

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

LACROSSE & RIVER DIVISION

First District

TIME TABLE No. 26

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, February 5, 1950

For the government and information
of employes only

L. W. PALMQUIST
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

W. J. WHALEN,
Assistant General Manager.

L. F. DONALD,
General Manager.

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

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	Distance from Milwaukee	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office hours Also see page 14	FIRST CLASS							
			Sidings	Other tracks			1	55	33	321	5			
							Passenger Daily	Passenger Daily	Passenger Daily Except Sun.	Passenger Daily	Passenger Daily			
MUSKEGO YARD		WH		Yard	BCHJKPRT VWXZ	Continuous								
MILWAUKEE 2.0		MQ		Yard	BKOPRTWX	Continuous	L 12.55AM	L 3.25AM	L 7.35AM	L 8.20AM	L 11.52AM			
CUT OFF 1.2	2.0			Yard	BCJKPTWX	No office								
GRAND AVENUE 2.2	3.2	JN		Yard	JPX	Continuous		3.32	7.41	8.27				
WAUWATOSA 4.5	5.4	W	77	Yard	P	7.00AM to 4.00PM Except Sat. & Sun.		3.35	s 7.45	s 8.31	11.58			
ELM GROVE 4.3	9.9	KS		15	IJP	7.00AM to 4.00PM Except Sat. & Sun.		3.39	7.51	s 8.38				
BROOKFIELD 2.7	14.2	B	E 52 W94	Yard	JPRW	7.00AM to 11.00PM	1.14	3.43	7.55	As 8.48AM	12.11PM			
(M. ST. P. & S. M. CROSS.) DUPLAINVILLE 3.4	16.9	WC			IP	Continuous	1.16	3.46	7.57					
PEWAUKEE 4.0	20.3	FE		126	P	7.00AM to 4.00PM Except Sat. & Sun.		f 3.52	s 8.03					
HARTLAND 2.7	24.9	D	E 64 W70	95	PZ	7.15AM to 4.15PM Except Sat. & Sun.	1.22	3.58	8.08		12.20			
NASHOTAH 2.2	27.6	F		10	P	6.45AM to 3.45PM Except Sat. & Sun.		f 4.01	8.11					
OKAUCHEE 3.0	29.8	OH		5	P	No office		4.04	8.13					
OCONOMOWOC 5.7	32.8	ON	E 52 W59	Yard	PW	Continuous	s 1.30	s 4.15	s 8.18		s 12.28			
IXONIA 7.5	38.5	XN		32	P	6.45AM to 3.45PM Except Sat. & Sun.	1.36	4.22	8.24		12.33			
WATERTOWN (C. & N. W. CROSSING) 1.8	46.0	WR	E 111	Yard	BCHJKPRV WXYZ	Continuous	1.43	s 4.50	As 8.33AM		s 12.44			
VOLTZ 2.5	47.6		W123		I	No office								
RICHWOOD 5.3	50.3			10		No office		4.56						
REESEVILLE 5.3	55.6	WD		74	P	6.30AM to 3.30PM Except Sat. & Sun.	1.52	s 5.05			12.53			
ASTICO 3.8	60.9	BE		69	P	7.30AM to 4.30PM Except Sat. & Sun.		s 5.14						
COLUMBUS 3.0	64.7	BU	E 03 W93	Yard	P	10.45AM to 6.45PM 12.45AM to 8.45AM	1.59	s 5.28			s 1.04			
FALL RIVER 5.8	68.3	MD		37	P	8.00AM to 5.00PM Except Sat. & Sun.		s 5.35						
DOYLESTOWN 3.4	74.1	RA		24	P	6.00AM to 3.00PM Except Sat. & Sun.		s 5.44						
EAST RIO 1.4	77.5		E 117 W69		HPW	No office	2.10	5.49			95 1.16			
RIO 5.0	78.9	RC		51	P	8.00AM to 5.00PM Except Sat. & Sun.		s 5.53						
WYOCENA 7.8	83.9	WY		36	P	6.30AM to 3.30PM Except Sat. & Sun.	2.16	s 6.01			1.21			
(CANAL DRAWBRIDGE) PORTAGE JCT. 1.2	91.7				LJX	No office								
PORTAGE	92.9	G		Yard	BCKPRTWXZ	Continuous	As 2.27AM	As 6.14AM				As 1.30PM		

Nos. 5, 15, and 101 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 5 register at Portage by Register Ticket.

Automatic Cab Signal system is in use between Portage and Brookfield.

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.

Automatic Block System is in use between Milwaukee and Portage and between Elm Grove and 600 feet west of west switch Soldiers' Home Yard, Milwaukee via West Allis. The east limit of the automatic block system at Milwaukee is at Sixth Street Viaduct approximately 1300 feet west of the passenger station.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Grand Avenue and Milwaukee for movements with the current of traffic.

Brookfield is a register station for No's. 321, 307, 363, 393, 308, 306, 368 and 394 only.

Watertown is a register station only for trains starting or terminating at that station and such trains may register by register ticket when not displaying signals for a following section.

FIRST SUBDIVISION—WESTWARD

TIME TABLE
No. 26
February 5, 1950

FIRST CLASS

STATIONS	FIRST CLASS									
	101	29	47	15	23	307	111	27	57	17
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily Except Saturday & Sun.	Saturday Only	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Sunday only	Daily	Daily
MUSKEGO YARD										
MILWAUKEE 2.0	L 2.15PM	L 2.18PM	L 2.18PM	L 4.45PM	L 5.30PM	L 5.40PM	L 7.55PM	L 9.15PM	L 10.40PM	L 11.40PM
CUT OFF 1.2										
GRAND AVENUE 2.2					5.37	5.47	8.01	9.22	10.46	11.47
WAUWATOSA 4.5	2.21	2.26	f 2.28	4.53	s 5.41	f 5.51	f 8.04	s 9.27	10.50	11.51
ELM GROVE 4.3					s 5.48	5.59	8.08	9.34	10.55	11.57
BROOKFIELD 2.7	2.32			5.02	f 5.57	As 6.05PM	8.13	9.41	11.01	12.02AM
(M. ST. P. & S. S. M. CROSS) DUPLAINVILLE 3.4					f 6.01		8.16	9.44	11.04	12.05
PEWAUKEE 4.6		2.40	f 2.43		s 6.07		8.20	s 9.49		
HARTLAND 2.7	2.40	2.44	f 2.49	5.10	s 6.17		8.25	9.54	11.10	
NASHOTAH 2.2		2.46	f 2.53		s 6.22		8.28	9.57		12.14
OKAUCHEE 3.0			f 2.56		s 6.26		8.30	10.00		
OCONOMOWOC 5.7	2.45	s 2.52	s 3.02	5.16	s 6.36		s 8.33	s 10.05	11.17	12.22
IXONIA 7.5		2.58	3.08		s 6.43		8.40	10.12		12.29
WATERTOWN (C. & N. W. CROSSING) 1.8	2.55	As 3.04PM	As 3.15PM	5.25	As 6.55PM		As 8.48PM	As 10.20PM	11.29	s 12.38
VOLTZ 2.5				283 5.26						
RICHWOOD 5.3										
REESEVILLE 5.3	3.03			5.33					11.39	12.51
ASTICO 3.8										
COLUMBUS 3.6	3.09			5.41					11.47	s 1.00
FALL RIVER 5.8										
DOYLESTOWN 3.4										
EAST RIO 1.4	3.19			5.51					11.58	1.20
RIO 5.0										
WYOCENA (CANAL DRAWBRIDGE) 7.8	3.23			5.55					12.03AM	1.25
PORTAGE 1.2	As 3.32PM			As 6.05PM					As 12.15AM	As 1.36AM

Nos. 5, 15, and 101 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour. S-2 and S-3 engines 70 miles per hour.

Nos. 101 and 15 register at Portage by Register Ticket.

No. 57 does not carry passengers.

Nos. 47 stops at Pewaukee, Hartland, Nashotah and Okauchee to let off revenue passengers from Milwaukee and beyond.

No. 111 Sunday only stop at Wauwatosa to pick up revenue passengers for Madison and beyond.

