwood; former passing track through Ironwood Yard; old main track east switch of passing track to Lake Street (Ironwood); new connection at Lake Street (Ironwood) to Soo Line main track, thence to connection to C. & N. W. main track east end Siemens Yard to be used jointly by Soo Line and C. & N. W. trains, under jurisdiction of C. & N. W. time table and operating rules, and under control of C. & N. W. train dispatcher.

Normal position main track switches will be as follows: At Orva for eastward main track; at Lake Street (Ironwood) for connection to Soo Line main track; at east end Siemens Yard and west switch of connection from Soo Line main track to C. & N. W. main track. The East switch of the latter connection will be set for westward through movement via C. & N. W. main track.

Westward main track Siemens to Orva consists of present C. & N. W. passing track through Siemens Yard, present C. & N. W. main track from west end of Siemens Yard to Lake Street (Ironwood); No. 1 yard track to crossover 300 feet west of Mansfield Street viaduct; old main line to crossover west of Ironwood passenger station, thence present westward main track to Orva to be used jointly by Soo Line and C. & N. W. trains, under jurisdiction of C. & N. W. time table and operating rules, and under control of C. & N. W. train dispatcher.

Normal position main track switches will be as follows: The east switch of crossover connection between Soo Line and C. & N. W. at the east end of Siemens Yard will be set for westward through movement via C. & N. W. main track. At Lake Street (Ironwood) for westward main track, at Hurley Jet. for westward main track, and Orva for eastward main track.

Between Lake Shore Division connection (East Switch) and east end of depot platform at Eland, normal position of switches for westward track.

Train Orders Rule D-97a Between Siemens and Orva extra freight trains will be operated with the current of traffic without train orders.

Between Tower CF and South Ashkosh trains will be governed by Lake Shore Division time table. Westward trains will ask for Ashland Division orders at South Ashkosh.

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

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

Retainers on Westward Ore Trains On trains of 70 loads, retainers will be turned up at Cedar on 20 cars next to engine and turned down at Rufus. However, when a stop is made at Saxon, the retainers will be set up at that point to avoid another stop at Cedar for that purpose.

On trains of less than 70 loads, two retainers will be set up for every 7 loads in train.

Enginemen will be very careful to maintain complete control of train between Orva and Kimball and at other points where grade is sharply descending.

Freight Train Inspection All freight trains will stop and train crew will make an inspection of their train at the following points:

EASTWARD		WESTWARD	
Marenisco,	Eland,	Wausau Jet.,	Woodruff,
Eagle River,	Clintonville,	Hortonville,	Mercer,
Mercer,	Hortonville,	Clintonville,	Eagle River,
Woodruff,	Wausau Jet.	Eland,	Marenisco.
Monico,		Monico,	

Cleaning Ash Pans Ash pans may be cleaned at the following places:

Ironwood....	At cinder pit	Pelican Lake.	On engine house track.
Bessemer....	On coal shed track.	Eland.....	On cinder pit.
Wakefield....	On cinder pit.	Clintonville.	Just west of coal shed.
Watersmeet....	On cinder pit.	Hortonville.	Just west of coal shed.
Eagle River....	East of depot platform.	Wausau Jet..	On cinder pit.
Monico.....	On cinder pit.	Appleton Jet.	Just west of depot platform.
Mercer.....	On coal shed track.		
Woodruff....	Just east of depot platform.		
Rhinelander..	Wye near engine-house.		

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

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

Air Brakes Rule 1073 All cars in trains leaving terminals must be equipped with air brakes and in operation.

Saxon The schedule time of all second and third class Eastward trains at Saxon, applies at cross-over switch west of the passenger station. All freight trains in both directions must approach the cross-over switch at Saxon under full control.

Use of Sand The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Reverse movement in two track districts Whenever a train is operated against the current of traffic, the speed of such train will be restricted to not exceed twenty (20) miles per hour.

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

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

BLOCKING

Time Spacing Rule 91 Except between Orva and Siemens, Rules 380 to 382 govern, and trains will be spaced fifteen minutes apart, except Eastward freight trains between Ashland and Orva will be spaced ten minutes apart, Eastward and Westward freight trains between Bessemer and east end Siemens Yard will be spaced ten minutes apart.

A positive block will be maintained behind Westward passenger trains between Orva and Ashland continuously.

No train shall follow a passenger train less than fifteen minutes from an intermediate siding.

CROSSINGS, JUNCTIONS, AND DRAW-BRIDGES AT WHICH RULES 601A TO 672 WILL BE OBSERVED

M. St. P. & S. St. M. and C. & N. W.....	Tower CF.
M. St. P. & S. St. M.....	Marshfield.
In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed the speed shown below passing the home signal:	
C. & N. W.....	Appleton Jet., 15 miles per hour.
C.M.St.P. & P. Side Track.....	Wausau, 15 miles per hour.
C. M. St. P. & P.....	Woodruff, 15 miles per hour.
D. S. S. & A.....	West of Saxon, 25 miles per hour.
M. St. P. & S. St. M.....	Rhinelander, 20 miles per hour.

INSTRUCTIONS GOVERNING MOVEMENTS OVER THE FOLLOWING CROSSINGS:

C. M. St. P. & P. Side Track with C. & N. W. Main Track at Wausau: The normal position of the gates is against movements on Side Track. All movements on Side Track must come to a stop, and if no train is approaching on Main Track, will set gates against movements on Main Track, and after movement over the crossing has been made, again set gates against movements on Side Track.

