

CHICAGO & NORTH-WESTERN RAILWAY

ASHLAND DIVISION.

No. 79 TIME TABLE. No. 79

Takes Effect Sunday, January 19, 1908,

AT 12:00 O'CLOCK NOON.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

R. H. AISHTON,
GENERAL MANAGER.

W. D. CANTILLON,
ASSISTANT GENERAL MANAGER.

W. E. MORSE,
GENERAL SUPERINTENDENT.

S. E. TATE & CO. MILWAUKEE

No. 1 is superior to No. 4.

BETWEEN KAUKAUNA AND ANTIGO—GOING SOUTH

ASHLAND 3

FIRST CLASS													DISTANCE FROM ASHLAND	STATIONS	STATION NUMBERS	SECOND CLASS			THIRD CLASS									
30	6	8	60	14	4	2	202	222	280		68	64				66												
Passenger	Ashland Limited	Fox River Passenger	Appleton Junction Passenger	Rhine-lander Express	Kaukauna Passenger	Ashland Mail and Express	Lake Shore Division Passenger	Lake Shore Division Freight	Stock and Time Freight		Wisconsin Freight	Way Freight				Way Freight												
Sunday Only	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily Except Sunday				Daily Except Sunday												
P M	A M		A M	A M	P M	P M								P M														
9.22	4.10		7.00	11.38	12.17	4.40	254.7	Kaukauna	3313					7.00														
† 9.17			6.50	† 11.30	* 12.12	† 4.33	253.1	Combined Locks	3314																			
			6.45				251.5	Little Chute	3316																			
† 9.10	* 3.54		6.35	† 11.25	* 12.05	† 4.25	250.7	Kimberly	3317					6.40														
							248.7	Tower Siding																				
9.01	3.46	A M	6.25	11.15	* 11.55	4.15	247.2	Appleton	3320					6.20														
8.56	3.41	5.40	6.20	† 11.10	† 11.50	† 4.10	245.8	Appleton Junc.	678					6.10														
* 8.42	* 3.26	* 5.27	A M	* 10.38	A M	* 3.53	240.7	Burnside						4.45														
† 8.38				† 10.33		† 3.48	239.1	Greenville	3328					4.25														
† 8.32	* 3.19	* 5.19		† 10.26		† 3.42	236.1	Tower "W. G."	3331		P M		A M	4.05														
8.27	3.14	5.14		10.20		3.37	233.5	Hortonville	3334		2.20		6.55	3.37														
														2.45														
8.13	3.02	5.02		10.03		3.22	227.3	New London	3340		1.55		6.32	2.20														
8.09	2.58	4.58		9.57		3.17	226.5	New London Junc.	3341		1.50		6.31	2.00														
* 8.07	2.57	4.56		* 9.55		* 3.15	226.2	Tower "F. X."			1.45		6.30	11.15														
† 7.57	2.50	4.48		9.42		3.02	220.7	Sugar Bush	3347		1.30		6.15	10.58														
7.50	2.45	† 4.43		9.35		2.55	217.4	Bear Creek	3350		1.15		5.55	P M	10.40													
7.37	2.35	4.33		9.20		2.40	211.1	Clintonville	3356		12.45		5.35	4.30	9.50													
				9.15								12.25		A M														
* 7.27	2.25	4.23		* 9.05		* 2.30	207.0	Buckbee	3360		12.03		5.15	4.12														
7.20	2.20	† 4.18		9.00		2.25	203.7	Marion	3364		11.45		5.05	4.00														
† 7.10	2.13	4.10		8.50		2.15	199.2	Hunting	3368		11.25		4.50	3.10														
							197.3	Siding 170																				
† 7.03	2.07	† 4.05		8.44		2.09	195.8	Splitrock	3371		11.12		4.40	2.40														
6.57	2.02	† 3.59		8.37		2.02	192.5	Tigerton	3375		11.00		4.30	2.02														
6.48	1.54	† 3.52		8.28		1.53	188.4	Whitcomb	3379		10.40		4.20	1.20														
6.40	1.47	† 3.44		8.19		1.44	184.2	Wittenberg	3383	A M	10.20		4.05	12.20														
* 6.32	1.42	* 3.37		* 8.12		* 1.37	180.9	South Switch		8.35	10.08		3.53	11.08														
6.30	1.40	3.35		8.10		1.35	180.1	Eland Junc.	3387	8.30	10.05		3.50	11.05														
		A M								A M	9.40		3.30	9.10														
6.20	1.28			7.57		1.20	175.9	Birnamwood	3391		9.25		3.15	8.40														
							171.6	Washburn Siding																				
6.08	1.17			7.45		1.05	169.8	Aniwa	3397		9.08		2.59	7.45														
* 6.06	1.16			* 7.42		* 1.01	168.8	Tower "G. X."			9.05		2.58	7.05														
6.00	1.10			7.37		12.55	165.6	Elmhurst	3402		8.52		2.45	6.50														
5.50	1.00			7.25		12.42	159.9	Antigo	3407		8.30		2.30	6.00														
P M	A M			A M		P M					A M		A M	A M														
Sunday Only	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily		Daily	Daily Except Sunday	Daily Except Sunday													
30	6	8	60	14	4	2	202				222	280		68	64	66												

Train No. 14 will wait twenty minutes at Eland Junction for No. 314, and twenty minutes at Clintonville for Lake Shore Division No. 415.

No. 2 will wait at Eland Junction twenty minutes for No. 302.

Nos. 2, 14 and 30 will stop on signal at platform .5 miles south of Buckbee.

No. 8 will stop on signal at Sugar Bush for passengers going to points south of Appleton Junction.

No. 14 will take siding for No. 17.

Ashland Division trains are superior to Northern Wisconsin Division switch engines at the two grade crossings on the bridge across Fox River at Appleton, but will be under full control when approaching said crossings.

Northern Wisconsin Division switch engines will stop and flag themselves over said crossings.