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	SECOND CLASS						THIRD CLASS				
	69	63	95	83	263	363	393				
	Time Freight	Time Freight	Freight	Time Freight	Time Freight	Time Freight	Way Freight				
	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday				
MUSKEGO YARD	L 1.10AM	L 3.30AM	L 9.35AM	L 12.15PM	L 4.00PM	L 8.20PM	L 6.30AM				
MILWAUKEE 2.0											
CUT OFF 1.2	1.15	3.35	9.40	12.20	4.05	8.35	6.40				
GRAND AVENUE 2.2	1.20	3.39	9.45	12.24	4.09	8.39	6.46				
WAUWATOSA 4.6	1.25	3.42	9.55	12.27	4.12	8.46	6.55				
ELM GROVE 4.3	1.35	3.50	10.05	12.35	4.19	9.00	7.06				
BROOKFIELD 2.7	1.50	4.00	10.20	12.45	4.29	A 9.25PM	A 7.20AM				
(M. ST. P. & S. S. M. CROSS.) DUPLAINEVILLE 3.4	1.55	4.04	10.28	12.49	4.33						
PEWAUKEE 4.6	2.05	4.10	10.35	12.55	4.39						
HARTLAND 2.7	2.12	4.19	10.45	1.04	4.48						
NASHOTAH 2.2	2.17	4.24	10.51	1.09	4.53						
OKAUCHEE 3.0	2.22	4.28	10.56	1.13	4.57						
OCONOMOWOC 5.7	2.30	4.33	11.05	1.18	5.02						
IXONIA 7.5	2.45	4.42	11.15	1.27	5.11						
WATERTOWN (S. & N. W. CROSSING) 1.8	3.10	4.55	11.40	1.33	5.17						
VOLTZ 2.5					5.22 ¹⁵ 5.30						
RICHWOOD 5.3	3.20	5.01	11.55	1.39	5.35						
REESEVILLE 5.3	3.30	5.10	12.05PM	1.48	5.44						
ASTICO 3.8	3.40	5.19	12.15	1.57	5.52						
COLUMBUS 3.6	3.45	5.33	12.35	2.03	5.57						
FALL RIVER 5.8	3.53	5.40	12.42	2.09	6.02						
DOYLESTOWN 3.4	4.01	5.50	12.50	2.18	6.09						
EAST RIO 1.4	4.07	5.55	1.00 ⁵ 1.20 ⁵	2.23	6.14						
RIO 5.0	4.10	5.58	1.30	2.25	6.16						
WYOCENA 7.3	4.18	6.06	1.45	2.32	6.23						
(SALVAL DRAWBRIDGE) PORTAGE JCT. 1.2	4.30	6.14	2.00	2.40	6.31						
PORTAGE	A 4.45AM	A 6.20AM	A 2.15PM	A 2.45PM	A 6.35PM						

Freight trains must not exceed maximum speed of 60 miles per hour.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	Distance from Portage	FIRST CLASS									
		56	4	18	12	308	28	16	6	46	100
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily
MILWAUKEE 2.0	92.9	As 4.22AM	As 6.00AM	As 6.55AM	As 8.20AM	As 11.26AM	As 11.50AM	As 12.20PM	As 1.20PM	As 3.46PM	As 5.55PM
CUT OFF 1.2	90.9										
GRAND AVENUE 2.2	89.7	4.09	5.47	6.40	8.09	11.16	11.42	12.11PM	1.12	3.39	5.48
WAUWATOSA 2.4	87.5				s 8.06	s 11.13	11.39			s 3.36	
AIR LINE YARD 2.4	89.3										
WEST ALLIS 0.9	86.9										
GREENFIELD JCT. 4.5—3.0	86.0										
ELM GROVE 4.3	83.0				s 7.58	s 11.06	11.34			3.30	
BROOKFIELD 2.7	78.7	3.58	5.34	f 6.26	s 7.50	L 11.01AM	11.31	11.58	1.01	3.27	5.37
(M. ST. P. & S. M. CROSS.) DUPLAINVILLE 3.4	76.0	3.55	5.31	f 6.23	f 7.45		11.29			3.25	
PEWAUKEE 4.6	72.6				s 7.42		11.26			3.22	
HARTLAND 2.7	68.0	3.46	5.23	f 6.15	s 7.35		11.23	11.50	12.53	3.19	5.29
NASHOTAH 2.2	65.3				s 7.29		11.20			3.16	
OKAUCHEE 3.0	63.1				s 7.25		11.18			3.14	
OCONOMOWOC 5.7	60.1	3.36	5.14	f 6.06	s 7.20		s 11.14	11.44	12.47	s 3.10	5.23
IXONIA 7.5	54.4				s 7.10		11.08			3.04	
WATERTOWN (C. & N. W. CROSSING) 1.8	46.9	s 3.22	5.00 ⁷²	s 5.51	L 7.00AM		L 11.00AM	11.32	12.35 ⁹⁸	L 2.56PM	s 5.10
VOLTZ 2.5	45.1										
RICHWOOD 5.3	42.6										
REESEVILLE 5.3	37.3	3.04	4.51	f 5.36				11.24	12.27		5.00
ASTICO 3.8	32.0										
COLUMBUS 3.6	28.2	f 2.54	4.43	f 5.27				11.17 ⁹⁸	s 12.20		4.54
FALL RIVER 5.8	24.6										
DOYLESTOWN 3.4	18.8										
EAST RIO 1.4	15.4	2.41	4.30	5.15				11.07	12.09		4.45
RIO 5.0	14.0										
WYOCENA (CANAL DRAWBRIDGE) PORTAGE JCT. 1.2	9.0	2.33	4.24	f 5.08				11.01	12.04PM		4.40
PORTAGE		L 2.24AM	L 4.15AM	L 4.58AM				L 10.53AM	L 11.56AM		L 4.32PM

Nos. 6, 16, and 100 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Nos. 6, 16 and 100 register at Portage by Register Ticket.

No. 56 stops at Columbus to let off revenue passengers from La Crosse-River Division 3rd district.

No. 18 stops at Columbus for Milwaukee and Chicago revenue passengers and to let off revenue passengers from Twin Cities and beyond.

No. 18 stops at Oconomowoc Sunday only for revenue passengers for Chicago.

No. 18 stops at Oconomowoc to let off revenue passengers from Twin Cities and beyond.

No. 18 stops at stations Portage to Milwaukee to let off revenue passengers from Aberdeen and West.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	FIRST CLASS									
	14	58	306	40						
	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Sunday only						
	As	As	As	As						
MILWAUKEE 2.0	As 6.42PM	As 7.40PM	As 8.15PM	As 8.50PM						
CUT OFF 1.2										
GRAND AVENUE 2.2	6.35	7.29	8.06	8.40						
WAUWATOSA	s 6.32	f 7.25	s 8.00	s 8.36						
AIR LINE YARD 2.4										
WEST ALLIS 0.9										
GREENFIELD JCT. 4.5—3.0										
ELM GROVE 4.3	6.26	f 7.19	f 7.54	f 8.28						
BROOKFIELD 2.7	6.22	f 7.14	L 7.45PM	f 8.22						
(M. ST. P. & S. S. M. CROSS.) DUPLAINVILLE 3.4	6.20	f 7.11		f 8.18						
PEWAUKEE 4.6	6.15	f 7.07		s 8.13						
HARTLAND 2.7	s 6.11	f 7.02		s 8.06						
NASHOTAH 2.2	6.07	f 6.58		s 8.01						
OKAUCHEE 3.0	6.05	f 6.54		s 7.56						
OCONOMOWOC 5.7	s 6.01	s 6.50		s 7.51						
IXONIA 7.5	5.55	f 6.39		f 7.41						
WATERTOWN (C. & N. W. CROSSING) 1.8	L 5.46PM	s 6.30		L 7.32PM						
VOLTZ 2.5										
RICHWOOD 5.3		f 6.19								
REESEVILLE 5.3		f 6.12								
ASTICO 3.8		f 6.04								
COLUMBUS 3.0		s 5.59								
FALL RIVER 5.8		f 5.50								
DOYLESTOWN 3.4		f 5.43								
EAST RIO 1.4		5.38								
RIO 5.0		f 5.36								
WYOCENA 7.8		f 5.28								
(CANAL DRAWBRIDGE) PORTAGE JCT. 1.2										
PORTAGE		L 5.15PM								

Nos. 6, 16, and 100 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 40 stops 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. 58 stops on signal at stations east of Watertown to let off revenue passengers from points between Woodruff-Minocqua and New Lisbon.