C. & N. W. with C. M. St. P. & P. at Schofield: The normal position of the gate is against movements on C. & N. W. All movements on C. & N. W. must come to a stop within 400 feet of the crossing, and if no train is approaching on C. M. St. P. & P., will set gate against movements on C. M. St. P. & P., and after movement over the crossing has been made, again set gate against movements on C. & N. W.

The speed of a train moving over a cross-over, turn-out from main track to siding or diverging route at a junction, must not exceed 10 miles per hour, except when moving over diverging main route at each of the following points at which speed shown below will govern:

Tower CF.....	12 miles per hour
Eland, east end of Two Tracks.....	25 miles per hour
Eland, west end of Two Tracks.....	25 miles per hour

SPEED RESTRICTIONS

ASHLAND 9

BETWEEN KAUKAUNA AND ASHLAND VIA RHINELANDER

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Kaukauna and Little Chute	Between Kaukauna and Little Chute.....	25	20
Little Chute and Appleton	Between Little Chute and 1 mile east of Appleton.....	35	25
Kimberly and Appleton Jct.	Between 1 mile east of Appleton and Appleton Jct.....	20	20
Appleton Jct. and Greenville	Between Appleton Jct. and Greenville.....	60	35
Greenville and Tower W. G.	Between Greenville and Tower W. G.....	50	35
Tower W. G. and Hortonville	Between Tower W. G. and Hortonville.....	55	35
Hortonville and New London Jct.	Between Hortonville and New London Jct. G. B. & W. R. R. Crossing.....	40	35
New London Jct.	G. B. & W. R. R. Crossing.....	Stop	Stop
New London Jct. and Sugar Bush	Between New London Jct. and 3/4 mile east of Sugar Bush.....	40	35
New London Jct. and Clintonville	Between 3/4 mile east of Sugar Bush and 3 1/2 miles east of Clintonville.....	55	35
Bear Creek and Buckbee	Between 3 1/2 mile east of Clintonville and 3 1/2 miles west of Clintonville.....	40	35
Clintonville and Marion	Between 3 1/2 miles west of Clintonville and Marion.....	55	35
Marion and Hunting	Between Marion and 1 mile east of Hunting.....	45	30
Marion and Hunting	Between 1 mile east of Hunting and Hunting.....	25	15
Hunting and Split Rock	Between Hunting and Split Rock.....	45	30
Split Rock and Tigerton	Between Split Rock and Tigerton.....	40	30
Tigerton and Whitcomb	Between Tigerton and 1 mile west of Tigerton.....	25	20
Tigerton and Whitcomb	Between 1 mile west of Tigerton and Whitcomb.....	35	25
Whitcomb and Eland	Between Whitcomb and Eland.....	40	30
East Switch (Eland)	Junction with Lake Shore Div'n.....	Stop	Stop
Eland and Birnamwood	Between Eland and 1/4 mile west of Eland..	20	20
Eland and Birnamwood	Between 1/4 mile west of Eland and 2 1/4 miles west of Eland.....	45	30

BETWEEN KAUKAUNA AND ASHLAND VIA RHINELANDER —Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Eland and Aniwa	Between 2 1/4 miles west of Eland and 1 1/4 miles east of Aniwa.....	55	35
Birnamwood and Aniwa	Between 1 1/4 miles east of Aniwa and 3/4 mile east of Aniwa.....	40	30
Birnamwood and Elmhurst	Between 3/4 mile east of Aniwa and Elmhurst.....	55	35
Elmhurst and Antigo	Between Elmhurst and 3/4 mile west of Elmhurst.....	35	25
Elmhurst and Antigo	Between 3/4 miles west of Elmhurst and 2 1/2 miles west of Elmhurst.....	45	30
Elmhurst and Kempster	Between 2 1/2 miles west of Elmhurst and 1/2 mile east of Kempster.....	55	35
Deerbrook and Koepenick	Between 1/2 mile east of Kempster and 1/2 mile west of Kempster.....	35	25
Kempster and Summit Lake	Between 1/2 mile west of Kempster and 2 1/4 miles west of Koepenick.....	55	35
Koepenick and Summit Lake	Between 2 1/4 miles west of Koepenick and Summit Lake.....	35	25
Summit Lake and Elcho	Between Summit Lake and 3 miles west of Summit Lake.....	30	20
Summit Lake and Elcho	Between 3 miles west of Summit Lake and Elcho.....	55	35
Elcho and Pratt Jct.	Between Elcho and 2 miles west of Elcho....	35	25
Elcho and Pratt Jct.	Between 2 miles west of Elcho and Pratt Jct.....	55	35
Pratt Jct. and Pelican Lake	Between Pratt Jct. and Pelican Lake.....	30	20
Pelican Lake and Monico	Between Pelican Lake and Monico.....	55	35
Monico and Malvern	Between Monico and 2114 ft. west of Monico.....	20	20
Monico and Lake George	Between 2114 ft. west of Monico and 1 1/2 miles west of Malvern.....	55	35
Malvern and Lake George	Between 1 1/2 miles west of Malvern and Lake George.....	40	30
Lake George and Rhinelander	Between Lake George and Rhinelander.....	45	30
Rhinelander and Newbold	Between Rhinelander and 1 1/2 miles west of Rhinelander.....	25	20
Rhinelander and Newbold	Between 1 1/2 miles west of Rhinelander and 4 miles west of Rhinelander.....	35	25
Rhinelander and Newbold	Between 4 miles west of Rhinelander and 1 mile east of Newbold.....	40	30