BETWEEN ANTIGO AND ASHLAND—GOING NORTH

THIRD CLASS												SECOND CLASS			DISTANCE FROM CHICAGO	STATIONS	TELEGRAPH STATIONS	FIRST CLASS																
												55	53	51				607	47	189	11	17	5	19	15	23								
												Way Freight	Way Freight	Way Freight				Accommo- dation	Time Freight	Time Freight	Ashland Limited	Ashland Mail Express	Rhine- lander Passenger	Passenger	Escanaba Passenger	Passenger								
												Daily Except Sunday	Monday Wednes. Friday	Daily Except Sunday				Daily Except Sunday	Sunday Only	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily								
														A M			P M	P M			A M	P M	P M											
														7.25			2.00	5.20	292.3	Antigo	N	2.25	12.01	9.55										
														7.35			2.13	5.32	295.5	Kennedy's Siding	*	2.32	12.05	10.02										
														7.55			2.25	5.40	298.4	Deerbrook	D	2.38	12.15	10.09										
														8.20			2.43	5.55	302.7	Kempster	*	2.46	12.23	10.18										
														8.40			2.57	6.08	306.0	Koepenick's Siding	*	2.51	12.29	10.25										
														9.00			3.12	6.20	309.2	Summit Lake	N	2.58	12.35	10.32										
														9.30	A M		3.30	6.35	313.6	Elcho	*	3.06	12.43	10.42										
														10.00		11.20	3.48	6.50	318.1	Pratt Junc.	*	3.14	12.51	10.52										
													A M	10.25	11.25	3.55	7.00	319.2	Pelican	D	3.19	12.56	10.57											
													8.00	11.16	A M	4.30	7.30	324.8	Monico Junc.	N	3.30	1.08	11.10											
													8.20	A M		4.55	7.50	331.9	Malvern	*	3.45	1.22	11.20											
													8.35			5.07	8.00	334.9	Satuit	*	3.51	1.28	11.30											
													9.05			5.30	8.30	339.0	Rhineland	N	3.59	1.37	11.40											
													9.35			6.15	9.00	346.4	Newhold	*	4.15	1.54												
													9.45			6.30	9.12	349.6	McNaughton	*	4.21	2.00												
													10.12			7.00	9.40	356.1	Tomahawk Lake	D	4.34	2.14												
													11.00			7.45	10.30	363.9	Woodruff	N	4.49	2.32												
													11.25			8.10	11.00	370.8	Bolton	*	5.03	2.44												
													11.50			8.40	11.15	374.4	Lac du Flambeau	D	5.10	2.51												
													12.10			8.45	11.30	376.0	Siding 291	*	5.13	2.53												
													12.35			9.56	11.50	382.9	Powell	*	5.27	3.06												
													12.55			10.15	12.02	386.9	Manitowish	†	5.35	3.13												
													1.20			10.37	12.13	390.4	Mercer	N	5.42	3.19												
													1.45			11.07	12.30	396.1	Carson	*	5.53	3.31												
													2.10			11.32	12.48	402.1	Sand Rock	*	6.05	3.43												
													2.30			12.02	1.05	407.5	Van Buskirk	*	6.15	3.53												
												P M	3.00			12.22	1.20	412.8	Hurley Junc.		6.25	4.03			A M	P M	P M							
												12.25				12.35	1.30	413.5	Ironwood	N	6.33	4.11			11.15	2.00	9.30							
												12.47	3.05			A M	2.25	413.0	Hurley	N	6.39	4.20			11.20	2.05	9.34							
												1.15	P M				2.42	419.8	Kimball	†	6.52	4.31			11.33	2.18	9.47							
												1.45					2.57	425.7	Saxon	N	7.02	4.42			11.50	2.30	10.00							
												2.00					3.07	430.1	Cedar	†	7.10	4.51			A M	P M	P M							
												2.20					3.18	435.3	Birch	*	7.25	5.00												
												2.35					3.26	439.4	Alder	*	7.34	5.07												
												3.00					3.33	442.8	Odanah	N	7.40	5.14												
												3.15					3.41	446.9	Bear Trap	*	7.47	5.21												
												3.25					3.50	450.6	Ore Dock Yard	N	7.54	5.27												
												3.40					4.00	452.2	Ashland		8.00	5.35												
												P M					A M				A M	P M												
												Daily Except Sunday	Monday Wednes. Friday	Daily Except Sunday	Daily Except Sunday	Monday Only	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily										
												55	53	51	607	47	189		11	17	5	19	15	23										

SEE ADDITIONAL TRAINS BETWEEN IRONWOOD AND HURLEY ON PAGE 6.

No. 32 will take siding where they meet No. 11.
 No. 15 is superior to No. 24, Ironwood to Saxon.
 No. 19 is superior to No. 22, Ironwood to Saxon.

Between Ore Dock Yard and Ashland all trains will be
 governed by yard limits rules.

No. 23 is superior to No. 28, Ironwood to Saxon.
 No. 189 will take siding for No. 280 when meeting at Siding 291.

ASHLAND 5

All south bound freight trains will side track for all north bound freight trains at Saxon.
When Nos. 2 and 17 meet at Antigo, No. 2 will take siding at passenger station.
No 189 will take siding for No. 280 when meeting at Siding 291.

Trains 607 and 608 between Pelican and Pratt Junction, when not on time, will proceed only under protection of flagman.
No. 15 is superior to No. 24, Ironwood to Saxon,
No. 19 is superior to No. 22, Ironwood to Saxon.
No. 23 is superior to No. 28, Ironwood to Saxon.

BETWEEN MONICO JUNCTION, WATERSMEET AND HURLEY.