No. 306 stops at Elm Grove to let off revenue passengers from Waukesha and beyond.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	SECOND CLASS							THIRD CLASS			
	272	368	72	96	264	266	68	394			
	Time Freight	Time Freight	Time Freight	Freight	Time Freight	Time Freight	Time Freight	Way Freight			
	Daily	Daily Except Monday	Daily Except Monday	Daily Except Sunday	Daily	Daily	Monday & Wed. only	Daily Except Sunday			
MUSKEGO YARD			A 7.20AM								
MILWAUKEE 2.0											
CUT OFF 1.2											
GRAND AVENUE 2.2		A 5.05AM	6.25								
WAUWATOSA		4.55	6.15								
AIR LINE YARD 2.4	A 3.30AM			A 6.30PM	A 6.45PM	A 12.40AM	A 4.30AM	A 6.00PM			
WEST ALLIS 0.9	3.07			5.50	6.15	12.20	3.50	5.40			
GREENFIELD JCT. 4.5—3.0	3.03			5.40	6.00	12.05AM	3.40	5.32			
ELM GROVE 4.3	2.56	4.45	6.00	5.20	5.37	11.50	3.25	5.25			
BROOKFIELD 2.7	2.46	L 4.30AM	5.55	5.05	5.29	11.40	3.10	L 5.10PM			
(M. ST. P. & S. S. M. CROSS.) DUPLAINVILLE 3.4	2.40		5.50	4.35	5.25	11.35	2.57				
PEWAUKEE 4.6	2.35		5.45	4.20	5.21	11.25	2.47				
HARTLAND 2.7	2.25		5.40	4.00	5.16	11.15	2.37				
NASHOTAH 2.2	2.18		5.37		5.13	11.05	2.31				
OKAUCHEE 3.0	2.10		5.34		5.10	11.00	2.25				
OCONOMOWOC 5.7	2.04		5.30	3.20 ¹⁰ 3.05	5.06	10.50	2.15				
IXONIA 7.5	1.53		5.20	2.55	5.00	10.35	2.00				
WATERTOWN (C. & N. W. CROSSING) 1.8	1.40		5.02 ⁴ 4.45	2.45 ⁰ 12.25	4.50	10.15	1.42 ²⁷² 1.15				
VOLTZ 2.5											
RICHWOOD 5.3	1.20		4.35	12.15PM	4.27	9.55	1.00				
REESEVILLE 5.3	1.13		4.28	11.55	4.21	9.45	12.52				
ASTICO 3.8	1.06		4.22	11.35	4.15	9.30	12.45				
COLUMBUS 3.6	1.00		4.18	11.27 ¹⁶ 8.45	4.10	9.20	12.35				
FALL RIVER 5.8	12.53		4.14	8.30	4.05	9.12	12.25				
DOYLESTOWN 3.4	12.46		4.06		3.58	9.03	12.15				
EAST RIO 1.4	12.41		4.02		3.53	8.55	12.06				
RIO 5.0	12.31		4.00		3.45	8.50	12.01AM				
WYOCENA (CANAL DRAWBRIDGE) 7.8	12.21		3.50	7.30	3.35	8.35	11.50				
PORTAGE JCT. 1.2	12.06		3.35		3.20	8.20	11.35				
PORTAGE	L 12.01AM		L 3.30AM	L 7.00AM	L 3.15PM	L 8.15PM	L 11.30PM				

Freight trains must not exceed maximum speed of 60 miles per hour except between Elm Grove and Greenfield Jct. where trains must not exceed maximum speed of 25 miles per hour.

Automatic Block Signal System is in use between a point 600 feet west of the west switch at Soldiers Home Yard, Milwaukee, and Elm Grove.

When the eastward signal at West Allis depot displays a Stop indication, in addition to complying with Automatic Block Signal rules, a trainman or the engineer must immediately communicate with the Yardmaster at Air Line Yard, Milwaukee, and receive instructions from him before proceeding.

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	Distance from Portage	Telegraph calls	Capacity in cars		FIRST CLASS							SECOND CLASS
			Sidings	Other tracks	57	17	1	55	5	101	15	263
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PORTAGE 3.1	0.0	G		Yard	L 12.23AM	L 1.46AM	L 2.37AM	L 6.30AM	L 1.33PM	L 3.34PM	L 6.07PM	L 7.00PM
SILVER 5.7	3.1											
LEWISTON 1.8	8.8			6	12.30	1.56	2.47	6.40	1.41	3.42	6.14	7.15
CHENEY 6.3	10.6											7.20
WISCONSIN DELLS 8.6	16.9	K	E 70	120	12.42	2.03	f 2.57	s 6.56	s 1.50			7.30
LYNDON 10.6	25.5	LY		35				s 7.07				7.42
MAUSTON 7.0	36.1	US	E 64	110	12.57	2.20	3.15	s 7.25	s 2.07	4.02	6.35	7.57
NEW LISBON 6.0	43.1	BN	E 118 W 86	Yard	s 1.15	s 2.34	s 3.34	s 7.43	s 2.23	s 4.11 ⁸³	6.40	8.08
(C. ST. P., M. & O. CROSSING) CAMP DOUGLAS 6.3	49.1	CD	W 50	30	s 1.30	2.42	3.42	s 7.55		4.17		8.18
OAKDALE 6.5	55.4	KD		4		2.49	3.48	s 8.04	2.33			8.28
TOMAH 3.4	61.9	CU	E 72 W 179	Yard	1.43	2.55	s 4.00	s 8.20	s 2.41			8.38
(W. END OF DOUBLE TRACK) TUNNEL CITY 2.7	65.3	CY		40	1.47	2.59	4.07	s 8.27	2.46 ⁵⁸	4.29	6.56	8.48
(E. END OF DOUBLE TRACK) RAYMORE 3.4	68.0				1.50	3.02 ⁴	4.11	8.31				8.53
CAMP McCOY 2.	71.4	MC		31			4.17	8.37	2.53			9.00
WEST CAMP McCOY 4.7	73.6		E 75	37								
SPARTA 6.6	78.3	RT	E 136 W 69	Yard	s 2.09	3.12	s 4.35	s 8.54	s 3.04	4.39	7.06	9.08
ROCKLAND 3.6	84.9			4				s 9.03				9.16
BANGOR 4.6	88.5	RN		50	2.16	3.22	4.46	s 9.10	3.12	4.45	7.12	9.22
WEST SALEM 7.0	93.1	S	E 66 W 63	28		3.28	4.51	s 9.20	3.15			9.30
(C. & N. W. CROSSING) MEDARY 1.6	100.1	WJ			2.31	3.36	4.59	9.27	3.20	4.54	7.21	9.45
(C. & N. W.-C. B. & Q. CROSSINGS) GRAND CROSSING 1.2	101.7	GC										9.51
LA CROSSE	102.9	AD		Yard	As 2.40AM	As 3.45AM	As 5.15AM	As 9.35AM	As 3.27PM	As 5.00PM	As 7.28PM	As 10.00PM

Nos. 5, 101, and 15 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Freight trains must not exceed maximum speed of 60 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Double track is in use between Portage and Tunnel City and between Raymore and La Crosse.

Automatic cab signal system is in use between Portage and La Crosse.

Automatic block system is in use between Portage and La Crosse.

Centralized Traffic Control System is in use between Raymore and Tunnel City.

Westward trains or engines about to enter the connection leading to the Third District located approximately one-half mile east of the depot at New Lisbon may apply the provisions of Rule 516 to Signal 134-3, located just east of the switch.

No. 57 does not carry passengers.

No. 1 will make flag stop at Wisconsin Dells to let off revenue passengers from Milwaukee or beyond or pick up revenue passengers for St. Paul or beyond.