BETWEEN KAUKAUNA AND ASHLAND VIA RHINELANDER —Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Rhinelander and Lake Tomahawk	Between 1 mile east of Newbold and 1 mile east of Lake Tomahawk.....	50	30
McNaughton and Woodruff	Between 1 mile east of Lake Tomahawk and 1 mile west of Lake Tomahawk.....	40	30
Lake Tomahawk and Woodruff	Between 1 mile west of Lake Tomahawk and 5 1/2 miles west of Lake Tomahawk to Br. G-92.....	55	35
Lake Tomahawk and Woodruff	Over Bridge G-92, 5 1/2 miles west of Lake Tomahawk.....	35	30
Lake Tomahawk and Marlands	Between 5 1/2 miles west of Lake Tomahawk (or Bridge G-92) and 1 mile west of Woodruff.....	40	30
Woodruff and Marlands	Between 1 mile west of Woodruff and 2 3/4 miles west of Woodruff.....	55	35
Woodruff and Marlands	Between 2 3/4 miles west of Woodruff and 3 1/4 miles west of Woodruff.....	45	30
Woodruff and Lac du Flambeau	Between 3 1/4 miles west of Woodruff and 1 1/2 miles west of Marlands.....	55	35
Marlands and Lac du Flambeau	Between 1 1/2 miles west of Marlands and 1 3/4 miles west of Marlands.....	40	30
Marlands and Lac du Flambeau	Between 1 3/4 miles west of Marlands and Lac du Flambeau.....	55	35
Lac du Flambeau and Powell	Between Lac du Flambeau and 3 1/4 miles west of Lac du Flambeau.....	45	30
Lac du Flambeau and Mercer	Between 3 1/4 miles west of Lac du Flambeau and Mercer.....	55	35
Mercer and Carson	Between Mercer and 2 miles west of Mercer..	45	25
Mercer and Carson	Between 2 miles west of Mercer and Carson..	50	30
Carson and Sand Rock	Between Carson and 2 3/4 miles west of Carson.....	40	30
Carson and Sand Rock	Between 2 3/4 miles west of Carson and 5 miles west of Carson.....	45	30
Carson and Van Buskirk	Between 5 miles west of Carson and 4 miles west of Sand Rock.....	55	35
Sand Rock and Van Buskirk	Between 4 miles west of Sand Rock and 4 1/2 miles west of Sand Rock.....	30	20
Sand Rock and Belt Line Jct.	Between 4 1/2 miles west of Sand Rock and 1 mile west of Van Buskirk.....	35	25

SPEED RESTRICTIONS

BETWEEN KAUKAUNA AND ASHLAND VIA RHINELANDER
—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Van Buskirk and Belt Line Jct.	Between 1 mile west of Van Buskirk and 1 1/2 miles west of Van Buskirk.....	20	15
Van Buskirk and Belt Line Jct.	Between 1 1/2 miles west of Van Buskirk and 3 2/3 miles west of Van Buskirk.....	40	30
Van Buskirk and Hurley Jct.	Between 3 2/3 miles west of Van Buskirk and 1/4 mile east of Hurley Jct.....	25	20
Belt Line Jct. and Hurley Jct.	Between 1/4 mile east of Hurley Jct. and Hurley Jct.....	15	10
Hurley Jct. and Hurley	Between Hurley Jct. and Hurley.....	15	15
Hurley Yard	All Eastward trains approaching Hurley Yard will come to stop at stop board located 400 ft. west of the connecting track switch leading to M. St. P. & S. S. M. Ry.....	Stop	Stop
Hurley and Kimball	All trains will run at restricted speed approaching Orva.....	20	20
Hurley and Kimball	Between Hurley and 1/2 mile west of Orva.....	45	30
Orva and Kimball	Between 1/2 mile west of Orva and 1 1/2 miles west of Orva.....	15	15
Orva and Saxon	Between 1 1/2 miles west of Orva and 1/2 mile east of Saxon.....	45	30
Kimball and Saxon	Between 1/2 mile east of Saxon and Saxon.....	35	25
Saxon and Cedar	Between Saxon and D. S. S. & A. Ry. Crossing 1 1/2 miles west of Saxon.....	50	30
Saxon and Cedar	Over D. S. S. & A. Ry. Crossing 1 1/2 miles west of Saxon.....	25	25
Saxon and Birch	Between D. S. S. & A. Ry. Crossing 1 1/2 miles west of Saxon and 2 3/4 miles west of Cedar.....	50	30
Cedar and Birch	Between 2 3/4 miles west of Cedar and 3 3/4 miles west of Cedar.....	35	30
Cedar and Birch	Between 3 3/4 miles west of Cedar and Birch.....	45	30
Birch and Ore Dock Yard, Ashland	Between Birch and Round House (Ore Dock Yard), Ashland.....	55	35
Ore Dock Yard and Ashland	Between Round House (Ore Dock Yard) and 2/3 miles west to Bridge 1317 1/2.....	15	15
Ore Dock Yard and Ashland	At 2/3 miles west of Roundhouse (Ore Dock Yard), over Bridge 1317 1/2.....	10	10
Ore Dock Yard and Ashland	Between 2/3 miles west of Roundhouse (Ore Dock Yard), Bridge 1317 1/2, and Ashland Depot.....	15	15
Ashland	N. P. R. R. Crossing.....	Stop	Stop
Ashland	M. St. P. & S. S. M. R. R. Crossing.....	Stop	Stop