GOING NORTH

GOING SOUTH

THIRD CLASS			FIRST CLASS							STATION NUMBERS	DISTANCE FROM MONICO JUNCTION	STATIONS	DISTANCE FROM HURLEY	TELEGRAPH STATIONS	FIRST CLASS								THIRD CLASS						
	57	55				23	21	15	19						25	13	12	32	20	24	26	28					54	56	
	Way Freight	Way Freight				Passenger	Passenger	Escanaba Passenger	Passenger						Passenger	Passenger	Passenger	Accommodation	Escanaba Passenger	Passenger	Passenger	Passenger					Way Freight	Way Freight	
	Daily Except Sunday	Daily Except Sunday				Daily	Daily	Daily Except Sunday	Daily Except Sunday						Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily					Daily Except Sunday	Daily Except Sunday	
	A M										P M		A M										P M						
	7.00										1.08	3640	0.0	Monico Junction	111.0	N	11.10							4.15					
	7.30										1.27	3702	7.1	Gagen	103.9		10.49							3.35					
	7.40										1.35		9.7	Hiles Junction	101.2		10.41							3.10					
	7.45										1.36	3705	10.4	Stella Junction	100.6		10.40							3.05					
	8.15										1.51	3708	16.3	Three Lakes	94.7	D	10.28							2.45					
	9.00										2.11	3711	25.7	Eagle River	85.3	D	10.07							2.11					
	9.42										2.35	3717	35.9	Conover	75.8	D	9.42						1.20						
	9.55										3.45		2.4	Rummele's	72.7		8.37						10.15						
	10.50										3.52	3719	38.3	State Line	67.3	D	8.30						9.55						
	11.30										4.04	3722	43.7	Watersmeet	58.7	D	8.19						9.25						
	A M										4.20	860	52.3		58.7	N	8.00						8.45						
		A M																					A M						
	7.00										11.55	860	52.3	Watersmeet	58.7	N	4.15						P M	5.50					
	7.25										12.09	3728	59.4	Blemer's	51.6		4.00						5.20						
	7.35										12.17		63.2	Turtle	47.8		3.52						5.00						
	7.45										12.25		66.9	Thayer	44.1		3.44						4.40						
	7.55										12.31	3731	69.9	Gogebic	41.1	D	3.38						4.30						
	8.20										12.48	3734	78.1	Wellington	32.9		3.20						4.05						
	8.40										12.57	3737	82.3	Marenisco	28.7		3.12						3.55						
	9.40										1.06		86.9	Dunham	24.1		3.03						3.40						
	9.50										1.11	3740	89.0	Hartley's	22.0		2.59						3.20						
													92.7	Ross Siding	18.3			A M		P M									
	10.40										7.45	1.30	10.40	5.35	3743	98.1	D	7.25	2.40	4.45		11.04		2.40					
	11.00										7.48	1.32	10.43	5.37		99.3		7.21	2.37	4.42		11.01		2.10					
	11.03										7.49	1.33	10.45	5.38		99.8		7.20	2.34	4.41		11.00		2.05					
	11.08										7.55	1.36	10.48	5.42	3745	101.3		7.15	2.29	4.37	P M	10.58		1.55					
	11.30										8.04	1.44	10.55	5.50	3747	103.8	D	7.03	2.20	4.31	9.12	10.53		1.44					
	11.45										8.12	1.50	11.05	5.55	3749	106.3		6.42	2.11	4.25	9.04	10.47		12.40					
	12.25										8.20	2.00	11.15	6.05	3751	110.1		6.33	2.00	4.15	8.54	10.40		12.25					
	12.27										8.22	2.02	11.17	6.07		110.8		6.12	1.56	3.17	8.31	10.37		11.30					
	12.47										8.25	2.05	11.20	6.10	3684	111.0		6.10	1.55	3.15	8.30	10.36		11.20					
	P M										P M	A M	A M					A M	P M	P M	P M	P M		A M					
	Daily Except Sunday	Daily Except Sunday				Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday							Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday				
	57	55				23	21	15	19	25	13							12	32	20	24	26	28		54	56			

SEE ADDITIONAL TRAINS BETWEEN IRONWOOD AND HURLEY ON PAGES 4 AND 5.

No. 13 will not leave Monico Junction until No. 17 arrives.

No. 32 will haul freight.

No. 21 is superior to No. 26.

No. 25 is superior to No. 32.

All trains will protect, in both directions, between Hiles Mill and one mile west of Hiles Mill, against Hiles Lumber Company's engine.

Between twelve (12) o'clock noon and six (6) o'clock P. M., the engine of the Mercer de Laitre Lumber Company will operate under the protection of a flagman on the Watersmeet-Choate line between Barclay siding and the junction of the lumber company's track. All trains must approach and move under perfect control expecting to find main track in use.

GOING NORTH										BETWEEN SOUTH OSHKOSH AND HORTONVILLE										GOING SOUTH									
Third Class		Second Class		First Class		DISTANCE FROM SOUTH OSHKOSH	STATIONS	TELEGRAPH STATIONS	First Class		Second Class		Third Class																
189		295		205					217		214		202		280		68												
Time Freight	Freight	Accommodation	Accommodation	Accommodation	Accommodation				Accommodation	Accommodation	Stock and Time Freight		Wisconsin Freight																
Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily		Daily																
A M	A M	P M	A M	P M	A M				P M	A M	P M		A M	P M															
	7.43	3.30	4.10	7.30	0.0	0.7	South Oshkosh	N	11.55	8.25	4.25	9.35																	
	7.48	3.35	4.15	7.34	0.7	2.3	Oshkosh		11.50	8.20	4.20	9.05																	
	7.55	3.40	4.25	7.39	3.0	2.5	Tower "C. F."		11.45	8.15	4.15	9.00																	
	8.05	3.50	4.33	7.46	5.5	5.9	Paines Switch		11.36	8.08	3.57	8.50																	
	8.27	4.15	4.45	8.05	11.4	4.0	Allenville		11.19	7.51	3.42	8.27																	
	8.40	4.30	5.05	8.17	15.4	3.0	Larsen		11.00	7.39	3.30	7.45																	
	8.50	4.40	5.22	8.26	18.4	2.7	Medina Junc.	N	10.48	7.30	3.15	7.31																	
	8.58	4.50	5.35	8.35	21.1	4.2	Medina		10.37	7.22	3.00	7.19																	
	9.15	5.14	6.00	8.47	25.3		Hortonville	N	10.20	7.10	2.45	7.00																	
	A M	A M	P M	A M					A M	P M	P M	A M																	
	Daily	Daily	Daily Except Sunday	Daily Except Sunday					Daily Except Sunday	Daily Except Sunday	Daily	Daily																	
Nos. 202, 205, 214 and 217 will haul freight.										Nos. 205 and 214 will do way freight work.																			
Ashland Division trains running between Tower C. F. and South Oshkosh will be given running orders by Ashland Division train dispatcher, but will be governed by Northern Wisconsin Division time-table and special rules. North bound they will ask for Ashland Division orders at South Oshkosh. (See general rule 98 b.)																													