WESTWARD—SECOND SUBDIVISION—EASTWARD

SECOND CLASS			TIME TABLE No. 26 February 5, 1950	Distance from La Crosse	FIRST CLASS						
83	63	69			56	4	18	16	6	58	100
Time Freight	Time Freight	Time Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily Except Monday			Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 3.00PM	L 6.35AM	L 5.00AM	PORTAGE 3.1	102.9	As 2.14AM	As 4.08AM	As 4.48AM	As 10.51AM	As 11.54AM	As 5.05PM	As 4.30PM
			SILVER 5.7	99.8							
3.15	6.50	5.15	LEWISTON 1.3	94.1	2.03	3.57	4.39	10.43	11.46	4.54	4.23
3.18	6.53	5.20	CHENEY 6.3	92.3							
3.28	7.03	5.35	WISCONSIN DELLS 8.6	86.0	f 1.55	3.50	f 4.31	10.36	11.40	s 4.46	4.17
3.40	7.15	5.50	LYNDON 10.6	77.4						s 4.33	
3.52	7.35	6.05	MAUSTON 7.0	66.8	1.36	3.33	f 4.13		11.27	s 4.18	
4.00 4.12 ¹⁰¹	7.50	6.35	NEW LISBON 6.0	59.8	s 1.28	3.27	s 4.05	10.17		4.05 ¹⁰⁰ s 3.25	s 3.57 ⁵⁸
4.20	8.05	6.50	(C. ST. P. M. & O. CROSSING) CAMP DOUGLAS 6.3	53.8	s 1.06	3.21	f 3.55	10.11	11.18	s 3.14	3.49
4.27	8.15	7.00	OAKDALE 6.5	47.5							
4.34	8.25	7.25	TOMAH 3.4	41.0	s 12.53	3.11	f 3.44			s 2.59	
4.42	8.35	7.35	(W. END OF DOUBLE TRACK) TUNNEL CITY 2.7	37.6	12.43	3.07	f 3.40	9.59	11.07	f 2.46 ⁵	3.37
4.47	8.45	7.40	(E. END OF DOUBLE TRACK) RAYMORE 3.4	34.9	12.40	3.02 ¹⁷	3.36			2.42	
4.52	8.55	7.48	CAMP McCOY 2.2	31.5	12.37					2.34	
			WEST CAMP McCOY 4.7	29.3							
5.00	9.20	8.20	SPARTA 6.6	24.6	s 12.30 ⁷²	2.50	s 3.23	9.47	s 10.55	s 2.26	3.26 ⁶⁸
5.07	9.40	8.32	ROCKLAND 3.6	18.0	12.20					2.15	
5.11	9.50	8.38	BANGOR 4.6	14.4		2.40	f 3.10	9.40	10.44	s 2.12	3.19
5.16	10.00	8.46	WEST SALEM 7.0	9.8	12.13					s 2.05	
5.33	10.20	8.56	(C. & N. W. CROSSING) MEDARY 1.6	2.8	12.06	2.29	2.59			1.57	
5.38	10.30	9.05	GRAND CROSSING (C. & N. W.-C. B. & Q. CROSSINGS) 1.2	1.2	12.04	2.27	2.57			1.55	
A 6.00PM	A 10.45AM	A 9.15AM	LA CROSSE	0.0	L 12.02AM	L 2.25AM	L 2.55AM	L 9.28AM	L 10.33AM	L 1.53PM ⁶⁸	L 3.08PM

Nos. 16, 6, and 100 must not exceed maximum speed of 100 miles per hour. Maximum speed for Class A oil burning engines on Hiawatha trains 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Freight trains must not exceed maximum speed of 60 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 56 stops at Wisconsin Dells to let off revenue passengers from north of New Lisbon, La Crosse, and beyond, or pick up revenue passengers for Milwaukee or beyond. No. 18 stops at stations La Crosse to Portage to let off revenue passengers from Aberdeen and west.

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950	STATIONS	SEE RULE 6-A	Office hours Also see page 14	SECOND CLASS				
				264	68	266	272	72
				Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
				Daily	Monday & Wed. only	Daily	Daily	Daily Except Sunday
	PORTAGE 3.1	BCKPR TWXZ	Continuous	A 2.45PM	A 9.30PM	A 7.45PM	A 11.45PM	A 3.00AM
	SILVER 5.7							
	LEWISTON 1.8		No office	2.27	9.00	7.30	11.25	2.48
	CHENEY 6.3		No office	2.24	8.55	7.26	11.20	2.45
	WISCONSIN DELLS 8.8	PW	6.00AM to 6.30PM Except Sat. & Sun.	2.17	8.40	7.05	11.10	2.35
	LYNDON 10.6	P	6.00AM to 3.00PM Except Sat. & Sun.	2.08	8.05	6.50	10.55	2.22
	MAUSTON 7.0	P	6.00AM to 6.00PM Except Sat. & Sun.	1.57	7.40	6.33	10.35	2.07
	NEW LISBON 6.0 (C. ST. P., M. & O. CROSSING.)	CHJOP IWXY	Continuous	1.50	7.15	6.20	10.15 8.45	1.50
	CAMP DOUGLAS 6.3	IVP	Continuous	1.43	6.25 ²⁶⁶ 6.05	6.10 ⁶⁸	8.25	1.37
	OAKDALE 6.5	P	7.00AM to 2.00PM Except Sat. & Sun.	1.37	5.50	6.01	8.13	1.27
	TOMAH 3.4 (W. END OF DOUBLE TRACK)	BHPWYZ	12.01AM to 4.00PM	1.30	5.30	5.50	8.05	1.17
	TUNNEL CITY 2.7 (E. END OF DOUBLE TRACK)	P	Continuous	1.25	5.10	5.45	7.58	1.10
	RAYMORE 3.4		No office	1.20	5.00	5.38	7.50	12.57
	CAMP McCOY 2.2	V	No office	1.10	4.40	5.32	7.40	12.50
	WEST CAMP McCOY 4.7	V	No office					
	SPARTA 6.6	BCHJ IPWXY	Continuous	1.00	4.20 ¹⁰⁰ 3.18	5.20	7.30	12.35 ⁵⁶ 12.20 ⁵⁶
	ROCKLAND 3.6		No office	12.45	3.07	5.04	6.45	12.08
	BANGOR 4.6	P	8.00AM to 5.00PM Except Sat. & Sun.	12.40	3.00	4.59	6.35	12.03AM
	WEST SALEM 7.0 (C. & N. W. CROSSING)	VP	8.00AM to 5.00PM Except Sat. & Sun.	12.35	2.47	4.52	6.25	11.55
	MEDARY 1.6 (C. & N. W. - C. B. & Q. CROSSINGS.)	IVP	Continuous	12.25	2.30	4.40	6.10	11.40
	GRAND CROSSING 1.2	IVP	Continuous	12.20	2.25	4.35	6.05	11.35
	LA CROSSE	BCHKOP RTWXYZ	Continuous	L 12.15PM	L 2.20PM ⁵⁸	L 4.30PM	L 6.00PM	L 11.30PM

Freight trains must not exceed maximum speed of 60 miles per hour.

YARD LIMITS AT

- Milwaukee Term's... {Extend from Milwaukee Passenger depot to 2400 feet west of switch at Grand Avenue.
Extend from Muskego Yard office to 2000 feet west of Greenfield Jct.
- Watertown..... {Extend from 10,000 feet east of passenger station to 200 feet west of west crossover switch at Voltz on the First subdivision and from passenger station to 2000 feet west of wye switch on the Third subdivision.
- Portage..... {Extend from 5000 feet east of drawbridge C-220 to 1½ miles west of the depot.
- New Lisbon..... {Extend from 6000 feet east of east switch to 4000 feet west of west switch for the First District and to 2000 feet west of west wye switch on the Third District.
- Sparta..... {Extend from 2000 feet east of east switch to 2000 feet west of facing point crossover switch leading from Second subdivision Eastward main track to Fifth subdivision main track. Fifth subdivision extend from 1600 feet west of Eastward home signal to passenger depot.
- La Crosse..... {Extend from 1 mile east of Grand Crossing to a point just west of Bridge L-4-A located about 1½ miles west of Passenger Station LaCrosse.
- Madison..... {Extend from passenger station to 2860 feet east of C. & N. W. crossing east of Yahara River on the Third subdivision and to 1200 feet west of Depot at North Madison on L. & R. Division Fourth subdivision.
- Westby..... {Extend from 1000 feet east of the east switch at Westby Jct. to 1000 feet west of west switch at Westby.
- Virequa..... {Extend from 2000 feet east of switch leading to south-eastern yard to end of main track.

