

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

## LA CROSSE - RIVER DIVISION

### FIRST DISTRICT

# TIME TABLE No. 11

TAKING EFFECT AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME

# SUNDAY, JUNE 16, 1935

Superseding Time Table No. 10

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

M. T. SKEWES,  
Assistant Superintendent

H. F. GIBSON,  
Superintendent

J. L. BROWN,  
General Superintendent of Transportation

N. A. RYAN  
Assistant General Manager

O. N. HARSTAD,  
General Manager

MILWAUKEE AND PORTAGE SUBDIVISION—WESTWARD

Table with columns for Class (First, Second, Third), Station, Time, and other details. Includes 'STATIONS' list and 'Schedule Time' row.

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY (70) MILES PER HOUR BETWEEN MILWAUKEE AND PORTAGE, EXCEPT BETWEEN POINTS WHERE SCHEDULE OF TRAIN PERMITS OF FASTER SPEED. FREIGHT TRAINS, FIFTY (50) MILES PER HOUR.

SPECIAL RULES

Double track is in use between Milwaukee and Portage via Wauwatosa. Single track is in use between Elm Grove and Air Line Yard via West Allis. Eastward Passenger Trains moving via Wauwatosa finding signals governing remote control switch at Elm Grove in proceed position for this movement will be governed by reduced speed sign located approximately two miles east of Brookfield which permits a speed of 60 miles per hour, Freight Trains 50 miles per hour. Eastward trains taking turnout at Elm Grove to go via West Allis must approach Elm Grove under control and proceed with safety through the turnout. Train orders for irregular trains to be run into Milwaukee must show which route is to be used, reading either via Wauwatosa or West Allis. Automatic Block System is in use between Milwaukee and Portage. No. 1 take siding at Voltz for No. 57. No. 15 stop on flag at Watertown to pick up revenue passengers for west of Twin Cities. No. 323 stop on signal at Wauwatosa to pick up revenue passengers. No. 323 stop at Lakeside and Nagawicka to let off revenue passengers from Milwaukee and beyond. No. 47 stop at Lakeside and Nagawicka to let off revenue passengers from Milwaukee and beyond. No. 5 stop at Wauwatosa on flag for revenue passengers destined Wisconsin Valley Division points and La Crosse and beyond and at Rio to let off revenue passengers from Milwaukee and beyond and to pick up revenue passengers for La Crosse and beyond. No. 29 stop at Pewaukee, Hartland and Nashotah to pick up revenue passengers for Madison and beyond and to let off revenue passengers from Milwaukee and beyond.

No 337 stop at Wauwatosa and Elm Grove to pick up revenue passengers for points West of Brookfield, and stop on flag Saturdays to pick up or let off revenue passengers at Wauwatosa and Elm Grove. No. 51 stop on signal at Oconomowoc to pick up revenue passengers for Wisconsin Valley Division. No. 23, 12, and 40 stop at Lakeside, Nagawicka and Gifford on flag to pick up or let off revenue passengers. No. 14 stop at Pewaukee on signal to let off revenue passengers from Madison. No. 58 Saturdays only stop at Oconomowoc on flag to pick up revenue passengers for Milwaukee and beyond. No. 56 stop at Columbus to let off revenue passengers from Wisconsin Valley Division. No. 16 stop at stations Portage to Milwaukee to let off revenue passengers from Aberdeen and West. No. 16 stop at Oconomowoc for revenue passengers destined Western Avenue or Chicago and let off revenue passengers from Twin Cities or beyond. No. 16 stop on flag at Columbus to take on Milwaukee and Chicago revenue passengers and to let off revenue passengers from Twin Cities and beyond. No. 6 stop at stations east of Portage to let off revenue passengers from points west of Portage. No. 6 stop at Rio on flag to pick up revenue passengers for Milwaukee and beyond. No. 306 stop at Elm Grove to let off revenue passengers from Waukesha and beyond. No. 40 stop at Duplainville and Brookfield to let off revenue passengers from Watertown and beyond and at Elm Grove to let off revenue passengers from west of Brookfield. No. 46 stop at Hartland and Nashotah to let off revenue passengers from Madison and beyond and pick up revenue passengers for Milwaukee and beyond.