FROM MAIN LINE										BETWEEN PRATT JUNC. AND HARRISON										TOWARD MAIN LINE										ASHLAND 7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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FROM MAIN LINE					BETWEEN ELAND JUNCTION AND MARSHFIELD												TOWARD MAIN LINE								
THIRD CLASS			SECOND CLASS		FIRST CLASS						DISTANCE FROM ELAND JUNCTION	STATIONS	TELEGRAPH STATIONS	FIRST CLASS						SECOND CLASS		THIRD CLASS			
357	353	351	349	343	305	303	317	315	311	7				8	314	316	302	304	306	350	342	352	356	354	
Way Freight	Freight	Freight	Accommodation	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	St. Paul and Duluth Passenger				Fox River Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Accommodation	Freight	Freight	Way Freight	Way Freight	
Daily Except Sunday	Monday Wednes. Saturd'y	Tuesday Thurs. Friday	Monday Wednes. Saturd'y	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Monday	Daily				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Monday	Monday Wednes. Saturd'y	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
P M	A M	A M		A M	P M	P M	A M	A M	A M	A M				A M	A M	A M	P M	P M	A M		P M	A M	A M		
1.55	8.30	8.30		7.45	9.05	1.40	11.05	8.15	2.00	12.40	0.0	Eland Junc.	N	3.30	8.00	10.50	1.18	8.45	12.15						
2.10	8.40	8.40		7.55	9.09	1.46	11.11	8.20†	2.09†	12.45	2.4	Norrie		3.25	7.55	10.44	1.13	8.39†	12.05						
2.45	8.55	8.55		8.05	9.16	1.55	11.20	8.28†	2.19†	12.53	6.4	Hatley	D	3.18	7.47	10.36	1.05	8.29†	11.56						
											7.6	Siding D 8													
3.20	9.15	9.15		8.16	† 9.25†	2.05†	11.30†	8.37†	2.31*	1.02	10.9	Ringle		* 3.09†	7.39†	10.26†	12.56†	8.18†	11.45						
3.40	9.30	9.30		8.27	† 9.33†	2.15†	11.40†	8.45†	2.41*	1.10	15.0	Callon		* 3.02†	7.31†	10.17†	12.47†	8.08†	11.35						
4.15	9.45	9.45		8.35	9.39	2.22	11.47	8.51	2.55†	1.16	18.0	Kelly's	N	† 2.55	7.25	10.11	12.41	8.01	11.27						
4.45	10.05	10.05		8.57	9.45	2.30	11.54	8.57	3.03	1.21	20.7	Wausau Junc.	N	2.47	7.20	10.05	12.35	7.55	11.20						
P M	10.55	10.55		10.05	9.55	2.38	12.04	9.05	3.10	1.30	22.9	Wausau	D	2.42	7.15	10.00	12.30	7.50	11.15						
	11.05	11.05		10.15	* 10.00	P M	* 12.09*	9.07	A M	* 1.33	23.8	Siding D 24		* 2.36	A M	* 9.54	P M	* 3.55*	10.50						
	11.10	11.10		10.20	† 10.22		† 12.21†	9.20		* 1.45	30.3	Rib River		* 2.26		† 9.43		† 3.42†	10.22						
	11.35	11.35	P M	10.40	10.30		12.28	9.32		† 1.53	33.8	Marathon City	N	† 2.20		9.32		3.35	10.10						
	11.59	11.59	12.35	10.52							34.9	Rib Falls Junction													
	2.05	12.45	12.40								40.1	Edgar	N												
	2.27	1.10	P M	11.12	10.43		12.43	9.43		2.08	45.1	Fenwood		2.08		9.18		3.22	9.50						
	3.22	1.45		11.28	10.53		12.55	9.53	† 2.20		50.9	Stratford	N	† 1.54		9.08		3.12	9.35						
	3.57	2.05		11.28	11.05		1.09	10.04	† 2.35		58.2	McMillan		† 1.42		8.56		3.00	9.15						
	4.20	2.30		11.48	11.20		1.24	10.18	2.52		63.6	Marshfield	N	1.27		8.42		2.46	8.55						
	4.50	3.37		11.48	11.35		1.37	10.30	3.05					1.15		8.30		2.35	8.40						
	5.10	4.00		12.12	P M				A M					A M		A M		P M	P M						
	5.45	4.30		12.30	P M				A M																
Daily Except Sunday	Monday Wednes. Saturd'y	Tuesday Thurs. Friday	Monday Wednes. Saturd'y	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Monday	Daily				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				

Train No. 7 is superior to all trains between Eland Junction and Marshfield.
Branch trains will wait indefinitely for connecting trains on the main line.
No. 349 is superior to No. 350.

No. 306 will haul freight, Marshfield to Wausau.
No. 311 will haul freight, Eland Junction to Wausau.
No. 303 will haul the Wausau merchandise.

No. 302, 304 and 314 back their equipment from 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.

SECOND CLASS						DISTANCE FROM ELAND JUNCTION	STATIONS	TELEGRAPH STATIONS	SECOND CLASS						
					461				460						
					Accommo- dation				Accommo- dation						
					Daily Except Sunday				Daily Except Sunday						
					P M	0.00	Eland Junction...	N	A M	7.20					
					2.00	7.91	Elderon			6.40					
					2.35	7.91	Galloway			6.15					
					3.00	13.29	Rosholt			5.45					
					4.00	19.93									
					P M					A M					
					Daily Except Sunday					Daily Except Sunday					

FIRST CLASS					DISTANCE FROM PELICAN	STATIONS	STATION NUMBERS	FIRST CLASS					
			717	711				702	706				
			Accommo- dation	Accommo- dation				Accommo- dation	Accommo- dation				
			Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday				
			P M	A M				A M	P M				
			1.00	6.40	0.0	Pelican	3634	11.00	4.30				
			1.20	6.55	5.05	Lenox	3580	10.40	4.10				
			1.35	7.05	7.09	Nashville		10.15	3.50				
			2.30	8.00	17.52	Crandon	3584	9.30	3.15				
			P M	A M				A M	P M				
			Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday				

No. 711 is superior to No. 702.

No. 717 is superior to No. 706.

SECOND CLASS					DISTANCE FROM ANTIGO	STATIONS	STATION NUMBERS	SECOND CLASS						
				551				552						
				Accommo- dation				Accommo- dation						
				Daily Except Sunday				Daily Except Sunday						
				A M				P M						
				7.18	0.0	 Antigo		3.45						
				{ 8.00	8.6	 Bryant	3754	3.00						
				{ 9.00		 Sherry Junction		2.30						
				9.15	11.4	 Elton		{ 12.45						
				{ 10.00	17.8	 Van Ostrand		{ 12.25						
				{ 11.00				11.50						
				11.35	26.0									
				A M				A M						
				Daily Except Sunday				Daily Except Sunday						

No. 551 is superior to No. 552.

FIRST CLASS					DISTANCE FROM HURLEY	STATIONS	STATION NUMBERS	FIRST CLASS				
				917				918				
				Accommo- dation				Accommo- dation				
				Daily Except Sunday P M				Daily Except Sunday P M				
				4.25	0.0	Hurley	N 3684	5.10				
					0.9	W.C.R'y Crossing						
				4.35	2.3	Gile	3776	5.00				
				4.45	5.6	Pence	3779	4.50				
				P M	6.8	Caledonia Mine		P M				
					11.7	Potato River Junc						
					13.3	Osborn (End of Track)						
				Daily Except Sunday				Daily Except Sunday				

No. 917 is superior to No. 918.

SECOND CLASS				DISTANCE FROM MERCER	STATIONS	TELEGRAPH STATIONS	SECOND CLASS			
		901					902			
		Accommo- dation					Accommo- dation			
		Daily Except Sunday					Daily Except Sunday			
		A M		P M						
		9.30	0.0	Mercer	N	5.00				
				9.6						
		10.30	9.6	Divide		3.25				
				9.6						
		11.55	19.1	Fosterville		2.00				
		A M								
						PM				
		Daily Except Sunday				Daily Except Sunday				

No. 901 is superior to No. 902.

Third Class		First Class		DISTANCE FROM CONOVER	STATIONS	TELEGRAPH STATIONS	First Class		Third C
	805	803	801				800	802	804
	Freight	Passenger	Passenger				Passenger	Passenger	Freight
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	A M	P M	A M		A M	P M	P M		
.....	10.30	2.40	8.42	0.0	 Conover	9.40	3.40	1.00 ..	
	11.00	3.10	9.07	9.3	 Hackley	9.15	3.15	12.35 ..	
	A M	P M	A M			A M	P M	P M ..	
.....									
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	

No. 801 is superior to No. 800.
No. 805 is superior to No. 804.