THIRD SUBDIVISION—WESTWARD

11

TIME TABLE No. 26 February 5, 1950	STATIONS	Distance from Watertown	Telegraph calls	Capacity in cars		FIRST CLASS							
						Siding	Other tracks	33	29	47	23	111	27
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
								Daily Except Sunday	Daily Except Saturday & Sun.	Saturday Only	Daily Except Sunday	Daily	Sunday Only
WATERTOWN (C. & N. W. CROSSING)	7.5	0.0	WR		Yard	L 8.34AM	L 3.05 ⁴⁶ PM	L 3.16 ⁴⁶ PM	L 6.57PM	L 8.49PM	L 10.20PM		
HUBBELLTON	5.7	7.5	HU	12		8.42			7.07	8.58	10.29		
WATERLOO	3.4	13.2	WA	9	16	8.49	3.17	3.29	7.16	9.05	10.37		
MARSHALL	2.2	16.6	MA	24		8.55	3.20	3.33	7.19	9.09	10.42		
DEANSVILLE	5.8	18.8			5	8.59			7.21	9.11	10.44		
SUN PRAIRIE	4.2	24.6	SN	60	18	9.08	3.27	3.43	7.28	9.16	10.50		
BURKE	4.3	28.8			10	9.13	3.31	3.47	7.33	9.20	10.55		
(C. & N. W. CROSSING)	1.6	33.1											
BALDWIN STREET	0.8	34.7				9.23	3.37	3.54	7.40	9.31	11.05		
(C. & N. W. CROSSING)	1.1	35.5			Yard	9.30	3.43	4.02	7.46	9.35	11.09		
FRANKLIN STREET	1.1				Yard								
MADISON		36.6	RD		Yard	As 9.35AM	As 3.48PM	As 4.07PM	As 7.55PM	As 9.40PM	As 11.18PM		

THIRD SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950	STATIONS	Distance from Madison	SEE RULE 6-A	Office hours Also see page 14	FIRST CLASS				SECOND CLASS	
					28	46	14	40	432	
					Passenger	Passenger	Passenger	Passenger	Freight	
					Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	
WATERTOWN (C. & N. W. CROSSING)	7.5	36.6	BCHJKMP RVWXYZ	Continuous	As 10.59AM	As 2.55 ^{47 29} PM	As 5.45PM	As 7.30PM	A 2.15PM	
HUBBELLTON	5.7	29.1		8.00AM to 5.00PM Except Sat. & Sun.	10.51	2.47	5.37	7.21	1.50	
WATERLOO	3.4	23.4		8.00AM to 5.00PM Except Sat. & Sun.	10.45	2.42	5.30	7.12	1.30	
MARSHALL	2.2	20.0		8.00AM to 5.00PM Except Sat. & Sun.	10.40	2.39	5.24	7.07	12.45	
DEANSVILLE	5.8	17.8		No office	10.38	2.37	5.21	7.04	12.15PM	
SUN PRAIRIE	4.2	12.0		8.00AM to 5.00PM Except Sat. & Sun.	10.32	2.32	5.14	6.57	11.45	
BURKE	4.3	7.8		No office	10.28	2.28	5.08	6.52	11.00	
(C. & N. W. CROSSING)	1.8	3.5	M	No office						
BALDWIN STREET	0.8	1.9	X	No office	10.18	2.19	4.58	6.42	10.45	
(C. & N. W. CROSSING)	1.1	1.1	JVX	No office	10.16	2.15	4.56	6.40	10.40	
FRANKLIN STREET	1.1		BCJKRT VWXYZ	Continuous	L 10.10 ⁴³² AM	L 2.10PM	L 4.51PM	L 6.35PM	L 10.30 ²⁸ AM	
MADISON		0.0		Continuous						

Between Watertown and Madison passenger trains must not exceed maximum speed of 75 miles per hour — other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Double track is in use between Franklin Street and Madison.

Watertown is a register station only for trains starting or terminating at that station and such trains may register by register ticket when not displaying signals for a following section.

No. 111 stops at Waterloo and Sun Prairie to let off revenue passengers from Milwaukee and beyond.

No. 47 stops at Marshall and Sun Prairie to let off revenue passengers from Milwaukee and beyond.

No. 14 stops at Marshall to pick up revenue passengers for Chicago.

No. 28 stops on signal at Sun Prairie to pick up revenue passengers for Milwaukee and beyond.

FOURTH SUBDIVISION—WESTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	Distance from Madison	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office hours Also see page 14	FIRST CLASS		THIRD CLASS				
			Sidings	Other tracks			701	711	797				
							Passenger	Passenger	Freight				
MADISON	0.0				BCHJKRTV WXZ	Continuous	L 2.00PM	L 10.30PM	L 10.45AM				
FRANKLIN STREET (C. & N. W. CROSSING)	0.8			Yard	JVX	No office	s 2.07	s 10.35	10.55				
BALDWIN STREET (C. & N. W. CROSSING)	1.9				X	No office	2.09	10.37	10.53				
(C. & N. W. CROSSING)	2.1				X								
(C. & N. W. CROSSING)	2.5				MX								
NORTH MADISON	5.3		71		X		f 2.17	f 10.45	11.30				
DARWIN	7.1					No office							
WINDSOR	11.4		28			No office	s 2.28	s 10.54	11.45				
DE FOREST	13.3	DE	33	25		6.15AM to 3.15PM Except Sat. & Sun.	s 2.32	s 10.58	11.55				
MORRISONVILLE	15.7	MY	23			6.15AM to 3.15PM Except Sat. & Sun.	s 2.36	s 11.03	12.05PM				
ARLINGTON	20.3	RG	13	40		6.00AM to 3.00PM Except Sat. & Sun.	s 2.45	s 11.12	12.45				
POYNETTE	24.5	PN	25	20	W	6.00AM to 3.00PM Except Sat. & Sun.	s 2.52	s 11.20	1.15				
MANLEY	32.1				Y								
(CANAL DRAWBRIDGE) PORTAGE JCT.	35.6				LJX	No office	3.11	11.39	2.00				
PORTAGE	36.8	G		Yard	BCHKRTWXZ	Continuous	As 3.15PM	As 11.45PM	A 2.30PM				

FOURTH SUBDIVISION—EASTWARD

TIME TABLE No. 26 February 5, 1950 STATIONS	Distance from Portage	FIRST CLASS		SECOND CLASS								
		718	700	798								
		Passenger	Passenger	Freight								
MADISON	36.8	As 8.05AM	As 6.00PM	A 10.00AM								
FRANKLIN STREET (C. & N. W. CROSSING)	35.7	s 7.55	s 5.52	9.40								
BALDWIN STREET (C. & N. W. CROSSING)	34.9	7.48	5.48	9.35								
(C. & N. W. CROSSING)	34.7											
(C. & N. W. CROSSING)	34.0											
NORTH MADISON	31.5	f 7.41	f 5.40	9.20								
DARWIN	29.7											
WINDSOR	25.4	s 7.29	5.25	9.05								
DE FOREST	23.5	s 7.26	s 5.21	9.00								
MORRISONVILLE	21.1	s 7.20	s 5.17	8.40								
ARLINGTON	16.8	s 7.13	s 5.10	8.25								
POYNETTE	12.3	s 7.03	s 5.01	8.05								
MANLEY	4.7											
(CANAL DRAWBRIDGE) PORTAGE JCT.	1.2	6.45	4.43	7.20								
PORTAGE	0.0	L 6.40AM	L 4.40PM	L 7.15AM								

Passenger trains must not exceed maximum speed of 40 miles per hour—other trains 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

F-6 engine may be operated on football specials over Portage-Madison line, must not exceed 40 MPH, subject to speed restrictions due to curvature and other timetable rules and special instructions.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

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SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Sparta	TIME TABLE No. 26 February 5, 1950			Distance from Viroqua	SEE RULE 6-A	Office hours Also see page 14	THIRD CLASS		
957	955	655	Sidings	Other tracks			STATIONS	SEE RULE 6-A	Office hours Also see page 14				958	658	960
Mixed Tuesday and Saturday only	Mixed Saturday only	Mixed Daily Except Sat. and Sun.										Mixed Saturday only	Mixed Daily Except Sat. and Sun.	Mixed Tuesday and Saturday only	
	L 9.00AM	L 9.00AM		Yard	RT		SPARTA 2.5	34.5	BCHJPR WXY	Continuous		As 1.55PM	As 12.30PM		
						2.5	(C. & N. W. CROSSING) 3.2	32.0	MX	No office					
	f 9.08	f 9.08				5.7	LEON 6.5	28.8		No office		f 1.40	f 12.15		
	s 9.25	s 9.25		19	MA	12.2	MELVINA 6.5	22.3		No office		s 1.24	s 12.01PM		
	s 9.45	s 9.45	25	15	Z	18.7	CASHTON 3.4	15.8		8.00AM to 5.00PM Except Sat. & Sun.		s 1.10	s 11.45		
	f 9.52	f 9.52				22.1	NEWRY 4.3	12.4		No office		f 12.56	f 11.30		
L 12.35PM	10.02	10.02				26.4	WESTBY JUNCTION 0.5	8.1	JX	No office		12.47	11.19	As 10.35AM	
As 12.40PM	As 10.10AM	s 10.10	23	Yard	WS	26.9	WESTBY 7.6	7.6	X	7.45AM to 4.45PM Except Sat. & Sun.		L 12.45PM	s 11.15	L 10.30AM	
		As 10.30AM		Yard	Q	34.5	VIROQUA	0.0	RTWX	8.00AM to 5.00PM Except Sat. & Sun.		L 11.00AM			