MILWAUKEE AND PORTAGE SUBDIVISION—EASTWARD

FIRST CLASS													SECOND CLASS													THIRD CLASS	
58	40	306	14	100	6	46	308	304	12	16	4	56	Time Table No. 11 In Effect 12:01 A. M. June 16, 1935	Capacity Eastward Sidings in Cars	SYMBOLS	364	368	72	62	66	264	68	394				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Distance from Portage	Sidings	Other Tracks	Telegraph Calls	See General Instructions Page 6	Time Freight Tuesday only	Time Freight Daily Except Tues.	Time Freight Daily Except Mon.	Time Freight Monday & Wed. only	Time Freight Daily	Time Freight Daily	Time Freight Monday & Wed. only	Way Freight Daily Except Sun.		
Daily	Sunday only	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily Except Sun.	Sun. only	Daily Except Sun.	Daily	Daily	Daily	STATIONS														
As 9 05 PM	As 8 50 PM	As 8 05 PM	As 6 55 PM	As 6 10 PM	As 5 10 PM	As 3 45 PM	As 1 30 AM	As 9 40 AM	As 8 20 AM	As 6 55 AM	As 6 15 AM	As 4 35 AM	92.9			GO	*WRPBT										
8.58	8.43	7.58	6.50		5.00	3.39	11.21	9.33	8.14	6.44	6.10	4.27	90.9				CWJPTB										
8.55	8.40	7.56	6.47		4.58	3.37	11.18	9.30	8.09	6.41	6.08	4.25	89.7			JN	IJP										
8.51	* 8.36	* 7.52	* 6.44		4.53	* 3.33	* 11.14	* 9.27	* 8.06	6.36	6.04	4.20	87.5			W	P										
													89.3				RP	A 5.15 AM	A 6.30 AM	A 7.45 AM	A 6.00 PM	A 5.00 PM	A 9.05 PM	A 4.30 AM	A 4.35 PM		
													86.9						4.50	6.05	7.30	5.30	4.40	8.35	3.50	4.15	
													86.0						4.46	6.00	7.26	5.25	4.30	8.25	3.40	4.11	
8.43	8.28	7.45	6.35		4.46	3.25	* 11.06	9.21	* 7.58	6.27	5.58	4.13	83.0		15	KS	JP	4.40	5.45	7.17	4.45	4.20	8.15	3.25	4.05		
8.37	8.22	L 7.38 PM	6.29	5.51	4.40	3.19	L 10.59 AM	L 9.15 AM	* 7.50	6.20	5.53	4.07	78.7		60	Yard	B	JBWP	L 4.30 AM	L 5.35 AM	7.09	4.35	4.10	8.07	3.10	L 3.50 PM	
8.33	8.18		6.24		4.36	3.16			* 7.45	6.16	5.50	4.04	76.0		20	WC	IP			7.03	4.30	4.00	8.01	2.57			
8.29	* 8.13		6.20		4.32	3.12			* 7.42	6.12	5.47	4.00	72.6		67	FE	P			6.57	4.20	3.50	7.55	2.47			
8.23	* 8.06		6.15	5.43	4.26	3.06			* 7.35	6.06	5.42	3.54	68.0		71	60	D	PZ			6.47	4.10	3.40	7.46	2.37		
8.19	* 8.01		6.12		4.23	3.02			* 7.29	6.01	5.38	3.50	65.8				F	P			6.40	3.55	3.35	7.40	2.31		
8.15	* 7.56		6.09		4.20	3.00			* 7.25	5.59	5.36	3.48	63.1		40	10	OH	P			6.36	3.45	3.25	7.35	2.25		
8.11	* 7.51		* 6.06	5.35	* 4.15	* 2.55			* 7.20	5.56	5.34	3.44	60.1		70	Yard	ON	WP			6.30	3.35	3.15	7.28	2.15		
8.02	f 7.41		5.56		4.06	2.48			* 7.10	5.49	5.27	3.37	54.4				XN	P			6.15	3.10	2.55	7.18	2.00		
* 7.52	L 7.32 PM		L 5.46 PM	5.24	* 3.58	L 2 40 PM			L 7.00 AM	* 5.41	5.20	* 3.28	46.9		78	Yard	WR	*IJCWYZKDP			6.05	<sup>46 66</sup> 2.50 2.00	<sup>62 46</sup> 2.45 2.30	7.08	1.40		
													45.1														
f 7.39					3.44					5.31	5.14	3.17	42.6		10						5.45	1.15	1.50	6.53	1.10		
f 7.30					3.38					5.25	5.08	3.11	37.3		13	WD	P				5.34	12.50	1.25	6.45	12.58		
f 7.20					3.31					5.18	5.03	3.05	32.0		55	BE	P				5.25	12.20	1.10	6.36	12.45		
* 7.14					* 3.26					5.13	5.00	3.01	28.2		98	Yard	BU	P				5.20	12.01 PM	12.55	6.31	12.35	
f 7.03					3.18					5.08	4.56	2.57	24.6		87	MD	P				5.15	11.35	12.40	6.25	12.25		
f 6.55					3.11					5.01	4.50	2.51	18.8		13	RA	P				5.08	11.20	12.25	6.17	12.15		
6.47				5.00	3.06					<sup>72</sup> 4.56	<sup>72</sup> 4.46	2.47	15.4		75		WDP				<sup>16</sup> 5.03 <sup>4</sup> 4.44	11.05	12.10	6.12	12.06		
f 6.44					3.04					4.53	4.45	2.45	14.0		12	RC	P				4.40	11.00	12 01 PM	6.08	12.01 AM		
f 6.34					2.56					4.45	4.40	2.39	9.0		16	WY	P				4.30	10.30	11.30	6.00	11.50		
6.23					2.48					4.35	4.32	2.30	1.2				JK				4.20	10.05	11.05	5.50	11.35		
L 6.20 PM				L 4.46 PM	L 2.45 PM					L 4.32 AM	L 4.30 AM	L 2.28 AM			Yard	G	*RBCWTZP				L 4.15 AM	L 10.00 AM	L 11 00 AM	L 5.45 PM	L 11.30 PM		
2.45	1.18	0.27	1.09	1.24	2.25	1.05	0.31	0.25	1.20	2.23	1.45	2.17								0.45	0.55	3.30	8.00	6.00	3.20	5.00	0.45
33.8	36.1	31.5	40.0	66.3	33.4	42.5	27.5	34.1	34.5	38.9	53.0	40.6								14.1	11.5	25.5	11.2	14.8	26.7	17.9	14.1

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY (70) MILES PER HOUR BETWEEN MILWAUKEE AND PORTAGE, EXCEPT BETWEEN POINTS WHERE SCHEDULE OF TRAIN PERMITS OF FASTER SPEED. FREIGHT TRAINS, FIFTY (50) MILES PER HOUR.

SPECIAL RULES

Passenger trains must not exceed 40 miles per hour through Portage Yard.  
 Passenger trains must not exceed 45 miles per hour passing through the city limits of Pewaukee.  
 Trains must not exceed 35 miles per hour between east city limits and Main Street Wauwatosa and whistling must be reduced to the minimum within these limits.  
 Trains must not exceed 25 miles per hour between 5th and 27th Streets, Milwaukee.  
 Trains must use at least 4 minutes between Milwaukee and Milwaukee Shops.  
 Trains moving between Elm Grove and Greenfield Junction must not exceed 25 miles per hour between these points, and will be governed by Yard Rules, Greenfield Junction to Air Line Yard.  
 Eastward trains must approach illuminated stop sign at Sixth Street, Milwaukee, prepared to stop, and proceed only when signal is received from switch tender.  
 A flagman must ride on rear platform of train between Grand Avenue and Milwaukee Passenger Station.