Class	SECOND CLASS				DISTANCE FROM RIB FALLS JCT.	STATIONS	TELEGRAPH STATIONS	SECOND CLASS			
			349	Accommo- dation				350			
			Monday Wednes. Saturd'y					Monday Wednes. Saturd'y			
			P M					P M			
			12.40	0.00		Rib Falls Junc.		1.55			
			1.00	4.75		Rib Falls		1.35			
			P M					P M			
			Monday Wednes. Saturd'y					Monday Wednes. Saturd'y			

No. 349 is superior to No. 350.

General rules and regulations governing employes of the operating department, taking effect April 6, 1902, are issued in book form. Every employe whose duties are in any way prescribed by those rules must always have a copy of them at hand when on duty.

SIGNS AND LETTERS.

Signs and letters used in this time table for reference marks have the following significance:

- * Trains do not stop for passengers.
- † Trains stop only on signal or to leave passengers.
- ‡ Trains stop only to leave passengers.
- § Trains stop only on signal.
- ¶ Stop for meals.
- D Day telegraph office.
- N Day and night telegraph office.
- E Night telegraph office only.

SPECIAL RULES.

Standard time Conductors' and enginemen's time registers and standard clocks are located at passenger depot at Kaukauna, Hortonville, Clintonville, Eland Junction, Antigo, Watersmeet, Ironwood, Ashland, and train dispatcher's office at Ore Dock Yard.

Superior direction Trains going south on the main line and trains on the branches going toward the main line are superior to trains of the same class going in the opposite direction. Ashland to Kaukauna, via Watersmeet or Rhinelander, and Hortonville to Tower C. F. are main lines.

Time table The days on which trains are due to leave and arrive at their terminal stations are indicated at the top and bottom of schedule.

Train register All trains will register at
 Kaukauna, Antigo,
 Appleton Junction, Monico Junction,
 Tower C. F. Watersmeet,
 Hortonville, Wakefield,
 Clintonville, Ironwood,
 Eland Junction, Ore Dock Yard,
 Wausau Junction, Ashland,
 Marshfield,

Branch trains will register at
 Pelican, Conover, Mercer.

Nos. 61 and 63 will register at Appleton.
 Nos. 302, 303, 304, 311, 314 and 315 will register at Wausau.
 Nos. 349 and 350 will register at Marathon City, Rib Falls Junction and Rib Falls.
 Nos. 12 and 13 will register at Hiles Junction.
 Nos. 56 and 57 will register at Conover.
 Nos. 23, 24 and 26 will register at Bessemer.
 Nos. 5 and 14 will register at Rhinelander.
 Nos. 52, 53 and Pence line trains will register at Hurley.
 Nos. 15, 19, 22, 23, 24 and 28 will register at Saxon.

Bulletin boards Bulletins will be posted at the following points:
 North Fond du Lac, yard office and round house.
 Kaukauna, passenger depot telegraph office, freight office and round house.
 Appleton Junction, conductor's entrance to depot.
 Hortonville, outside of railing at telegraph office.
 Clintonville, freight office and engine house.
 Eland Junction, outside of railing at telegraph office and at round house.
 Wausau Junction, telegraph office and round house.
 Marshfield, on counter at telegraph office and round house.
 Antigo depot, train men's room.
 Antigo, yard office and engine men's box room at round house.
 Pelican, telegraph office.
 Monico Junction, on counter at telegraph office.
 Rhinelander, at freight office.
 Lac du Flambeau, telegraph office.

Mercer, telegraph office.
 Ironwood, telegraph office and round house.
 Ashland ore dock yard, dispatcher's office and round house.
 Ashland, freight office and conductor's entrance passenger depot.
 Watersmeet, telegraph office and round house.

THE FOLLOWING CROSSINGS ARE INTERLOCKED AND RULES 600 TO 653 WILL BE OBSERVED:

RAILWAY.	LOCATION.
Interlocked crossings	
Wisconsin Central,	Tower C. F.
Wisconsin Central,	Marshfield.
Wisconsin Central,	Hurley and Osborn Line.
C., M. & St. P. R'y,	Woodruff.
D., S. S. & A.,	Saxon.

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

RAILWAY.	LOCATION.
Crossings not interlocked	
C. & N. W., Nor. Wis. Div.,	Appleton Junction.
G. B. & W.,	New London Junction.
M., St. P. & S. S. M.,	Rhineland.
Northern Pacific,	Ashland.
Wisconsin Central,	Medina Junction.
Wisconsin Central,	Kelly.
C., M. & St. P.,	Wausau Junction.
C., M. & St. P. (two crossings),	Wausau.
C., M. & St. P.,	McMillan.
McMillan Lumber Co.,	Marshfield.
C., St. P., M. & O.,	1.39 miles W. of Van Ostrand.
Wisconsin & Northern,	Gagen.
M., St. P. & S. S. M.,	Watersmeet.
C. & N. W., Pen. Div.,	1½ miles west of Enterprise.
Lincoln & Oneida Co.,	Appleton.
Draw bridges	New London.
Fox River,	
Wolf River,	

Main Line Trains.

NORTH OR WEST BOUND.

Stop boards Pratt Junction. Hurley Junction.
 Marshfield, C., St. P. M. & O. Junction.
 Eland Junction, Lake Shore Division connection.

SOUTH OR EAST BOUND.

Kaukauna, north of yard.
 Antigo, Van Ostrand line connection.
 Ironwood, south end double track.
 Eland Junction, Lake Shore Division connection.
 Eland Junction, 1000 feet west.
 Rib Falls Junction.

DESIGNATED PASSING TRACKS.

Passing tracks Unless otherwise directed, trains meeting at stations below will enter tracks designated.

New London, south of depot.
 Side track north of the Embarrass river at New London Junction will be known as Tower "FX."
 Wausau, stock yard track, or transfer.
 Mercer, south of depot.
 Woodruff, north of depot.

There are no sidings and trains cannot meet or pass at Verona.

Siding 170, Washburn's Siding and Kennedy's Siding are loading tracks. Trains can meet or pass there only when advised that there is room, or on train dispatcher's orders.

DOUBLE TRACK.

Double track Between Hurley and Ironwood; normal position of switch at Hurley Junction is for double track.

Between Lake Shore Division connection and south end of depot platform at Eland Junction; normal position of switches for north bound track.

REDUCE SPEED—TRAIN UNDER CONTROL.