Passenger trains must not exceed maximum speed of 35 miles per hour—other trains 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Westby Jct.	TIME TABLE No. 26 February 5, 1950			Distance from Chaseburg	SEE RULE 6-A	Office hours Also see page 14	THIRD CLASS	
955	Mixed Tuesday and Saturday only	Sidings	Other tracks			STATIONS	SEE RULE 6-A	Office hours Also see page 14				958	Mixed Tuesday and Saturday only
L 10.35AM					0.0	WESTBY JCT. 10.5	15.7	JX	No office			As 12.35PM	
s 11.04		28	15	CV	10.5	COON VALLEY 5.2	5.2	W	8.00AM to 5.00PM Except Sat. & Sun.			s 12.15PM	
As 11.25AM		21	9	OB	15.7	CHASEBURG	0.0	RT	8.00AM to 5.00PM Except Sat. & Sun.			L 11.50AM	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

**F. W. KRUGER,
F. H. RYAN,
D. B. ELDER,
T. L. KEEGAN,**

**R. E. BECK,
F. J. WURM,
J. B. DALY,
V. D. ROBERTS,**

TRAIN DISPATCHERS.

**J. C. MEYER,
CHIEF DISPATCHER.**

**J. T. HAYES,
T. E. WITT,
TRAINMASTERS.**

PORTABLE TELEPHONES ON TRAINS.

Nos. 1 and 4 located in head end, baggage dormitory car.
Nos. 5, 6, 100, and 101 P. and B. car clothes locker, cond'r's room. Nos. 17 and 18 located in baggage car.
Nos. 15 and 16 located in locker in baggage end of baggage-dormitory car.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY HOURS	SUNDAY HOURS	HOLIDAY HOURS
Wauwatosa	.....	7:40 PM to 9:40 PM	.....
Elm Grove	.....	.....	7:30 AM to 10:30 AM
Wis. Dells	{ 10:30 A. M. to 6:30 P. M.	{ 6:00 AM to 9:00 AM 10:30 AM to 6:30 PM	{ 6:00 AM to 9:00 AM 1:30 PM to 4:50 PM
Lyndon	.....	.....	6:00 AM to 9:00 AM
Mauston	{ 10:00 AM to 6:00 PM.	{ 6:45 AM to 9:45 AM 10:00 AM to 6:00 PM	{ 6:45 AM to 9:45 AM 1:30 PM to 4:30 PM
Hubbellton	.....	.....	8:00 AM to 11:00 AM

DISPATCHER	Hartland	In booth on first pole west of scale house.
TELEPHONES:	East Rio	In pump house.
	Wisconsin Dells	In freight office.
	Tomah	In scale house.
	Camp McCoy	In booth at crossover.
	West Camp McCoy	In booth on pole at crossover switch.
	North Madison	In booth on pole at area switch.
	Madison, Baldwin Street	In booth on telegraph pole at crossover between Watertown & Portage Lines.
	Manley	In booth on pole near switch.
	Windsor	In depot.
	OTHER TELEPHONES:	West Allis	On pole opposite depot, connected with Air Line Yard.
Wauwatosa		On pole east end depot Mid-city switch, Manigold Crossing at Badger Paint Co. in box on pole connected with Brookfield and Grand Avenue.
Kenyon		At County Building switch, west of Wauwatosa, connected with Brookfield and Grand Avenue Tower.
Brookfield		Inside baggage room, connected with Grand Avenue and Oconomowoc.
Brookfield		At the switch east of depot.
Elm Grove		Air line Switch in booth, connected with Brookfield & Grand Avenue Tower.
Pewaukee		At crossover 700 feet east of Oakton Ave. crossing connected with Brookfield, Duplainville and Oconomowoc.
Hartland		In baggage room, connected with Brookfield, Duplainville & Oconomowoc.
Okauchee		In east waiting room depot connected with Brookfield, Duplainville and Oconomowoc.
Ixonia		In depot waiting room, connected with Oconomowoc and Watertown.
Watertown, Third St.		In booth outside flagman's shanty, connected with Oconomowoc & Watertown
Watertown, Washington St.		In booth on pole across from section shanty, connected with Oconomowoc and Watertown.
Watertown, Milford St.		In booth in flagman's shanty, connected with Watertown and Oconomowoc.
Watertown, Humboldt St.		On telegraph pole connected with Watertown, Ixonia and Oconomowoc.
Watertown		In booth on post at Bull Moose crossing west of Watertown.
Columbus Sid. W. of Watertown.		At remote control shanty at switch, connected with Watertown and Portage.
Voltz		In booth on pole at east siding switch.
Voltz		In shanty at west switch, connected with Watertown and Portage.
Richwood Depot		Connected with Watertown and Portage.
Reeseville		In booth on post between crossover switches.
Reeseville		Freight house in booth, connected with Watertown and Portage.
Columbus		In baggage room.
Columbus		East end of eastward siding connected with operators at Portage & Watertown
East Rio		In pump house connected with Portage and Watertown.
Rio		In baggage room connected with Portage-Watertown and Oconomowoc.
Portage Jct. East Home Signal		Connected with Portage operator on yard phone line.
Portage Jct. West Home Signal		Connected with Portage operator on yard phone line.
Portage		York Mills, shanty, connected with Portage operator on yard phone line.
Portage		East end of passenger platform in shanty, connected with Portage operator on yard phone line.
Portage		West end switch, in shanty, connected with Portage operator on yard phone line.
Portage		West Yard, in shanty, connected with operator Portage on yard phone line.
Portage		In booth on pole 1 1/4 miles west Portage depot.
Portage		In engineer's shanty just south of coal shed connected with Portage operator on yard phone line.
Portage		In booth at eastbound home Signal 92-2 at west end of yard connected with operator at Portage.
Lewiston		In booth on pole, connected with Portage and New Lisbon.
Cheney		On pole opposite station sign connected with Portage and New Lisbon.
Wisconsin Dells		In booth at west end of freight depot.
Round Bluff		Near crossing in box on pole.
Mauston		In baggage room.
New Lisbon		In booth on pole opposite No. 1 track switch, connected with New Lisbon, Camp Douglas and Portage.
		In booth on pole at head room track switch.
Tunnel		In booth at overhead bridge west of the tunnel, connected with Tunnel City.
Tomah		In men's waiting room connected with Tunnel City.
Raymore		In shanty, also in box on eastward home signal connected with Tunnel City.
Camp McCoy		In booth at crossover, connected with Camp McCoy and Tunnel City.
West Camp McCoy		In booth on pole at crossover switch, connected with Camp McCoy, Tunnel City and Sparta.
Sparta		In booth on pole at crossover and at eastward home signal about two miles west of Sparta, connected with Sparta.
Rockland		In office connected with Sparta and Bangor.
Bangor		In freight room connected with Grand Crossing and Sparta.
West Salem		In baggage room, at depot.
3 miles East of Medary	In booth on pole.	
Burke	In shanty.	
Burke Pit	In booth on pole west switch.	
North Madison	In depot.	