F6, L-1, L-2, L-3, N-1, N-2 and S1 Engines are restricted to 25 miles per hour over Bridge, C-220 at Portage Jct.  
 Class S-1 engines are restricted to 15 miles per hour over following bridges:  
 Bridge C- 66 0.4 miles west of Gifford  
 Bridge C- 70 1.6 miles east of Ixonia (westbound only)  
 Bridge C-202 4.6 miles west of Wycocena (westbound only)

Height Restriction: Milwaukee and Brookfield Bridge C12 1/4 19 feet and 8 inches.  
 Brookfield and Watertown Bridge C86 1/2 20 feet and 11 inches.  
 Watertown and Portage Bridge C142 1/2 21 feet and 6 inches.

SECOND CLASS			FIRST CLASS							Capacity of Sidings in Cars		Time Table No. 11 In Effect 12:01 A. M. June 16, 1935		FIRST CLASS							SECOND CLASS											
263	63	67	51	101	5	55	15	1	57	Sidings	Other Tracks	Distance from Portage	STATIONS	Distance from La Crosse	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 6	56	16	4	6	100	58	72	66	264	68					
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight
Daily	Daily	Daily Except Monday	Friday Only	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Mon.	Daily	Daily	Daily	Mon. & Wed. Only				
L 6.00PM	L 5.45AM	L 5.15AM	L 10.30PM	L 3.42PM	L 2.58PM	L 6.55AM	L 2.55AM	L 12.52AM	L 12.25AM		Yard	0.0	..... PORTAGE .....	102.9	G		*RBCW TZDP	As 2 18AM	As 4 15AM	As 4 22AM	As 2 35PM	As 4 45PM	As 6 10PM	A 4 00AM	A 10 50AM	A 5 30PM	A 9 30PM					
6.15	6.00	5.30				f 7.06					W 6	8.8	..... LEWISTON .....	94.1		No Office								3.30	10.30	5.10	9.00					
6.20	6.05	5.35				7.09					E 7 W 12	10.6	..... CHENEY .....	92.3		No Office								2.05	4.01	4.08	2.20	5.56	3.25	10.25	5.07	8.55
6.30	6.20	5.50	10.52		3.19	7.20	3.18	1.15	12.46	E 76	E 45 W 75	16.9	..... WISCONSIN DELLS .....	86.0	K	6.10PM to 8.00AM	PW	1.58	3.55	4.02	2.13	4.31	5.47	3.15	10.10	4.57	8.40					
6.42	6.35	6.05	11.00		3.29	7.33	3.29	1.24	12.54	E 70	E 30 W 8	25.8	..... LYNDON .....	77.4	LY	4.15 PM to 7.15 AM	P	1.49	3.46	3.54	2.01		5.33	3.00	9.53	4.45	8.05					
6.57	6.55	6.20	11.12		3.41	7.50	3.41	1.35	1.03	E 70 W 66	E 66	86.1	..... MAUSTON .....	66.8	US	6.00PM to 7.30AM	P	1.37	3.35	3.44	1.47		5.18	2.40	9.35	4.30	7.40					
7.30	7.30	6.45	As 11.20PM	4.18 <sup>5</sup>	3.51 <sup>101</sup> 4.19	8.12	3.49	1.50	1.17	E 103 W 98	Yard	48.1	..... NEW LISBON .....	59.8	BN		JC WY ZDP	1.27	3.27	3.37	1.35	4.10 <sup>264</sup>	5.04	2.30	9.22	4 15 <sup>100</sup> 3 30	7.15					
7.40	7.50	7.15			4.29	8.25	3.56	2.10	1.30	W 55	E 30	49.1	(C. ST. P. M. & O. CROSS.) ..... CAMP DOUGLAS .....	53.8	CD		IKP	1.03	3.21	3.31	1.24		4.46	1.50	9.07	3.20	6.25					
7.50	8.00	7.25			4.36	8.35					W 18	55.4	..... OAKDALE .....	47.5	KD	10.00AM to 1.00PM 5.00PM-8.00AM	P				1.16		f 4.36	1.41	8.55	3.10	6.00					
8.00	8.10	7.40			4.45	8.47	4.11	2.30	1.47	E 80 W 192	Yard	61.9	..... TOMAH .....	41.0	CU	5.15PM to 12.20AM 8.20AM-9.15AM	WYZDP	12.47	3.08	3.18	1.08		4.28	1.33	8.45	3.00	5.30					
8.10	8.20	7.50		4.36	4.50	8.55	4.16	2.37	1.52	E 31	W 18	65.8	(W. END OF DEL. TRACK) ..... TUNNEL CITY .....	37.6	CY		P	12.41	3.04	3.14	1.00	3.51	4.21	1.28	8.40	2.50	5.10					
8.15	8.30	8.00			4.54	9.00	4.20	2.41	1.56			68.0	(E. END OF DEL. TRACK) ..... RAYMORE .....	34.9		No Office							12.38	3.00	3.11	12.56	4.16	1.20	8.30	2.40	5.00	
8.22	8.45	8.20			5.01	9.08	4.26	2.47	2.02	E 80	E 37	78.5	..... CAMP MCCOY .....	29.4		No Office	K	12.33	2.53	3.05	12.49		f 4.07	1.08	8.20	2.30	4.40					
8.30	9.00 <sup>55</sup> 9.20	8.45		4.46	5.09	9.18 <sup>63</sup>	4.36	2.55	2.13	E 80 W 80	Yard	78.8	..... SPARTA .....	24.6	RT	5.30PM to 1.30 AM	JC WY DP	12.28	2.47	3.01	12.42	3.41 <sup>68</sup>	4.00 <sup>68</sup>	12 58	8.05	2.20	100 - 58 4 20 3 18					
8.38	9.30	8.55			5.17	9.27	4.44	3.04	2.21		W 15	84.9	..... ROCKLAND .....	18.0	RK	12.30PM to 4PM 5.30PM to 8AM	P	12.21	2.36	2.54	12.33		f 3.49	12.45	7.48	2.00	3.07					
8.44	9.40	9.05			5.22	9.34	4.50	3.09	2.26		E 14 W 40	88.5	..... BANGOR .....	14.4	RN	8.00 PM to 8.00 AM	P	12.17	2.32	2.51	12.29		3.44	12.38	7.40	1.50	3.00					
8.52	9.50	9.15			f 5.28	9.43	4.57	3.14	2.31	E 74 W 71	W 20	98.1	..... WEST SALEM .....	9.8	S	5.00 PM to 8.00 AM	KP	12.12	2.27	2.46	12.24		3.37	12.30	7.30	1.40	2.45					
9.02	10.10	9.35		5.04	5.35	9.55	5.07	3.24	2.40			100.1	(C. & N. W. CROSSING) ..... MEDARY .....	2.8	WJ		IKP	12.05	2.19	2.39	12.14		3.24	12.19	7.15	1.25	2.25					
9.10	10.15	9.45			5.37	9.59	5.10	3.26	2.43			101.7	(C. & N. W. - C. B. & O. CROS.) ..... GRAND CROSSING .....	1.2	GC		IKP	12.03	2.17	2.37	12.12		3.22	12.15	7.10	1.20	2.20					
A 9.30PM	A 10.30AM	A 10.00AM		As 5.09PM	As 5.40PM	As 10.05AM	As 5.15AM	As 3.30AM	As 2.50AM		Yard	102.9	..... LA CROSSE .....	0.0	AD		*RBCW TYZDP	L 12.01AM	L 2.15AM	L 2.35AM	L 12.10PM	L 3.19PM	L 3.20PM	L 12.10AM	L 7.05AM	L 1.15PM	L 2.15PM					
3.30	4.45	4.45	0.50	1.27	2.42	3.10	2.20	2.38	2.25				Schedule Time					2.17	2.00	1.47	2.25	1.26	2.50	3.50	3.45	4.15	7.00					
29.4	21.7	21.7	51.7	70.9	38.1	32.4	44.1	39.0	42.5				Average Speed per Hour					45.0	51.4	57.7	42.5	71.7	36.3	26.8	27.4	24.2	14.7					