BETWEEN TOWER CF AND HORTONVILLE

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Tower C. F. and 1/4 Mile West	Between Tower C. F. and 1/4 Mile West.....	12	12
1/4 Mile West of Tower C. F. and Paines Switch	Between 1/4 Mile West of Tower CF and east switch of wye at Paines Switch.....	55	35
Paines Switch	Between east switch and west switch at Paines Switch.....	20	20
Paines Switch and Medina Jct.	Between west switch at Paines Switch and Medina Jct., M. St. P. & S. S. M. R. R. Crossing.....	55	35
Medina Jct.	M. St. P. & S. S. M. R. R. Crossing.....	Stop	Stop
Medina Jct. and Hortonville	Between Medina Jct. and 1 1/4 miles east of Hortonville.....	55	35
Medina and Hortonville	Between 1 1/4 miles east of Hortonville and 1/2 mile east of Hortonville.....	40	30
Medina and Hortonville	Between 1/2 mile east of Hortonville and Hortonville.....	25	25

BETWEEN ELAND AND MARSHFIELD

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Eland and Norrie	Between Eland and 3/4 mile west of Eland.....	20	20
Eland and Wausau Jct.	Between 3/4 mile west of Eland and 1 mile east of Wausau Jct.....	45	35
Kelly and Wausau Jct.	Between 1 mile east of Wausau Jct. and 1/3 mile east of Wausau Jct., C. M. St. P. & P. R. R. Crossing.....	35	30
Kelly and Wausau Jct.	C. M. St. P. & P. R. R. Crossing 1/3 mile east of Wausau Jct.....	Stop	Stop
Kelly and Wausau Jct.	Between 1/3 mile east of Wausau Jct. and Wausau Jct.....	30	25
Wausau Jct. and Wausau	C. M. St. P. & P. R. R. Crossing 400 ft. west of Wausau Jct.....	Stop	Stop
Wausau Jct. and Wausau	Between 400 ft. west of Wausau Jct. and Wausau.....	15	15
Wausau and Rib River	Between Wausau and 1/4 mile west of Wausau.....	20	20
Wausau and Rib River	Between 1/4 mile west of Wausau and 1 1/4 mile east of Rib River.....	45	35
Wausau and Rib River	Between 1 1/4 mile east of Rib River and 3/4 mile east of Rib River.....	40	30
Siding D 24 and Stratford	Between 3/4 mile east of Rib River and 2 miles east of Stratford.....	45	30
Fenwood and Stratford	Between 2 miles east of Stratford and 1 3/4 miles east of Stratford.....	30	25
Fenwood and Marshfield	Between 1 3/4 miles east of Stratford and 1 3/4 miles east of Marshfield.....	45	30
Opal and Marshfield	Between 1 3/4 miles east of Marshfield and 1 1/4 miles east of Marshfield.....	35	25
Opal and Marshfield	Between 1 1/4 miles east of Marshfield and 1/3 mile east of Marshfield.....	20	20

BETWEEN MONICO AND IRONWOOD VIA WATERSMEET

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Monico and Gagen	Between Monico and Gagen M. St. P. & S. S. M. R. R. Crossing.....	40	30
Gagen	M. St. P. & S. S. M. R. R. Crossing.....	Stop	Stop
Gagen and Three Lakes	Between Gagen and 2 3/4 miles west of Hiles Jct.....	40	30
Hiles Jct. and Three Lakes	Between 2 3/4 miles west of Hiles Jct. and 3 miles west of Hiles Jct.....	30	25
Hiles Jct. and Conover	Between 3 miles west of Hiles Jct. and 3 miles west of Eagle River.....	40	30
Eagle River and Conover	Between 3 miles west of Eagle River and 4 1/4 miles west of Eagle River.....	30	15
Eagle River and Land O'Lakes	Between 4 1/4 miles west of Eagle River and 2 1/2 miles east of Land O'Lakes.....	40	30
Conover and Land O'Lakes	Between 2 1/2 miles east of Land O'Lakes and 2 1/4 miles east of Land O'Lakes.....	30	25
Conover and Watersmeet	Between 2 1/4 miles east of Land O'Lakes and 3 3/4 miles west of Land O'Lakes.....	40	30
Land O'Lakes and Watersmeet	Between 3 3/4 miles west of Land O'Lakes and 4 1/2 miles west of Land O'Lakes.....	35	25
Land O'Lakes and Watersmeet	Between 4 1/2 miles west of Land O'Lakes and 3 1/4 miles east of Watersmeet.....	40	30
Land O'Lakes and Watersmeet	Between 3 1/4 miles east of Watersmeet and 1 1/2 miles east of Watersmeet.....	35	25
Land O'Lakes and Watersmeet	Between 1 1/2 miles east of Watersmeet and Watersmeet.....	40	30
Watersmeet and Wellington	Between Watersmeet and 3 1/2 miles east of Wellington.....	40	30
Goebie and Wellington	Between 3 1/2 miles east of Wellington and 2 1/4 miles east of Wellington.....	30	20
Goebie and Marenisco	Between 2 1/4 miles east of Wellington and Marenisco.....	40	30
Marenisco and Dunham	Between Marenisco and 3/4 miles west of Marenisco.....	35	25
Marenisco and Verona	Between 3/4 miles west of Marenisco and Verona.....	40	30
Verona and Bessemer	Between Verona and Bessemer.....	20	15
Bessemer and Ironwood	Between Bessemer and 1 mile east of Ironwood.....	30	20
Siemens and Ironwood	Between 1 mile east of Ironwood and Ironwood.....	15	8
Ironwood and Hurley	Between Ironwood and Hurley.....	15	15