} Connected with
Sun Prairie and Madison.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

LOCATION	NAME	RESIDENCE AND PHONE	OFFICE AND PHONE
Chicago	§†Dr. A. R. Metz, Chief Surgeon	Wesley Memorial Hospital, 240 E. Superior St.	DElaware 7-6500
		Union Station	CEnteral. 6-7600
Chicago	§†Dr. R. Householder	Wesley Memorial Hospital, 240 E. Superior St.	DElaware 7-6500
	Ass't. Chief Surgeon	Union Station	CEnteral. 6-7600
Chicago	§†Dr. Stephen Chase	Wesley Memorial Hospital, 240 E. Superior St.	DElaware 7-6500
	Ass't. to Chief Surgeon	Union Station	CEnteral. 6-7600
Chicago	*Dr. Virgil Wescott, Oculist	30 North Michigan Ave.	DEarborn 2-3127
Chicago	Dr. L. F. McBride, Aurist	122 So. Michigan Ave.	WAbash 2-2272
Chicago	Dr. H. A. Hooper, Dentist	53 E. Washington St.	STATE 1-0509
Milwaukee	§†Dr. Irwin Schulz, M.D.	8210 Warren Ave. Blumound. 8-0565	208 E. Wisconsin Ave., Suite 1149. DALy 8-4431
Milwaukee	§†Dr. P. F. Hausman	2374 N. 101 St. Bl. 8-6212	208 E. Wisconsin Ave., Suite 1149. DALy 8-4431
Milwaukee	§*Dr. R. P. Sproule, Oculist		208 E. Wisconsin Ave. DALy 8-3873
Milwaukee	Dr. F. D. Murphy		
	Medical Consultant	610 Honey Creek Parkway Blue Mound 8-3210	536 West Wisconsin Ave. Marquette 8-1188
Pewaukee	Dr. L. W. Egloff	509 Park Ave.	2123 110 W. Wisconsin Ave. 2121
Oconomowoc	*Dr. J. F. Wilkinson	731 Lake Road	172 Wilkin Clinic, 114 East Wisconsin Ave. 33
Watertown	*Dr. L. W. Nowack	519 Main St.	154 519 Main St. 144
Watertown	*Dr. A. C. Hahn	401 5th St.	87 114-4th St. 1000
Waterloo	Dr. Carl W. Schmidt		244 Waterloo 246
Sun Prairie	Dr. Leo W. Peterson	153 North Street	76 215 East Main Street 71
Madison	†Dr. James A. Jackson	Fox Bluff	Gifford. 6820 Jackson Clinic, 16 So. Henry St. 5-6731
Madison	Dr. C. K. Schubert, Oculist	201 Virginia Tr'ce	Badger. 1105 No. 1 So. Pinckney St. 6-8266
Columbus	*Dr. J. A. Mudrock	434 So. Charles St.	164-R 208 So. Ludington St. 164-W
Columbus	Dr. John F. Poser, Asst.	348 So. Dickinson Blvd.	128 104 South Ludington St. 143
Portage	†Dr. E. F. Tierney	416 W. Conant St.	788 Hotel Raulf Bldg., Corner W. Wis. & Cook St. 600
Portage	†Dr. C. W. Henney	805 Prospect Ave.	117 Hotel Raulf Bldg., Cor. Wis. & Cook St. 600
Portage	†Dr. S. E. Taylor	116 E. Pleasant St.	789 303 DeWitt Street 65
Portage	†Dr. W. A. Taylor	212 W. Howard St.	95 Graham Block, Corner Cook & DeWitt. 65
Portage	†Dr. James W. Macgregor	532 W. Wisconsin Street	1018 317½ DeWitt Street 27
Portage	Dr. John P. Harkins, Oculist	110 E. Conant St.	524 1st Nat'l Bank Bldg. 524
Poynette	Dr. W. J. Focke	(Hudson & Lincoln St.)	N. W. Tel. Co. 3 (Hudson & Lincoln St.) N. W. Tel. Co. 3
		(Hospital. Farmers Mutual.	2 (Hospital. Farmers Mutual. 2
Poynette	Dr. Donald J. Stevenson		173 Poynette 3
Wisconsin Dells	Dr. J. H. Houghton	814 Elm St.	318 Kilbourn Co-op. Exch. Bldg., Wash. Ave. 118
Mauston	Dr. W. T. O'Brien	State St.	236 State St. 236
New Lisbon	*Dr. B. Starnes	Orange Road	138 New Lisbon State Bank Bldg. 79
Tomah	*Dr. Leo G. Scheurich	604 Kilbourn Ave.	20V 1100½ Superior Ave. 20
Tomah	Dr. C. E. Kozarek	405 Cady Ave.	380M 1015½ Superior Ave. 480-W
Sparta	Dr. H. H. Williams, Jr., Assistant	302 Spring Street	3322 113 So. Water St. 201
Westby	Dr. C. M. Strand	101 W. Park Street	40 110 S. Main Street 7
Viroqua	Dr. Lars Gullbrandsen	243 W. Maple St.	239 238
La Crosse	†Dr. J. F. Egan	134 So. 14th St.	212 508 Batavian Bank Bldg., 319-21 Main St. 200
La Crosse	Dr. F. A. Douglas, Oculist	1327 Main St.	2274J 303-5-7 State Bank Bldg., Cor. 4th & Main St. 2254-J
La Crosse	Dr. S. Gundersen	218 So. 14th St.	545 1836 South Ave. 3500
La Crosse	Dr. M. McGarty	109 So. 14th St.	86 509 State Bank Bldg., Cor. 4th & Main St. 105
La Crosse	Dr. Gerard I. Uhrich	134 So. 14th St.	3153-J 508 Batavian Bank Bldg., 319-21 Main St. 200
La Crosse	Dr. James C. Fox	527 No. 24th Street	181 319 Main St. 200

†Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion, or re-examination.

*Indicates surgeons equipped to conduct physical examinations of employees for re-examination only.

§Indicates Salaried company surgeons who should be used whenever possible.

TONNAGE RATINGS

STATIONS (Westward)	S2 Eng.	L3 Eng.	L2 Eng.
Milwaukee to Brookfield	3850	2950	2600
Milwaukee to Portage (Pusher Milwaukee to Brookfield)	5500	4000	3500
Portage to Sparta (Pusher Tomah to Tunnel City)	5300	4000	3300
Sparta to LaCrosse	6500	4500	3500
Tomah to Sparta (Without pusher)	3800	2850	2400
(Eastward)			
LaCrosse to Tomah (Pusher Sparta to Tunnel City)	5300	4000	3400
Sparta to Tomah (Without pusher)	3200	2000	
Tomah to Portage	6000	4400	
Portage to Watertown	5500	4000	3400
Watertown to Milwaukee	6000	4400	3750

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

WATCH INSPECTORS

LOCATION	STREET ADDRESS	NAME
Milwaukee	332 W. Wisconsin Ave.	H. Hammersmith
Milwaukee	3524 W. National Ave.	J. Grandlich
Milwaukee	1116 W. National Ave.	Rudolph R. Koch
Milwaukee	2369 S. Kinnickinnic Ave.	M. H. Klopff
Oconomowoc	109 No. Main St.	W. F. Notbohon
Watertown	13 Main St.	W. Wiggerhorn & Son
Portage	124 W. Cook St.	W. H. Maloney
Madison	330 State St.	Ray W. Nelson
Madison	9 West Main St.	E. W. Parker, Inc.
New Lisbon	Bridge Street	W. S. Sargent
Tomah	1011 Superior Ave.	James S. Langwill
Sparta	112 So. Water St.	Hoag Bros.
La Crosse	1213 Caledonia St.	Pauls Jewelry Store
La Crosse	429 Main St.	Glyn Cremer

SPECIAL INSTRUCTIONS

17

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end lights will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employes are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-5 When, for any reason, adjustment is necessary to a draw bar, 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 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-6 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, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer 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 engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-7 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-8 When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G-9 Employes must not step on track rails nor other similar objects when it can be avoided.

G-10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G-12 Employes are prohibited from riding:

"On engine footboards or pilot steps between engine and car when cars are being pushed.

"On leading footboard or pilot steps while coupling engine to cars.

"On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

"On ends of cars containing lading which may shift.

"On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

"On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

"In the gangway of engine."

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-16 All 44-ton Diesel Engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel Engine must be placed behind the pusher. When there is a 44-ton dead Diesel Engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel Engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

"Diesel power units 600 and 1000 H. P. Switchers, 4½ inches, all other Diesel Engines and Gas-Electric Motor cars, 3 inches."

When operating through water under own power, controller should be in Series position.

G-17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G-18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coup-

led to or be moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G-22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G-23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station, location of control station will be designated by special instructions.

(d) Trains or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of CTC territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flag-

man, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

- (i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.
- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control switches are located at Interlocking in CTC territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-25 Diesel or Electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Disel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider, except a rider is not required for Gas-Electric or Diesel Engines.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G-26 Gas-Electric Motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G-27 Dead engines must not be hauled backward in train if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G-28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G-29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment

Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale test cars, on Branch Lines 20, on Main Line	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 Engines (on divisions or portions of divisions where authorized to be used)	50
S-2 and S-3 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than (Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1663 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1663 inclusive ..	40
All 44-ton Diesel engines	
When moved dead in train	25
When under own power	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossings. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings a restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G-34 (A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.