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY (70) MILES PER HOUR BETWEEN PORTAGE AND LA CROSSE, EXCEPT BETWEEN POINTS WHERE SCHEDULE OF TRAIN PERMITS OF FASTER SPEED. FREIGHT TRAINS FIFTY (50) MILES PER HOUR.

**SPECIAL RULES**

Passenger trains must not exceed 40 miles per hour through Portage yard.  
 Passenger trains must not exceed 10 miles per hour over Liberty and Avon Street Crossings at La Crosse.  
 Trains must not exceed 25 miles per hour thru the City Limits of Bangor.  
 No. 16 take siding at Portage for No. 4.  
 No. 5 take siding at New Lisbon for No. 101.  
 Double track is in use between Portage and Tunnel City and between Raymore and La Crosse. Single track is in use between Tunnel City and Raymore. Single track between Raymore and Tunnel City in both directions is controlled by Operator Tunnel City as per special rules page seven.  
 Automatic train stop system is in use between La Crosse and Portage.  
 Automatic block signal system is in use between Portage and Tunnel City, Raymore and La Crosse.  
 Height restriction: Portage and New Lisbon Bridge C 268½ 21 ft. and 1 inch.  
 Height restriction: Sparta and La Crosse Bridge C 528½, 18 feet 2 inches.

**CLEARANCE DISTANCES FOR CARLOADING THROUGH TUNNEL NO. 1  
HEIGHT ABOVE TOP OF RAIL**

6 Ft. Wide 16' 10"	7 Ft. Wide 16' 7"	8 Ft. Wide 16' 3"	9 Ft. Wide 15' 10"	10 Ft. Wide 15' 5"	11 Ft. Wide 14' 10"
-----------------------	----------------------	----------------------	-----------------------	-----------------------	------------------------

- No. 5 stop between New Lisbon and La Crosse to let off revenue passengers from No. 711 originating Madison and beyond, also for revenue passengers from No. 101.
- No. 5 stop at Bangor on signal for revenue passengers for St. Paul and beyond.
- No. 15 stop at West Salem and Bangor to let off revenue passengers from Milwaukee, Chicago and beyond.
- No. 15 stop at New Lisbon on signal to pick up revenue passengers for west of Minneapolis.
- No. 1 stop on signal at Mauston to let off revenue passengers from Milwaukee and Chicago.
- No. 1 stop at Mauston Sunday morning to unload Sunday papers.
- No. 56 stop at Mauston and Wisconsin Dells to let off revenue passengers from W. V. Division and from Twin Cities and beyond, and to pick up revenue passengers for Milwaukee and Chicago.
- No. 16 stop at stations La Crosse to Portage to let off revenue passengers from Aberdeen and west.
- No. 16 stop at New Lisbon to let off revenue passengers from west of Minneapolis.
- No. 6 stop at Bangor and Camp McCoy for Milwaukee and Chicago revenue passengers.
- No. 6 stop at West Salem for Milwaukee, Chicago, and Madison and beyond revenue passengers.
- No. 6 stop at Lyndon on flag for revenue passengers for Chicago and beyond.
- No. 100 load and unload passengers on depot side at New Lisbon.

WESTWARD

WATERTOWN AND MADISON SUBDIVISION

EASTWARD

SPECIAL RULES

Table with columns for First Class (27, 23, 146, 29, 47, 33, 142, 555) and Second Class (442, 46, 446, 14, 40, 432, 470). Includes Time Table No. 11, Stations (Watertown, Hubbellton, Waterloo, Marshall, Deansville, Sun Prairie, Burke, C. & N. W. Crossing, Baldwin Street, Franklin Street, Madison), and symbols like \*RJBCWYZ, \*RJBCWT, \*RJBCWT ZK.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Trains operating on Watertown-Madison Subdivision, Madison-Portage Subdivision, Sparta-Viroqua Subdivision, Westby Jct.-Chaseburg Subdivision will be governed by Rule 91. Trains and engines moving on double track between Franklin Street and Madison will use right hand track in the direction they are moving.