SPEED RESTRICTIONS

ASHLAND 11

BRANCH LINES

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Eland and Rosholt	Between Eland and Rosholt.....	25	25
Hunting and Big Falls	Between Hunting and Big Falls.....		15
Aniwa and Mattoon	Between Aniwa and Mattoon.....		15
Antigo and Bryant	Between Antigo and Bryant.....	20	20
Bryant and White Lake	Between Bryant and White Lake.....	15	15
White Lake	Trains in either direction between passenger station at White Lake and east switch of wye, will run at restricted speed.....	15	15
White Lake	Minneapolis, St. Paul & Sault Ste. Marie R. R. crossing.....	Stop	Stop
Bryant and Polar	Between Bryant and Polar.....		15
Pelican Lake and Crandon	Between Pelican Lake and Crandon.....	20	20
Pratt Jct. and Harrison	Between Pratt Jct. and Harrison.....		15
Mercer and Winegar	Between Mercer and Winegar.....		20
Hiles Jct. and Hiles	Between Hiles Jct. and Hiles.....		15
Conover and Phelps	Between Conover and Phelps.....		20
Watersmeet and Sandhurst	Between Watersmeet and Sandhurst via Robbins and Craigsmead.....		15
Watersmeet	Chicago and North Western R. R. crossing....	Stop	Stop
Kelly and Rothschild	Between Kelly and Rothschild..... All trains will stop and protect movement by flagman before passing over highway crossing, 1400 feet east of East Switch to Rothschild Yard.		20
Schofield	Chicago, Milwaukee, St. Paul and Pacific R. R. crossing.....	Stop	Stop
Gogebic Jct. and Bonnevill	Between Gogebic Jct. and Bonnevill.....		15
Honzicks and Ormsby	Between Honzicks and Ormsby.....		15
Koepenick and Pearson	Between Koepenick and Pearson.....		15
Beaton and Sickler Siding	Between Beaton and end of track.....		15

BRANCH LINES—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Marenisco and Ethelwood	Between Marenisco and Ethelwood.....		15
Wakefield and Connerville	Between Wakefield and Connerville.....		15

ADDITIONAL SPEED RESTRICTIONS Maximum Speed Permissible with Wrecking outfit

Kaukauna and Appleton Jct.	Between Kaukauna and Appleton Jct.....		20
Appleton Jct. Ashland	Between Appleton Jct. and Ashland via Rhinelander.....		35
Hortonville and Tower C. F.	Between Hortonville and Tower C.F.....		30
Eland and Marshfield	Between Eland and Marshfield.....		30
Monico and Ironwood	Between Monico and Ironwood, via Watersmeet.....		25
Branch Lines	All branch lines.....		15
Wakefield and Ore Dock Yard	Trains containing ore loaded in ore cars will not exceed a speed of twenty-five (25) miles per hour between Wakefield and Ore Dock Yard.....		25
	Light engines, or engines with caboose only over any street or highway crossing in any city, town or village.....		15

ADDITIONAL SPEED RESTRICTIONS

The speed of a train moving over a cross-over, turn-out from main track to siding, or to diverging route at a junction, must not exceed 10 miles per hour, except, as provided for in foregoing speed restrictions.

Trains handling scale test car will not exceed 30 miles per hour on main subdivisions, or 20 miles per hour on branch sub-divisions; such cars to be handled only upon specific instructions from chief dispatcher, and placed in train next to caboose and Rule 1073 observed.

Trains handling rotary snow plows, not in service, either pushing, or trailing, will not exceed 18 miles per hour.

COMMUNICATING STATIONS

In a booth at Siding D 24, connecting with Wausau telegraph office.
A switch lock has been provided on the door of following stations: Kimberly, Tower WG, Tower FX, Sugar Bush, Bear Creek, Split Rock, Whitecomb, Hunting, West end of the Yard, Tower GX, Elmhurst and in Switchman's building, near coal shed, east end of yard at Appleton.

SPRING SWITCHES

Spring Switches at which Rules 104f, 104g, 501c and 501a will be observed.
Lake Street (Ironwood). Normal position for westward main track movements.

TELEPHONES

A telephone is located at Hurley Junction for use of trainmen to communicate with the operator at Ironwood.

Telephones located in Section houses at Kimball, Birch, and Odanah, and can be used in case of emergency. Also Booths at Lemke Spur, Collins Spur, Greens Siding and Stickley.

DESIGNATED PASSING TRACKS

Unless otherwise directed, trains meeting at following stations will enter sidings as designated:

New London, east of depot. Wausau, scale track.
Mercer, on one of the wye tracks or a side track back of the depot.
Woodruff, west of depot. Hatley, passing track 0.23 miles east of depot.
There is no siding and trains cannot meet or pass at McMillan.