Kaukauna And Little Chute, trains will not exceed schedule time.
 Hortonville One-half mile south of extreme south switch, new yard, on Oshkosh line.
 Hunting Passing over reverse curve 0.7 mile south of station.
 Siding 339 And Verona.
 Bessemer And Anvil mine switch, one mile east.
 Hurley Jct. And Hurley, north bound double track, used by trains in either direction.
 Hurley Passing through Rock Cut 3.4 miles north of station.
 Eland Jct. East bound, from a point 1000 feet west of extreme west switch.
 Wausau Jct. Wausau Junction and Wausau depot, both directions.
 Wausau Central avenue and "D" street, one mile east of depot.
 Marshfield Between Fourth Avenue East and Seventh Avenue East speed of freight trains and light engines must not exceed four miles per hour. (From the first crossing north of Wisconsin Central Railway overhead bridge to south switches of freight house tracks.)
 Ashland

YARDS.

Yard regulations A. Telegraph block rules will not prohibit switch engines and trains from occupying the main track at the following stations:

Kaukauna,	Mercer,
Appleton,	Hurley,
Appleton Junction,	Ore Dock Yard,
Hortonville,	Ashland,
New London,	Ironwood,
New London Junction,	Bessemer and Anvil
Clintonville,	Mine Switch,
Eland Junction,	Wakefield,
Antigo,	Watersmeet,
Monico Junction,	Wausau,
Rhineland,	Marshfield,

providing that when so occupying such station grounds they clear the time of all regular trains as provided by rule 88a.

B. Clear block entitling any train to pass to or through the stations above named does not indicate that the main track at such points is clear, but trains accepting block must approach and pass through these stations under full control.

BLOCK RULES.

Block rules Block signal rules 300 to 349, inclusive, apply on main lines between Kaukauna and Antigo and between Wausau Junction and Wausau.

West bound trains or engines receiving clear block signal, or written authority as per rule 302, from signalman at Wausau Junction will proceed to Wausau passenger depot with right over all trains. East bound trains from Wausau passenger depot to Wausau Junction will be governed by the same rule. Yard trains and light engines do not require running orders between Wausau and Wausau Junction.

Block signal rules 350 to 353, inclusive, apply elsewhere with following exceptions:

(a) The time interval will be fifteen (15) minutes instead of ten (10).

(b) Where fifteen minute block rules govern or at intermediate sidings in the telegraph block district, no train shall follow a passenger train closer than fifteen minutes.

(c) Between Eland Junction and Wausau and between Ironwood and Ashland no train will be permitted to enter a block which is occupied by a preceding passenger train.

(d) Between Ironwood and Wakefield, from 7 a. m. until 6 p. m., no train will be permitted to enter a block which is occupied by a preceding passenger train.

TELEPHONE BLOCK.

Between Hurley and Ironwood.

North bound trains on Rhinelander line before entering double track at Hurley Junction will obtain block from signalman at Ironwood. South bound trains departing via

Rhineland line will report themselves clear at Hurley Junction to the signalman at Ironwood. South bound trains departing from Hurley yard via Rhineland line or Watersmeet line after day office is closed will obtain block from signalman at Ironwood. Trains arriving at Hurley after day office is closed will report when clear of block to signalman at Ironwood.

Between Bessemer and Wakefield.

A positive telephone block is installed between Bessemer and Anvil mine switch and Wakefield and Mikado mine switch, covering movements of switch engines in territory designated between the hours of 7.00 a. m. and 6.00 p. m.

Switch engine foremen working in the vicinity of Mikado and Anvil mines will obtain permission by telephone from signalman at Wakefield or Bessemer to occupy main track. When track has been cleared, switch engine foreman will so notify signalman at Wakefield or Bessemer. This does not relieve switching crews from obtaining running orders when occupying main track in above territory, nor from checking movements of trains affecting their rights; nor from observance of general rule 99.

General Instructions.

In use of telephone block it must be distinctly understood that communication in every instance must be between the conductor and the signalman on duty and never delegated to any other person; the name in each case being exchanged. Under no circumstances are telephones to be used for train orders.

Switch engines will be permitted to enter main line to reach various tracks that are located within yard limits as per rule 88a. While engaged in such service it will not be necessary to obtain block.

CLEARANCE.

Clearance FULL LOADED freight trains need not stop, if order signal is clear, for clearance, form 150, at

GOING SOUTH.

Elcho, Deer Brook.

GOING NORTH.

Hatley.

When grade and train load conditions permit stopping, trains must stop, if necessary; but operators should be out with clearance so that it will not be necessary.

TRACK SCALES.

Track scales Track scales on Ashland Division:

LOCATION	LENGTH	CAPACITY
Kaukauna,	42 ft.	80 tons
Appleton,	34	52
Clintonville,	40	80
Eland Junction,	34	60
Aniwa,	34	50
Antigo,	40	80
Monico Junction,	36	50
Watersmeet,	40	80
Rhineland,	34	50
Woodruff,	34	60
Hurley,	34	47
Odanah,	40	80
Ashland,	34	40
Ashland coal dock,	40	80
Ashland ore dock yd.	24	80
Kelly's,	34	45
Wausau,	40	80
Stratford,	40	80

TELEGRAPH OFFICE HOURS.

Telegraph offices

"D" telegraph offices from 8.00 a. m. until 4.00 p. m. and "N" telegraph offices 24 hours per day, with customary closing on Sundays and holidays.

Exceptions—

"D" OFFICES.

Pelican..... 6.00 a. m. until 7.00 p. m.
Kimberly, State Line, Gogebic,
Wakefield, Bessemer..... 7.00 a. m. until 6.00 p. m.
Hunting, Eagle River..... 8.30 a. m. until 4.30 p. m.
Tomahawk Lake, Lac du Flambeau, 9.00 a. m. until 5.00 p. m.

"N" OFFICES.

Medina Junction..... 6.00 a. m. until 10.00 p. m.
Odanah..... 6.45 a. m. until 10.45 p. m.
Marathon City..... 7.00 a. m. until 11.00 p. m.
Birnamwood, Hurley, Kelley's..... 7.30 a. m. until 11.30 p. m.
Edgar, Stratford..... 8.00 a. m. until 11.59 p. m.
Bear Creek, Mercer..... 8.30 a. m. until 12.30 a. m.
Woodruff..... 9.00 a. m. until 5.00 p. m.
10.00 p. m. until 6.00 a. m.

"E" OFFICES.

Sugar Bush..... 12.30 a. m. until 8.30 a. m.

Telephone block stations

Tower W. G..... 10.15 a. m. until 2.15 a. m.
Hunting..... 4.30 p. m. until 8.30 a. m.
Wausau..... 4.00 p. m. until 8.00 a. m.

Double heading

DOUBLE HEADING.

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

FREIGHT TRAINS WILL NOT CARRY PASSENGERS, EXCEPT AS DESIGNATED BELOW.

Going South and East.