WESTWARD

MADISON AND PORTAGE SUBDIVISION

EASTWARD

Table with columns for Third Class (797) and First Class (701, 711). Includes Time Table No. 11, Stations (Madison, Franklin Street, Baldwin Street, C. & N. W. Crossing, Darwin, Windsor, De Forest, Morrisonville, Arlington, Poynette, Hartman, Portage Jct., Portage), and symbols like \*RJBCWT, \*RJBCWT ZK, \*RBCWTZD.

WESTWARD

SPARTA AND VIROQUA SUBDIVISION

EASTWARD

Table with columns for Second Class (955, 655) and Third Class (658, 958). Includes Time Table No. 11, Stations (Sparta, C. & N. W. Crossing, Leon, Melvina, Cashton, Newry, Westby Junction, Westby, Viroqua), and symbols like WCRYKBJ, P, RJ, RWT.

J. C. BROWN, S. A. HUNTER, F. W. KRUGER, J. W. BLOSSINGHAM, W. J. HAYES, A. J. FARNHAM, J. H. JUNGWIRTH, C. D. GALLIVEN, Chief Dispatcher, Train Dispatchers.

Table with columns for Second Class (955) and Third Class (958). Includes Time Table No. 11, Stations (Westby Jct., Coon Valley, Chaseburg), and symbols like RJ, W, RT.

## GENERAL INSTRUCTIONS

## SYMBOLS

\*—Standard Clock.  
W—Water.  
C—Coal.  
O—Oil.  
R—Register.

T—Turntable.  
Y—Wye.  
P—Dispatcher's Telephone.  
I—Interlocked.  
K—Connection with Foreign Road.

B—Bulletin Boards.  
J—Junction.  
Z—Track Scales.  
II—Refreshments.  
D—Drenching Tower

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage-men, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read:—Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows:—If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No. ....

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L, instead of starting the first of the long sounds at the whistle post, the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz:—between Portage Jct. and Franklin Street, Watertown and Franklin Street, and Sparta and Viroqua. Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:—"No. .... left ..... at ..... M and has not passed .....". The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlight on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R.P.O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel

post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On double track between Milwaukee and La Crosse, extra trains may be run in the direction of the current of traffic without running orders Form G on receipt of clearance card at its initial station, numbered and bearing endorsement "complete" with the time and Train Dispatcher's initials. Extra trains must not leave any station commencing its run in either direction without a clearance card properly filled out and bearing the endorsement of the Train Dispatcher, or a train order Form G. Extra trains must not cross over to the opposite track for any purpose unless protected in both directions as prescribed by Rule D-152 and must be fully protected in both directions while on that track unless a clearance card or train order, authorizing it to run with the current of traffic, or a train order to run against the current of traffic is received from the Train Dispatcher. Helper engines must receive train order Form G or Form D-H before crossing over to return from a station at which clearance card cannot be obtained. Work extra must not be run without train order Form D-H.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

- On engine footboards between engine and car when cars are being pushed.
- On leading footboard while coupling engine to cars.
- On engine pilots.
- On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- On ends of cars containing loads which may shift.
- On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

HOT JOURNAL .....	{	BY DAY—Nose held with one hand with other hand pointed toward passing train.
		BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING .....	{	BY DAY—Hands shoved in sliding motion out from body.
		BY NIGHT—Lamp raised and held stationary.
BROKEN WHEELS .....	}	Stop Signal.
DEFECTIVE TRUCK .....		
DRAGGING BRAKE CONNECTION .....		
LADING SHIFTED OVER SIDE OR END OF CAR .....		
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION .....		

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. .... left ..... M and has not passed .....". You may proceed to ..... with caution prepared to stop short of train or obstruction."

## GENERAL INSTRUCTIONS

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

Normal Speed—The maximum speed authorized by time table in territory involved.

Medium Speed—One half the authorized maximum speed.

Slow Speed—One fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed engine men should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and engine men using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown. Rule D-86 is eliminated.

Employees must not handle or board cars or engines that bear bad order cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of the Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a Third Paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph: If for any reason adjustment is necessary to a drawbar, knuckle pin or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engine men and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engine man must not release brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engine men and other members of the train crew have been notified and the car properly secured and the engine brake set.

### SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed seventy (70) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased over the following long turn outs Tunnel City twenty-five (25) miles per hour, Raymore, forty (40) miles per hour.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

## GENERAL INSTRUCTIONS

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour. K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

Green flag by day and green light by night displayed on the enginemens side of the track indicates the track one mile distant is safe for speed of not more than ten miles per hour, unless otherwise directed by train order.

Trains handling steam derricks will not exceed following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds:

	MILES PER HOUR	
	On Tangent Track	On Curves
Between La Crosse and Milwaukee .....	35	25
Between Sparta and Viroqua .....	15	10
Between Watertown and Madison .....	15	10
Between Madison and Portage .....	15	10
Between Westby Jct. and Chaseburg .....	10	5

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point. Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan Spreaders, steam shovels, pile drivers, and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	MILES PER HOUR	
	On Tangent Track	On Curves
Between La Crosse and Milwaukee .....	25	20
Between Sparta and Viroqua .....	15	10
Between Watertown and Madison .....	15	10
Between Madison and Portage .....	15	10
Between Westby Jct. and Chaseburg .....	10	5

The maximum speed of passenger trains must not exceed fifty miles per hour at any point when an engine from freight service or when any single truck locomotive is used; nor when double-heading with one freight and one passenger engine. This speed restriction applies only where conditions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

### SPECIAL INSTRUCTIONS

First class trains operating through Portage between Milwaukee and La Crosse in both directions, will not be required to obtain clearance card, Form A1, unless train order signal at Portage is displaying stop indication.

Certain automatic block signals located on ascending grade on the La Crosse River Division between Milwaukee and La Crosse have been designated as grade signals and are distinguished by the letter "G" on a yellow sign fifteen (15) inches square located on the right hand side of the signal, almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten (10) miles per hour and proceed as per Rule 509-B at slow speed and expecting to find a train in block, broken rail, obstruction, or switch not properly set.