COMMUNICATING STATION OFFICE HOURS

Station	Daily, except Sunday	Sunday
Kaukauna	7:30 AM to 4:30 PM.....	Closed
Combined Locks	7:15 AM to 4:15 PM.....	Closed
Kimberly	7:00 AM to 7:30 PM.....	Closed
Appleton Jct.	6:30 AM to 10:30 PM.....	7:00 AM to 9:00 AM 5:30 PM to 9:20 PM
Greenville (Telephone)	8:00 AM to 5:00 PM.....	Closed
Hortonville	8:30 AM to 5:30 PM.....	Closed
New London	8:00 AM to 5:00 PM.....	Closed
Bear Creek	8:45 AM to 5:45 PM.....	Closed
Clintonville	9:00 AM to 6:00 PM.....	Closed
Marion	8:45 AM to 5:45 PM.....	Closed
Tigerton	8:45 AM to 5:45 PM.....	Closed
Wittenberg	8:30 AM to 5:30 PM.....	Closed
Eland	Continuous.....	12:00 MN to 8:00 AM 4:00 PM to 12:00 MN
Biramwood	8:45 AM to 5:45 PM.....	Closed
Aniwa	8:45 AM to 5:45 PM.....	Closed
Antigo, Tr. Disprs. Ofc.	Continuous.....	Continuous
Antigo, Yard	8:30 AM to 5:30 PM.....	Closed
Deerbrook	8:45 AM to 5:45 PM.....	Closed
Summit Lake	8:45 AM to 4:45 PM & 9:00 PM to 5:00 AM.....	9:00 PM to 11:00 PM & 3:00 AM to 5:00 AM
Elcho	8:00 AM to 5:00 PM.....	2:00 PM to 4:00 PM
Pelican Lake	6:45 AM to 3:45 PM.....	1:45 PM to 3:45 PM
Monico	12:01 AM to 11:00 PM.....	3:50 AM to 5:50 AM 2:00 PM to 4:00 AM
Rhineland	4:00 AM to 12:00 Noon..... 1:00 PM to 9:00 PM.....	4:00 AM to 6:00 AM 1:30 PM to 3:30 PM 7:00 PM to 9:00 PM
Lake Tomahawk	8:00 AM to 5:00 PM.....	12:45 PM to 2:45 PM & 6:30 PM to 8:30 PM
Woodruff	6:30 AM to 9:00 PM.....	8:30 AM to 9:00 PM
Lac Du Flambeau	6:15 AM to 9:30 PM.....	6:15 AM to 12:00 Noon 1:30 PM to 3:30 PM 6:50 PM to 8:50 PM
Mercer	6:15 AM to 9:30 PM.....	6:15 AM to 8:15 AM 12:01 PM to 2:00 PM 6:30 PM to 9:30 PM
Ironwood	4:30 AM to 8:30 PM.....	6:30 to 8:30 AM & 12:30 PM to 7:00 PM
Orva	Closed.....	Closed
Rufus	Closed.....	Closed
Cedar	Closed.....	Closed
Saxon	11:00 PM to 3:00 PM.....	12:01 AM to 1:15 AM 7:30 AM to 9:30 AM 11:00 PM to 11:59 PM
Ore Dock Yard	9:00 AM to 6:00 PM.....	(Except Closed 11:00 PM to 11:15 PM Saturdays) Closed
Ashland, passenger station	5:30 AM to 6:30 PM.....	8:00 AM to 10:00 AM & 1:30 PM to 6:30 PM
Hatley	8:00 AM to 5:00 PM.....	Closed
Kelly	8:45 AM to 5:45 PM.....	Closed
Wausau	Continuous.....	10:00 MN to 3:15 AM 8:00 PM to 12:00 MN
Marathon City	8:00 AM to 5:00 PM.....	Closed
Edgar	8:00 AM to 5:00 PM.....	Closed
Stratford	7:30 AM to 4:30 PM.....	Closed
Marshfield	7:40 AM to 3:40 PM..... 7:00 PM to 3:00 AM.....	10:00 AM to 12:00 Noon 11:00 PM to 2:00 AM (Except closed 2:00 AM to 3:00 AM Monday)
Three Lakes	6:15 AM to 9:00 PM.....	9:00 AM to 8:30 PM
Eagle River	6:45 AM to 9:00 PM.....	8:45 AM to 9:00 PM
Conover	7:00 AM to 4:00 PM.....	1:00 PM to 3:00 PM
Land O'Lakes	7:15 AM to 9:00 PM.....	7:15 AM to 9:15 AM & 12:30 PM to 2:30 PM & 6:00 PM to 9:30 PM
Phelps	8:30 AM to 5:30 PM.....	Closed
Watersmeet	7:00 AM to 11:00 PM.....	7:30 AM to 10:00 PM
Marenisco	8:00 AM to 5:00 PM.....	Closed
Bessemer	Closed.....	Closed
Siemens	Closed.....	Closed
Wakefield	8:00 AM to 5:00 PM.....	Closed

COMPANY SURGEONS

Chicago.....Irving S. Cutter, M. D., Medical Director.
V. H. Horning, M. D., First Assistant Medical Director.

		Telephone Call	Office	Residence
KAUKAUNA.....	A. B. Leigh, M. D., Local Surgeon.....	100	560	
APPLETON.....	J. B. McLaren, M. D., Local Surgeon.....	5300	2212	
	D. M. Gallaher, M. D., Local Surgeon.....	5300	1324	
OSHKOSH.....	F. G. Connell, M. D., District Surgeon.....	4567	883	
	E. B. Williams, M. D., Local Surgeon.....	4567	3593	
HORTONVILLE.....	W. H. Towns, M. D., Local Surgeon.....	54	54	
NEW LONDON.....	J. W. Monsted, Jr., M. D., Local Surgeon.....	4 W	4 R 3	
CLINTONVILLE.....	W. H. Finney, M. D., Local Surgeon.....	380	367	
WAUSAU.....	D. T. Jones, M. D., Local Surgeon.....	5024	5085	
	J. F. Smith, M. D., Local Surgeon.....	5723	5734	
MARSHFIELD.....	K. H. Doege, M. D., District Surgeon.....	370	75	
	W. A. Vedder, Local Surgeon.....	626	370	
ANTIGO.....	L. A. Steffen, M. D., District Surgeon.....	39	759	
RHINELANDER.....	C. A. Richards, M. D., Local Surgeon.....	122 W	122 R	
	I. E. Schiek, M. D., Associate Local Surgeon.....	60	378	
EAGLE RIVER.....	R. A. A. Oldfield, M. D., Local Surgeon.....	148-R 2	148-R 3	
MARENISCO.....	D. C. Eiale's, M. D., Local Surgeon.....	8	8	
WAKEFIELD.....	H. A. Tressel, M. D., Local Surgeon.....	20	51	
	R. I. C. Prout, M. D., Local Surgeon.....	25		
DESSEMER.....	W. J. Pinkerton, M. D., Local Surgeon.....	13 W	3	
	C. E. Stevens, M. D., Local Surgeon.....	13 W	245	
IRONWOOD.....	A. J. O'Brien, M. D., Local Surgeon.....	45	262	
	W. L. Macdonald, M. D., Associate Local Surgeon.....	45	268	
HURLEY.....	C. C. Urquhart, M. D., Local Surgeon.....	510	510 M	
ASHLAND.....	J. M. Dodd, M. D., District Surgeon.....	62	249	
	C. J. Smith, M. D., Local Surgeon.....	43	567	