50 and 64 Between Monico Junction and Clintonville.
52 Between Hurley and Monico Junction.
54 Between Ashland and Hurley and between Wakefield and Watersmeet (except Monday and Thursday).
56 Between Watersmeet and Monico Junction.
66 Between Clintonville and Appleton Junction.
354 Between Marshfield and Wausau.

Going North and West.

47 Between Antigo and Rhineland.
53 Between Monico Junction and Hurley.
55 Between Watersmeet and Wakefield and between Hurley and Ashland.
57 Between Monico Junction and Watersmeet (except Tuesday).
67 and 51 Between Clintonville and Monico Junction.
69 Between Appleton Junction and Clintonville.
351 and 353 Between Wausau and Marshfield.
357 Between Ringle and Wausau Junction.

SPECIAL INSTRUCTIONS

To Freight Conductors, Agents and Yard-masters Regarding Make Up and Work of Freight Trains.

South of Antigo.

No. 343

Time freight and merchandise from Eland Junction, for Marshfield line.

No. 189

Time freight and merchandise. Fill out Clintonville.

No. 295

Time freight and merchandise. Spot merchandise at Hortonville and New London. Fill out at Clintonville. Rush loads from Eland Junction.

No. 67

Way freight and switching.

No. 69

Way freight. Do switching Burnside to Hortonville inclusive.

No. 205

Way freight. Do switching at and haul cars to and from points on "cut-off." Fill out with through cars.

No. 342

Time freight and merchandise from Marshfield and Wausau. Fill out at Eland Junction.

No. 280

Time freight, merchandise and live stock.

No. 68

Northern Wisconsin Division train. Time freight from Eland Junction, Clintonville and Hortonville.

No. 64

Way freight and switching.

No. 66

Way freight and switching, except switching done by No. 69. Do switching at Clintonville.

No. 214

Way freight. Do switching at and haul cars to and from points on "cut-off." Fill out with through loads.

Nos. 351, 353 and 354

Way freight and switching between Marshfield and Wausau.

Nos. 356 and 357

Way freight and switching between Wausau Junction and Eland Junction.

Way freight trains south of Antigo will be made up at starting points so as to give preference to cars, as follows: First, way freight cars; second, cars destined to way stations (not junction points with other division or branch lines where interchange is heavy) in their districts; third, through cars for junction points where interchange is heavy; fourth, through cars to or beyond end of run. Conductors or yard masters will be notified of quantity of tonnage to pick up at way stations in their districts and will arrange trains at starting and junction points so as to take everything there is to go from such way stations if it can be done without setting out way freight or short haul local cars. Haul full tonnage over all ruling grades except as rating is modified for cold weather, as per special rule, and haul excess tonnage, where grades do not interfere, to move short haul cars. Accept way freight cars from branch lines and foreign railways, and transfer, load or unload, as may be necessary, to put freight in proper scheduled cars, secure maximum car loads and eliminate delays in transit. Do switching as stated above, or when not specified until opposite run is met. At meeting points both will switch, doing work to advantage of each other and taking out all cars to go either way. In differences of opinion between agents and conductors, refer to train dispatcher and do not leave work undone. Put in journal bearings of cars set out by time freights for that defect and move other bad order cars to repair points, except in cases prohibited by law (when chains are necessary). Give special attention to moving empty cinder cars.

Nos. 64 and 69 will unload way freight into freight house at Clintonville on arrival and load outgoing freight in same cars. No. 66 will do the station switching. No. 66 will switch time freight and other cars at New London Junction, couple cars and air-brake hose, ready for No. 280; have bills picked out and ready; place time freight ahead. Move loads from Appleton Junction and Appleton. Double to Tower Siding.

North of Antigo.

NORTH BOUND.

Nos. 47 and 189

Time freight. Merchandise cars for Harrison, Crandon, Watersmeet, Hiles and Hackley lines. Take from Rhineland, daily, except Sunday, one car of merchandise for Lac du Flambeau and one for Mercer.

No. 51

Way freight and switching.

No. 53

Way freight and switching.

No. 57

Way freight and switching, and go to Hiles each Monday, Wednesday and Friday.

No. 55

Way freight and switching.

SOUTH BOUND.

No. 50	Way freight and switching.
No. 32	Car load merchandise and time freight from Hurley for Bessemer and Wakefield.
No. 280	Time freight. Fill out at Odanah, Hurley, Woodruff, Rhinelander and Summit Lake. Daily, except Sunday, take one car of merchandise from Ashland and one from Hurley for Mercer. Sunday, take one car of meat from Ashland for Ironwood.
No. 54	Way freight and switching. Meat cars Ashland to Watersmeet for points east.
No. 56	Way freight and switching.
No. 52	Way freight and switching; do mill work at Lac du Flambeau.

Time and way freight trains, it will be understood, are to be filled out with dead freight and empties for points for which they take cars, to such rating as is established for those trains, when there are not full trains of the kind designated above.

LOCOMOTIVE RATING IN TONS.

CLASS OF LOCOMOTIVE.	R-1	R	S-1	S-2	S-4	I-1-2	I-1-2-1-1-1	I-1-2-1-1-1-1
DIMENSIONS OF CYLINDERS.	21x26	20x26	19 1/2 x 26	19 x 24	19x24	18x24	18 x 24	17x24
Kaukauna to Hortonville.....	850	700	670	575	525	490	440	400
Oshkosh to Hortonville.....	1300	1125	1075	900	850	760	625	575
Hortonville to Clintonville.....	1400	1200	1150	1000	950	875	700	625
Clintonville to Antigo.....	975	850	820	675	650	590	500	425
Antigo to Hortonville.....	1650	1450	1400	1200	950	875	775	750
Hortonville to Oshkosh.....	1500	1250	1200	1000	950	875	725	640
Hortonville to Kaukauna (Help. to W. Greenville).....	1400	1200	1140	950	910	830	700	610
Eland Junction to Marshfield.....	1150	1000	950	790	755	700	550	500
Marshfield to Eland Junction.....	1150	1000	950	790	760	710	625	500
Antigo to Ironwood, via Watersmeet.....	1175	1000	950	790	750	700	550	500
Monico Junction to Hurley, via Rhinelander.....	975	850	825	675	650	590	475	425
Ironwood to Ashland.....	2100	1800	1675	1425	1365	1250	950	900
Ashland to Ironwood.....	700	600	575	500	475	425	375	325
Hurley to Sand Rock.....	1350	1150	1100	915	875	800	725	580
Sand Rock to Monico Junction.....	1450	1250	1200	980	950	875	675	625
Ironwood to Watersmeet.....	1500	1300	1250	1025	980	900	700	650
Watersmeet to Monico Junction.....	1400	1200	1150	950	910	825	650	600
Monico Junction to Summit Lake.....	1025	875	830	650	700	660	610	525
Summit Lake to Antigo.....	2100	1800	1675	1425	1365	1250	950	900

Ten per cent. off for second class rating, time freight and empties.