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS REQUIRING SLOWER SPEED:

That engine men may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R.S."—"Resume Speed" at which point normal authorized speed may be resumed.

SEVERE DISCIPLINE WILL BE ADMINISTERED FOR FAILURE TO FULLY COMPLY WITH ABOVE INSTRUCTIONS.

### Speed Restrictions Through Interlocking Plants

STATION	PASSENGER TRAINS		OTHER TRAINS Both Tracks Miles Per Hour
	Eastward Track Miles Per Hour	Westward Track Miles Per Hour	
Grand Crossing .....	45	45	25
Medary .....	45	45	25
Camp Douglas .....	50	50	25
Portage Jct. ....	40	40	25
Watertown .....	20	20	20
Duplainville .....	70	70	25
Grand Avenue .....	40	40	25

### Instructions Governing Manually Controlled Crossing Signals at The Chicago and Northwestern Railway Crossing Watertown

Standard two arm, upper quadrant, semaphore type, home signals located on the right hand side of the track approximately two hundred (200) feet west and four hundred (400) feet east of the crossing, are provided to govern eastward and westward trains moving with the current of traffic on the La Crosse-River Division Main Line.

Top arm of westward home signal will govern westward movements on westward main track and lower arm will govern westward movements from westward main track to eastward main track through hand operated crossover located just east of passenger depot.

Color light type dwarf signals are provided to govern eastward and westward trains moving against the current of traffic on the La Crosse-River Division main tracks and eastward trains from the Watertown and Madison sub-division.

The indications of the signals are in accordance with Rules 601-B, 602-A, and 602-G. Eastward and westward automatic distant signals, numbers 45-0 and 43-9 will operate in two positions in accordance with Rules 501-AA and 501-B instead of in three positions as heretofore.

Eastward and westward trains on the La Crosse-River Division main tracks moving with the current of traffic will reduce speed when passing the distant signals and will approach the home signals under control and if proceed signal indication is obtained may proceed over the crossing at a speed not to exceed twenty (20) miles per hour.

Eastward and westward trains on the La Crosse-River Division main tracks moving against the current of traffic and eastward Watertown and Madison sub-division trains will be governed by color light type dwarf signals and if proceed indication is obtained may proceed over the crossing at a speed not to exceed fifteen (15) miles per hour.

C. & N. W. Railway trains and engines moving over the crossing will be governed by color light type signals located at the Stop Signs and must come to a full stop at the Stop Sign (regardless of position of the signal) and if proceed signal indication is obtained, may then proceed over the crossing.

When a train is stopped by a home signal it may proceed only upon proper authority from the operator at the depot at Watertown and at slow speed expecting to find a broken rail, obstruction or switch not properly set. Move-

## SPECIAL INSTRUCTIONS

ments under such conditions must be protected against conflicting movements. Failure of the signals must be promptly reported to the operators.

Swinging type crossing gates are in service at the crossing of the C. M. St. P. & P. R.R. Engine House lead track and the C. & N. W. Railway track. The normal position of the gates will be against the C. M. St. P. & P. R.R. track and the gates are to be so set except when a train or engine on that track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. The crossing gate on the west side of the C. & N. W. crossing is a master gate and the movement of that gate gives a similar movement to the gate on the east side of the crossing. The master gate must be kept locked when in the normal position. To line the gates for movement of C. M. St. P. & P. R.R. trains or engines the master gate must be swung its full movement over and at right angles to the C. & N. W. Railway track.

Trains or engines on C. M. St. P. & P. R. R. Engine House track will come to a complete standstill (regardless of the position of the gates) and will not swing the gates nor occupy the crossing until any trains or engines approaching on the C. & N. W. Railway have either passed the crossing or come to a full stop. Trains or engines on the C. M. St. P. & P. R. R. will wait one minute after swinging the gates before proceeding over the crossing.

### Instructions for Operation of Block Signal System Between Tunnel City and Raymore and of Remote Control Switch at End of Double Track at Raymore. Train and Enginemen

The switch at end of double track at Raymore is electrically interlocked and all train movements over same must be governed by interlocking signals controlled from the telegraph office at Tunnel City. Interlocking rules in the "Book of Rules and Regulations of the Operating Department" will govern these signals. The following rules will, in conjunction with "Automatic Train Stop Rules," govern the movement of trains between Tunnel City and Raymore and will supersede all other rules and instructions inconsistent therewith:

Rule 1: Block signals electrically interlocked and located as indicated will supersede time table authority, and the movement of all trains in either direction between Tunnel City and Raymore will be governed by signal indications as follows: Eastward trains on eastward main track by upper arm on two arm signal 300 feet west of switch at end of double track at Raymore: Eastward trains on westward main track by dwarf signal 300 feet west of switch at end of double track at Raymore: Eastward trains, after passing from double track to single track by one arm signal (159.0) 4900 feet east of switch at end of double track at Raymore: Eastward trains by upper arm of two arm signal (157.4) on single track 1260 feet west of depot at Tunnel City: Westward trains on westward main track by upper arm of two arm signal 175 feet east of depot at Tunnel City: Westward trains on eastward main track by dwarf signal 175 feet east of depot at Tunnel City: Westward trains, after passing from double track to single track by upper arm of two arm signal 1260 feet west of depot at Tunnel City: Westward trains by one arm signal (158.3) on single track 7900 feet east of switch at end of double track at Raymore: Westward trains by two arm signal on single track 25 feet east of switch at end of double track at Raymore: Upper arm governs movement onto westward main track: Lower arm governs movement onto eastward main track:

Rule 2: Eastward trains approaching the end of double track at Raymore and westward trains approaching the end of double track at Tunnel City must not foul or enter onto the single track unless proper signal is at proceed or proper authority in the form of train order card is obtained from the operator at Tunnel City. Conductors of eastward trains will obtain the card train order by telephone.

Rule 3: Trains must not foul or enter the main track from the side track switch west of Tunnel City depot without first obtaining the proper authority for such movement from the operator at Tunnel City depot.