Dr. Dodd may be called to any point between Hurley and Mercer and Ashland and Watersmeet.

Dr. Doege may be called to any point between Marshfield and Wausau.

Dr. Steffen may be called to any point between Hortonville and Mercer and between Monico and Watersmeet, and on branch lines within this territory.

Dr. F. G. Connell may be called to any point between Oshkosh and Hortonville and between Hortonville and Kaukauna on Ashland Division.

DRAW-BRIDGES

Fox River Appleton

Eastward.

Westward.

Antigo, Subdivision 2A Connection. Marshfield, C. St. P. M. & O. Junction.
Eland, Lake Shore Division Connection. Eland, Lake Shore Division Connection.
Eland, 1000 feet West, on Subdivision 3.

SPECIAL INSTRUCTIONS

To Freight Conductors, Agents and Yardmasters

EAST OF ANTIGO

No. 169 time freight and merchandise from Eland, for Marshfield line and beyond.
No. 281 time freight and merchandise.
Nos. 66 and 67 way freight. Do switching between Clintonville and Tower CF.
No. 170 time freight and merchandise from Marshfield and Wausau.
No. 282 time freight, merchandise and live stock.
Nos. 65 and 64 way freight and switching.
Nos. 175 and 176 way freight and switching between Marshfield and Eland.

WEST OF ANTIGO

No. 281 time freight. Merchandise cars for Harrison and Crandon Lines to Pelican and Hiles line to Monico.
Nos. 53 and 52 way freight and switching.
No. 56 way freight and switching.
No. 57 way freight and switching.
No. 282 time freight. Fill out at Mercer, Rhinelander and Summit Lake. Daily, except Sunday, take merchandise from Ashland and Hurley for Mercer.
All trains will fill out with dead freight and empties for points for which they take cars.

All eastward freight trains will fill out at Summit Lake.
Harrison branch crew will work on the hill to Summit Lake and Antigo when not required on the branch; as directed by the train dispatcher.

On branch lines. Branch line crews will do such additional work on branch lines outside of schedule runs as may be necessary.

The following Freight Trains only will be permitted to carry a limited number of passengers provided with proper transportation:

Nos. 52 and 53	Between Ironwood and Watersmeet.
Nos. 56 and 57	Between Watersmeet and Antigo.
Nos. 804 and 805	Between Phelps and Conover.
Nos. 921 and 920	Between Hiles Junction and Hiles.
Nos. 67 and 66	Between Oshkosh and Hortonville.
Nos. 903 and 904	Between Mercer and Winegar.
Nos. 601 and 602	Between Pelican Lake and Harrison.
Nos. 415 and 414	Between Hunting and Big Falls.
Nos. 419 and 420	Between Aniwa and Mattoon.
Nos. 461 and 460	Between Eland and Rosholt.

ACTUAL TONNAGE RATINGS

EASTWARD	CLASS OF ENGINE					
	1-2	1	2	R-1	R	S-4
Antigo to Hortonville.....		4000	3500	2000	1555	
Hortonville to Tower CF.....		3100	2600	1800	1300	
Hortonville to Tower WG.....		1550	1335	775	650	
Hortonville to Tower WG (Helper).....		3100	2670	1400	1210	
Tower WG to Appleton.....		3100	2670	1400	1210	
Appleton to Kaukauna.....		1800	1580	960	800	
Marshfield to Wausau.....	2400					
Wausau to Eland.....	2700					
Marshfield to Eland.....		2140	1840	1100	950	
Ashland to Ironwood.....		1400	1050	700	600	
Hurley to Mercer.....		2800	2200	1350	1150	
Mercer to Rhinelander.....		2800	2400	1450	1250	
Rhinelander to Monico.....		3000	2600	1550	1350	
Monico to Summit Lake.....		1900	1630	975	845	695
Summit Lake to Antigo.....		5000	4500	3000	2500	1425
Ironwood to Wakefield.....		1400	1125	750	640	
Wakefield to Watersmeet.....		3000	2500	1500	1300	
Rothschild to Kelly.....		1840	1577	950	700	
Watersmeet to Land O'Lakes.....				1200	1025	800
Land O'Lakes to Monico.....				1950	1700	1200
Crandon to Pelican Lake.....				1420	1220	1000
Harrison to Pratt Jct.....				1170	1000	800
White Lake to Antigo.....				925	763	650
Mattoon to Aniwa.....				780	671	550
Hiles to Hiles Jct.....				965	830	680
Phelps to Conover.....				725	622	510
Rosholt to Eland.....				965	830	680
Winegar to Mercer.....				1007	851	750
Sandhurst to Watersmeet.....				710	610	500
WESTWARD						
Kaukauna to Appleton.....	1845	1590	950	820		
Appleton to Appleton Jct.....	1555	1340	800	690		
Appleton Jct. to Hortonville.....	1800	1550	925	800		
Tower CF to Hortonville.....	2530	2170	1300	1125		
Hortonville to Clintonville.....	2720	2340	1400	1210		
Clintonville to Eland.....	1900	1630	975	845		
Eland to Antigo.....	2100	1800	975	845		
Eland to Marshfield.....	2140	1840	1100	950		
Eland to Wausau.....	2700					
Wausau to Marshfield.....	2400					
Antigo to Monico.....	2290	1990	1175	1020		
Monico to Hurley, via Rhinelander.....	2000	1600	975	850		
Ironwood to Ashland.....	4900	3900	2725	2350		
Watersmeet to Ironwood.....	2000	1900	1175	1000		
Kelly to Rothschild.....	2338	1992	1200	1000		
Monico to Watersmeet.....			1175	1000		
Pelican Lake to Crandon.....			1136	976	800	
Pratt Jct. to Harrison.....			640	500	400	
Antigo to White Lake.....			1327	1140	935	
Aniwa to Mattoon.....			780	671	550	
Hiles Jct. to Hiles.....			965	830	680	
Conover to Phelps.....			725	622	510	
Eland to Rosholt.....			795	683	560	
Mercer to Winegar.....			1007	851	750	
Watersmeet to Sandhurst.....			1420	1220	1000	