The above is the gross weight exclusive of caboose that each engine should haul over the respective districts under favorable conditions. In the absence of notice that an engine is not in condition to haul the number of tons given in its rating, yard masters and conductors will place the full load in train, taking a fraction of the weight of a car more than any rating to avoid falling under 100 per cent. When, for any cause except weather conditions, an engine is unable to haul its rated tonnage the judgment of the engineer will govern and he will report the reason to the train dispatcher by wire. Conductors may not reduce trains for supposed defects of engines, nor report engines defective, without authority of engineer. Conductors will telegraph the amount of gross tonnage in their train leaving terminal stations—also wire gross tonnage of train on leaving any point where the character of the line makes it necessary to reduce their train or permits them to add to it.

Train dispatcher will designate reductions to be made because of unfavorable weather, except that for temperature the following rule will be applied without special instructions:

- Reduce rating 10% between 30° above zero and 10° above.
- Reduce rating 15% between 10° above zero and 10° below.
- Reduce rating 25% when temperature is lower than 10° below zero.

The rating is based on the ruling grades located between points named and it must be understood that all tonnage possible must be hauled locally over any portion of the line by the trains assigned to such service.

The average gross tonnage of cars in dead freight trains is about 29 tons, in time freight trains about 20 tons, and in mixed freight trains about 25 tons.

Agents will show gross tonnage on way-bills. Conductors, yard clerks and yardmasters will show gross tonnage (as per way-bills) on their switch lists in tons. In making this computation, any fraction of a ton over 1,000 pounds will be computed one ton, and any fraction of a ton less than one thousand pounds, will not be computed.

OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over the division.

FOR POINTS BETWEEN	11 ft. Wide	REMARKS
	HEIGHT. Ft. In.	
Kaukauna and Hortonville.....	17 6	Br. 489, Appleton
Hortonville and New London Junction.....	19 0	Br. 545, Hortonville
New London Junction and Antigo.....		No obstruction
Antigo and Monico Junction.....		No obstruction
Monico Junction and Hurley via Rhinelander.....	19 0	No. of Rhinelander Br. G. 53, Wis. river
Hurley and Ashland.....	17 6	Wis. Cent. Ry. crossing
Monico Junction and Hurley via Watersmeet.....	18 0	Wis. Cent. Ry. crossing
Hortonville and Tower C. F.....		No obstruction
Eland Junction and Marshfield.....	18 0	Br. D 34A, South of Wausau
Rib Falls Junction and Rib Falls.....		No obstruction
Antigo and Van Ostrand.....		No obstruction
Pratt Junction and Parrish, Harrison and Jeffris.....		No obstruction
Pelican and Crandon.....		No obstruction
Mercer and Fosterville.....		No obstruction
Hurley and Osborn.....	17 2	Wis. Cent. Ry. crossing
Hiles Junction and Hiles.....		No obstruction
Conover and Hackley.....		No obstruction
Watersmeet and Choate.....		No obstruction
Craigsmere and Robbins.....		No obstruction

FOLLOWING IS AVERAGE WEIGHT OF EMPTY CARS.

Flat Cars.....	12 Tons	Caboose (4 wheels).....	7 Tons
Gondolas, 80000 capacity.....	15 "	Caboose (8 wheels).....	19 "
All other gondolas.....	14 "	Drovers Cars.....	22 "
Refrigerators.....	21 "	Buffet Cars.....	55 "
Furniture (38 and 40 ft.).....	15 "	Chair Cars.....	42 "
Furniture (46 and 50 ft.).....	20 "	Dining Cars.....	52 "
Standard stock cars.....	13 "	Parlor Cars.....	52 "
Special and Street.....	18 "	First Class Passenger Cars.....	34 "
Box cars (28 and 31 ft.).....	13 "	Second Class Passenger Cars.....	24 "
Box cars (33 and 34 ft.).....	17 "	Officers Cars.....	41 "
Beer cars.....	18 "	Sleepers.....	57 "
Ice cars.....	19 "	Combination Passenger, Baggage and Mail Cars.....	32 "
Tank line cars.....	16 "	Combination Passenger and Baggage Cars.....	32 "
Empty 60000 capacity cars in the series of 16000, 37000, 61000 and 94000.....	15 "	Baggage Cars.....	32 "
Rogers ballast cars.....	15 "	Mail Cars.....	34 "
Ore cars.....	14 "	Milk Cars.....	23 "
		Baggage Horse Cars.....	37 "

COMPANY'S SURGEONS.

Chicago.....	John E. Owens.....	Chief Surgeon
	J. D. Andrews.....	Assistant
	C. W. Hopkins.....	"
Manitowoc.....	J. F. Pritchard.....	District
	May be called to any point between Kaukauna and Monico Junction.	
Kaukauna.....	F. E. Donaldson.....	District Surgeon
Appleton.....	Jas. S. Reeves.....	Local
	H. W. Abraham.....	"
	Thos. P. Russell.....	"
Oshkosh.....	B. C. Gudden.....	"
Hortonville.....	John Reineking.....	"
New London.....	I. M. Brown.....	"
Clintonville.....	W. H. Finney.....	"
	D. La Count.....	"
Wausau.....	D. T. Jones.....	"
Marshfield.....	Karl Doege.....	"
	I. D. Steffen.....	"
Antigo.....	G. A. Williamson.....	Assistant
Rhineland.....	T. B. McIndoe.....	Local
Crandon.....	Clark Decker.....	"
Eagle River.....	W. D. Neville.....	"
Wakefield.....	J. W. Eddy.....	"
Bessemer.....	G. L. Loope.....	"
	J. W. Whitesides.....	"
	J. R. Moore.....	"
Ironwood.....	J. W. Whitesides.....	"
Ashland.....	W. T. Rinehart.....	"

LIST OF WATCH INSPECTORS AND LOCATION.

South Kaukauna.....	E. C. Griswold
Clintonville.....	Oscar E. Lentz
Appleton.....	H. A. Kamps
Oshkosh.....	J. R. Chapman
Wausau.....	H. S. Wright
Marshfield.....	F. L. Zweck
Antigo.....	L. D. Dana
Rhineland.....	J. Segerstrom
Ironwood.....	W. D. Triplett
Ashland.....	Grand & Maki

G. J. QUIGLEY,
Superintendent,
Antigo.

WM. BENNETT,
Ass't Superintendent,
Antigo.

W. F. WELKER,
Ass't Superintendent,
Ashland.

T. M. COUGHLIN,
Chief Train Dispatcher,
Antigo.

J. T. FITZGERALD,
Chief Train Dispatcher,
Ashland.