Rule 4: When a train is stopped by a stop signal or a stop and proceed signal it may proceed only upon proper authority from the operator at Tunnel City and at slow speed expecting to find a broken rail, obstruction, or switch not properly set. Phones for getting into communication with the operator at Tunnel City are provided at each signal location on the single track and at the interlocked switch at Raymore.

Rule 5: Signals must not be accepted for movements against the current of traffic on the double track without the proper train orders and other authority in accordance with the rules.

Rule 6: In case of failure of the interlocked switch at Raymore, the two-lever switch stand can be operated by hand as per instructions located in phone box door. Switch should only be operated by hand in case of emergency and then under full directions of the operators at Tunnel City. In case the governing signal is not clear or if an irregular movement is to be made, train or enginemen will go to phone and receive instructions from the operator at Tunnel City. Separate eastward and westward train order signals are provided at Tunnel City.

#### Operators Tunnel City

Operators located at Tunnel City Depot office are charged with the responsibility of directing by signal indication the movement of all trains between Tunnel City and Raymore in either direction. They must be familiar with the instructions addressed to Conductors, Engineers and all concerned and with the printed instructions for operators, and pass a satisfactory examination on their understanding of their duties before undertaking to handle the signals or remote control switch. They must be certain that the track between Tunnel City and Raymore is unoccupied before authorizing the movement of any train and must not permit any other train to enter the block between Raymore and Tunnel City before the last train entering the block in either direction has cleared the single track. In the event governing signals cannot be cleared for an eastward train and main track is unoccupied between Tunnel City and Raymore and there is no reason known for holding the train at Raymore, eastward train may be authorized by train order card Form T. O. 1, by telephone to the conductor at Raymore to run to double track switch at Tunnel City with right over all trains and by operator at Tunnel City instructing the conductor as to the method to be followed in operating the double track switch at Raymore by hand. In the event the governing signals for westward trains at Tunnel City cannot be cleared and operator at Tunnel City is certain that the main track between Tunnel City and Raymore is unoccupied, he may authorize the westward train to run from Tunnel City to double track switch at Raymore by delivery of train order card, Form T. O. 2, properly filled out, to the conductor of the westward train and by instructing the conductor as to the method to be followed in operating the double track switch at Raymore by hand. Operators must not permit any other person to operate or handle the switch or signal controls during their hours of duty and must keep proper record of the movement of all trains and make transfer in writing to operator relieving, showing the exact location of trains in or ready to enter the block. In the event of failure of all wire communication, preventing the operation of the signals or of the double track switch at Raymore or of issuing proper train order card, report to the train dispatcher on duty for instructions.

#### Instructions Governing Automatic Train Stop System

1. Automatic train stop pneumatic brake equipment has been removed from certain locomotives operating in Automatic Train Stop territory and similar equipment will be removed from other locomotives, leaving only the electrically controlled Cab Signal System. The "B" points are being moved back to the way side signals in all blocks.

2. Automatic cab signal indicators supplement automatic block signals in governing the use of blocks, but do not supersede the superiority of trains, nor dispense with the use or the observance of automatic block, interlocking or other signals and rules governing them, except as provided for in Rule 7.

3. The indication of a WHITE LIGHT in the automatic cab signal indicator is "PROCEED."

4. The indication of a green light in the automatic cab signal indicator is—"PREPARE TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED, MUST IMMEDIATELY REDUCE TO THAT SPEED."

5. The indication of a RED LIGHT in the automatic cab signal indicator is "PREPARE TO STOP—EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET."

This does not apply when moving in non-train stop territory or against current of traffic.

6. When the automatic cab signal indicator changes to a more restrictive indication enginemen must immediately control the train in accordance with the cab signal indication.

7. When the automatic cab signal indicator changes to a less restrictive indication, the train may proceed in accordance with the new indication after the train has moved its own length beyond the point where the indication changed.

8. Any indication of automatic cab signals inconsistent with wayside signals must be promptly reported to the Train Dispatcher. If the failure is such as to cause serious delay to the train, the cab signals may be cut out under the following conditions: After passing through not less than three successive blocks under clear wayside signals during which time a continuous red light is displayed by the cab signal indicator, the train may proceed, under authority of clear wayside signals, at medium speed to first open telegraph office where report must be made to, and instructions received from, the Train Dispatcher. After ascertaining that it is safe for the train to continue, the Train Dispatcher may authorize the crew to cut out the cab signals, proceed at normal speed and be governed by automatic wayside block signal indication. When moving in train stop territory with cab signals cut out, the Fireman must be so advised. Engineer and Fireman must communicate to each other the indication of all wayside signals effecting their train and must use such additional precautions as conditions may require.

9. The opening of switches and derails operate to cause automatic cab signals of approaching trains to display restrictive indications. Trainmen and others will be governed accordingly.

### Instructions governing Automatic Crossing Signals on Watertown and Madison Sub-division 2.3 miles East of Franklin Street

All train movements over C. & N. W. Ry. crossing 2.3 miles East of Franklin St. depot at Madison, will be governed by color light type signals located on right hand side of track and approximately 300 ft. from crossing. Movements over crossing from industry tracks will be governed by color light type dwarf signals and main line switches must be thrown before these signals will clear. The home signals on C. M. St. P. & P. Railroad are equipped with two units and indications of same are in accordance with Rules 601-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-five hundred (2500) feet from the home signals. All trains will approach home signals under control and, if proceed signal indication is obtained, may proceed over crossing at a speed not to exceed twenty (20) miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in a box, marked "C. M. St. P. & P. Release," locked with a standard switch lock. Instructions for operating release are posted inside release box. If the operation of time release does not clear the home signal, trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of home signal must be promptly reported to train dispatcher at first open telegraph office where regular stop is made.