Cars loaded with merchandise will be rated at four (4) tons per car plus the actual weight of the car.

The foregoing ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and 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.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled. The train dispatcher will determine the tonnage to be hauled.

Conductors will show actual gross tonnage on their detail reports and on switch lists.

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

With trains of over forty (40) cars, exclusive of cabooses, double heading is prohibited, except as hereinafter stated. Double-headers may be run in any district providing the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as double-header, if practicable.

In making out way-bills, Agents will insert the Gross Weight and 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.

OVERHEAD OBSTRUCTIONS

Maximum width and height of cars that will pass in safety over the Ashland Division.

Between	Height Above Top of Rail			Location
	9 ft. wide	10 ft. wide	11 ft. wide	
Kaukauna and Appleton Jct.....	21	0 21	0 20	5 Bridge 489, Appleton.
Appleton Jct. and Hortonville.....	No obstruction below			21' 6"
Oshkosh and Hortonville.....	21	3 20	10 20	5 Direct Coaler at Hortonville.
Hortonville and Clintonville.....	18	0 18	0 18	0 O. H. Br. 545 W. of Hortonville.
Clintonville and Eland.....	17	5 16	9 16	1 Tank at Tigerton.
Eland and Monico.....	17	5 16	11 16	4 Tank at Summit Lake.
Monico and Hurley via Rhinelander.....	17	0 16	7 16	1 Tank at Mercer.
Hurley and Ashland.....	18	10 16	4 15	10 O. H. Bridge 1147, W. of Hurley.
Monico and Watersmeet.....	18	3 17	6 16	9 Tank at Eagle River.
Watersmeet and Hurley.....	17	0 16	7 16	2 O. H. Br. 1126, E. of Siemens and Tank at Siemens.
Eland and Wausau.....	17	2 17	2 17	2 O. H. Br. D-34, W. of Wausau Jct.
Wausau and Marshfield.....	20	0 19	6 19	0 Tank at Marathon City.
Eland and Rosholt.....	17	11 17	3 16	8 Tank at Rosholt.
Antigo and White Lake.....	16	11 16	5 15	11 Tank at Elton.
Pratt Jct., Parrish Jct., Harrison.....	17	4 16	9 16	1 Tank at Worden.
Pelican Lake and Crandon.....	18	11 18	2 17	6 Tank at Crandon.
Conover and Phelps.....	No obstruction below			21' 6"
Watersmeet and Sandhurst and Robbins.....	17	4 16	10 16	4 Tank at Paulding.
Mercer and Winegar.....	No obstruction below			21' 6"
Aniwa and Mattoon.....	18	9 18	0 17	3 Tank at Mattoon.
Hiles Jct. and Hiles.....	No obstruction below			21' 6"
Koepenick and Pearson.....	No obstruction below			21' 6"

No load must exceed eleven (11) feet in width regardless of height. Trainmen and Yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the division.

TRACK SCALES

LOCATION	LENGTH	CAPACITY	LOCATION	LENGTH	CAPACITY
Kaukauna.....	40 feet	100 tons	Ashland Coal		
Clintonville.....	46 "	100 "	Dock.....	46 feet	120 tons
Antigo.....	50 "	125 "	Kelly.....	40 "	100 "
Watersmeet.....	40 "	100 "	Wausau.....	40 "	100 "
Rhinelander.....	40 "	100 "	Oshkosh.....	40 "	80 "
Hurley.....	50 "	125 "	Marshfield.....	50 "	125 "
Ashland Ore Dock			Wakefield.....	40 "	100 "
Yard, south and north scales.....	24 "	150 "	Phelps.....	42 "	80 "

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors,
55 East Washington Street, Chicago, Ill.

South Kaukauna.....	J. M. Scheer	Antigo.....	A. Mollie
Clintonville.....	E. C. Thimke	Rhinelander.....	A. L. Hoffman
Appleton.....	M. Spector	Ironwood.....	R. H. Clark
Oshkosh.....	J. T. Krumrich & Co.	Ashland.....	August Grand
Wausau.....	Otto Mueller	Marshfield.....	W. L. Gray, Operator