### Instructions governing Sparta and Viroqua sub-division automatic crossing signals at Sparta

Automatic crossing signals at crossing of Sparta and Viroqua sub-division with the C. & N. W. Railway located 2.2 miles west of the passenger depot at Sparta, Trains on both roads moving over this crossing will be governed by standard upper quadrant semaphore signals located approximately five hundred and fifty ft. (550 ft.) from the crossing. The eastward home signal on C. M. & St. P. & P. R. R. is located on the right hand side of track and the west bound home signal on C. M. St. P. & P. R. R. is located on bracket mast directly above track. The home signals on the C. M. St. P. & P. R. R. are equipped with two arms and the indications of same are in accordance with Rules 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately one-half mile from the home signals. All trains will approach the home signals under control and after signal indication is obtained may proceed over the crossing at a speed not to exceed 10 miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in a box, marked "C Release," locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

### Instructions Governing Remote Control Switch at Elm Grove

Air Line switch at Elm Grove is electrically interlocked and controlled from the telegraph office at Brookfield. All train movements over Air Line switch at Elm Grove will be governed by interlocking signals, the aspects and routing of which are as shown on diagrams posted on bulletin boards. The interlocking signals do not supersede time table superiority or train orders, and signals must not be accepted for movement against the current of traffic on the double track without proper train orders and other authority in accordance with the rules. Interlocking rules in "Book of Rules and Regulations of the Operating Department" apply on these signals. When the interlocking signals governing movement over Air Line switch indicate "stop" and for any reason cannot be operated, trains may proceed only on proper authority from the operator at Brookfield and at slow speed, expecting to find a broken rail, obstruction, or switch not properly set. Telephone for getting into communication with the operator at Brookfield is provided at the Air Line switch. If the governing signal is not clear or if an irregular movement is to be made, train or engineman will go to the 'phone and receive instructions from the operator at Brookfield. In case of failure of the interlocked switch, the two lever stand can be operated by hand, as per instructions placed in the 'phone box. Switch should only be operated by hand in case of emergency and then under full instructions of the operator at Brookfield. In case of movement of a westward train from Air Line track, properly authorized by train order, train may proceed on the double track only when the movement is properly protected in accordance with the rules. The speed restrictions affecting eastward trains approaching Elm Grove and trains moving with current of traffic between Elm Grove and Air Line Yard, must be observed.

### Instructions Governing Spring Switch at Brookfield, Voltz and New Lisbon

A spring switch is located at west end of westward siding at Brookfield, Voltz, and New Lisbon. A color light dwarf signal located at switch with indications in accordance with Rules 602A and 602G will indicate position of switch for Eastward movements on Westward track. A color light dwarf signal located at clearance point will govern train movements from siding to Westward main track. Rule 512 applies to this dwarf signal the same as to switch indicators. Westward trains moving from siding to Westward main track must pass through switch with entire train or cut off cars before making reverse movement and operate switch with hand throw switch.

### Instructions Governing Remote Control Plant at Portage

The main line switches at Portage Junction, which includes the two main line crossovers, the junction switch with the Milwaukee Division Third District, the junction switch with the Madison-Portage subdivision, and the yard lead switch will be electrically interlocked and all train movements over same will be governed by interlocking signals controlled from the Telegraph office at Portage. The interlocking signals do not supersede time table superiority or train orders and they must not be accepted for eastward movement against the current of traffic on the double track without proper train orders and other authority in accordance with the rules. Interlocking rules in "Book of Rules and Regulations of the Operating Department" apply to these signals. Westward trains approaching from the Milwaukee Division Third District or from Madison-Portage subdivision receiving proper routing signal will proceed on signal indication to Portage. Eastward trains moving to Milwaukee Division Third District or to Madison-Portage subdivision must secure clearance and necessary orders at Portage and will proceed through the plant on proper signal indication. When the interlocking signals indicate "STOP" and for any reason cannot be operated, trains may proceed through the plant only on proper authority from the Operator at Portage, under flag after train and enginemen have satisfied themselves that switches and drawbridge are in proper position, and at slow speed expecting to find a broken rail or obstruction. Telephones for getting into communication with the operator at Portage are provided at the signal bridges and at Milwaukee Division Third District home signal. If the governing signal is not clear or if an irregular movement is to be made, train or enginemen will go to the phone and receive instructions from the Operator at Portage. Semaphore at Portage has three arms: Upper arm controls Main Track La Crosse-River Division trains. Second arm, Eastward Milwaukee Division Third District trains. Third arm, Eastward Madison-Portage subdivision trains.

SPECIAL INSTRUCTIONS

Instructions Governing Railroad Crossing at Brookfield

The crossover switches for Madison Division trains to cross the La Crosse-River Division main track 300 feet east of Brookfield must be regarded the same as a railroad crossing and all Madison Division trains in both directions and westward trains on eastward La Crosse-River Division main track must come to a stop.

Instructions Governing Spring Switch at West End of Double Track at La Crosse

A spring switch is located at west end of double track approximately one thousand (1000) feet west of roundhouse at La Crosse. The normal position of this switch will be for the eastward track.

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS

Table with columns: LOCATION, NAME, RESIDENCE AND PHONE, OFFICE AND PHONE. Lists various locations and names with their respective addresses and phone numbers.

WATCH INSPECTORS.

Table with columns: LOCATION, STREET ADDRESS, NAME. Lists watch inspectors and their locations.

SUNDAY HOURS TRAIN ORDER STATIONS

The following hours of duty will be observed at train order stations Sundays, subject to change by Bulletin. When so changed all concerned will note change in pencil on their copy of time table.

Table with columns: STATION, HOURS. Lists stations and their corresponding duty hours.

For Emergency Use At Stations Where Operators Are Not On Duty Continuously Dispatcher's Telephone or Block Telephones Located As Follows :

Table with columns: DISPATCHER TELEPHONES, OTHER TELEPHONES. Lists telephone locations for various stations.

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:

Table with columns: Station Name, Location Description. Lists yard limit board locations for various stations.

TONNAGE RATINGS.

Table with columns: STATIONS, L3 Eng., L2B Eng., L2A L2R. Lists tonnage ratings for various stations.

Chief Dispatcher may increase or decrease above rating according to conditions.

FOR FREIGHTS AND PASSENGERS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

OTHER TRAINS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

STATIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE

SPECIAL INSTRUCTIONS  
DAILY CONTINUOUSLY OPERATING  
THESE TRAINS WILL BE