G-40 When two or more Diesel engine units are coupled together, the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The number and suffix letter of the leading unit only to be used in train orders.

X-1 Trains handling steam derricks must not exceed the 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.

Between	On Tangent Track	On Curves
Milwaukee and La Crosse	40 MPH	25 MPH
Watertown and Mile Post 4 on Third Sub-Division	35 MPH	20 MPH
Mile Post 4 and Madison on Third Sub-Division	15 MPH	10 MPH
Portage and Madison	15 MPH	10 MPH
Sparta and Viroqua	15 MPH	10 MPH
Westby Jct. and Chaseburg	10 MPH	5 MPH

Trains handling steam derrick X-17 which is the new 200-ton crane located at Milwaukee, must not exceed 15 miles per hour passing over Arnold Avenue subway between the Air Line and West Allis. 15 MPH over Bridge C-94½ located 0.7 mile west of Watertown. Must not be handled over Bridge C-94½ on eastward passing track Watertown. 15 MPH over Bridge C-182½ located 0.4 mile east of MP 165 between Rio and Wyocena.

X-2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds must 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 the 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.

Between	On Tangent Track	On Curves
Milwaukee and La Crosse	40 MPH	25 MPH
Watertown and Mile Post 4 on Third Sub-Division	35 MPH	20 MPH
Mile Post 4 and Madison on Third Sub-Division	15 MPH	10 MPH
Portage and Madison	15 MPH	10 MPH
Sparta and Viroqua	15 MPH	10 MPH
Westby Jct. and Chaseburg	10 MPH	5 MPH

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except those turnouts laid with long frogs and designated by Special Rule or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Location of turnouts laid with long frogs:

Station	Location
Wauwatosa	Crossover opposite the depot.
Elm Grove	Air Line connection.
Elm Grove	Crossover west of the depot.
Brookfield	Long crossover east of depot.
Brookfield	West turnout of westward siding.
Brookfield	Crossover west of the depot.
Duplainville	Crossover at the interlocking.
Pewaukee	Crossover near the old freight house.
Hartland	Crossover east of the depot.
Oconomowoc	Crossover near the freight house.
Ixonia	Crossover east of the depot.
Watertown	Crossover east of river.
Watertown	Crossover east of depot.
Watertown	East turnout of eastward siding.
Voltz	West turnout of westward siding.
Lyndon	Crossover west of depot.
Mauston	Crossover east of depot.
New Lisbon	West end of westward siding.
Tunnel City	End of double track.
Raymore	End of double track.
Camp McCoy	Crossover west of depot.
W. Camp McCoy	Crossover east of depot.
Sparta	West turnout of westward siding.

Sparta Remote controlled crossover from eastward main track to Fifth Subdivision.
Medary Crossover opposite tower.
Grand Crossing Crossover opposite tower.

X- 3 (A) All spring switches are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. (See special instruction G-34.)

X- 4 Interlocked railroad crossings.

Location	Other		
	Hiawatha Trains	Passenger Trains	Freight Trains
Grand Avenue	35 m.p.h.	35 m.p.h.	25 m.p.h.
Duplainville	80 m.p.h.	70 m.p.h.	50 m.p.h.
Watertown	35 m.p.h.	35 m.p.h.	35 m.p.h.
Portage Jct	50 m.p.h.	50 m.p.h.	25 m.p.h.
Camp Douglas	70 m.p.h.	70 m.p.h.	45 m.p.h.
Medary	70 m.p.h.	70 m.p.h.	45 m.p.h.
Grand Crossing	50 m.p.h.	50 m.p.h.	25 m.p.h.

X- 5 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

FIRST AND SECOND SUBDIVISIONS

X- 6 Speed restrictions (in addition to general speed restrictions).

At Milwaukee, trains and engines must not exceed 12 miles per hour between the passenger depot and North Plankinton Avenue.

Eastward trains or engines, including transfers, about to enter the freight yard at Milwaukee through Cut Off may apply the provisions of Rule 516 to signal 2-0 located just west of the connection into the freight yards.

Between Milwaukee and Grand Ave., trains will not exceed 35 miles per hour over crossing at 13th Street, and 20 miles per hour on curve at 8th Street.

At Wauwatosa, trains must not exceed 35 miles per hour between east city limits and Main Street.

No. 55 will not exceed a speed of 30 MPH through Pewaukee while dispatching mail.

At Portage, trains must not exceed 40 miles per hour between the switches of the yard.

At Raymore, the speed of eastward trains must not exceed 50 miles per hour. Westward trains, when moving against the current of traffic, must not exceed 25 miles per hour through the turnout.

Class S-2 and S-3 engines must not exceed 70 miles per hour when hauling a train nor 45 miles per hour when running light.

The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour on First and Second Sub-Divisions.

X6A Eastward trains or engines moving over the eastward track over Copeland Avenue at La Crosse will be governed by signal indications, and eastward trains moving over other tracks will not move over Copeland Avenue until they receive a hand signal from the operator at Copeland Avenue.

X- 7 In Automatic Block Signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X- 8 Within the yard limits of Milwaukee, the officials of the Milwaukee Terminal Division have jurisdiction.

X- 8 (A) Trains or engines approaching the passenger station at Milwaukee from the west must stop at the illuminated stop sign located 300 feet west of the Sixth Street viaduct, unless proceed signal is given by the Switchtender at Fifth Street.

Trains or engines leaving passenger station at Milwaukee will not proceed unless proceed signal is given by the Switchtender at Second Street and Fifth Street.

X- 8 (B) At Milwaukee, eastward freight trains and engines that are to enter the yard at the Cut-off will be governed by a light signal located on the overhead pass at 36th Street.

When a yellow light is displayed, eastward freight trains and engines may proceed to Cut-off to enter the yard. When no light is displayed, eastward freight trains and engines must stop west of 36th Street and remain until yellow light is displayed, or permission to proceed is received from Switchtender at the Cut-off.

Telephone for communication with Switchtender at Cut-off is located at the crossing flagman's shanty at 30th Street.

If for any reason eastward freight trains or engines are stopped west of the signal, the head man will immediately go to the telephone and ascertain from switchtender at the Cut-off when movement can be made.

X- 9 Train orders for movements between Milwaukee and Grand Avenue will be issued over the signature of the superintendent of the L&R Division.

X-10 When extra trains are run to Milwaukee or Cut Off, the train order must read "Via Wauwatosa" or "Via West Allis."

X-11 Within the City Limits of Milwaukee, enginemen will not sound the whistle except when necessary to prevent injury to persons or damage to property, or when necessary to warn or signal employes or the public. The bell must be rung continuously when train or engine is moving within city limits.

At Oconomowoc, the steam whistle must not be sounded within the city limits except in case of emergency and to prevent an accident.

At Wisconsin Dells, the whistle must not be sounded between the whistle posts located on either side of the highway crossing 0.8 mile east of the depot except in case of emergency and to prevent an accident. Signal 14(1) given by trains for this crossing must end at the whistle post 80 rods from the crossing.

X-13 At Duplainville, a light will not be displayed on train order signal until interlocking route is lined for movement of a train.

X-14 At Brookfield, Rule 83(B) does not apply to eastward trains when operators are not on duty.

X-15 All La Crosse and River Division eastward second and inferior class and extra trains may run ahead of No. 306 and No. 308.

X-16 At Brookfield, the eastward train order signal located on the Madison Division, governing eastward movements off the Madison Division, will be controlled from Brookfield during the hours that office is open and from Grand Avenue during the hours Brookfield is closed.

When this signal indicates "Proceed" as per Rule 200-C, eastward trains off the Madison Division may run ahead of eastward first class trains Brookfield to Grand Avenue. The operators at Brookfield and Grand Avenue must not display the Proceed indication of this signal without instructions from the train dispatcher of the La Crosse and River Division.

X-17 At Watertown, the train order signal governs First Sub-division trains only and Rule 83 (B) does not apply to eastward first-class trains entering the First Sub-division from the Third Sub-division if the train order signal indicates Proceed as per Rule 200-C.

X-18 At Watertown trains and engines moving with the current of traffic will reduce speed when passing the Approach signal and will approach the Home signal prepared to stop and when the Home signal displays a Proceed-indication may proceed over the C.&N.W.Ry. crossing. The lower arm or light of the westward signals governs movements from the westward to the eastward main track through the hand-operated crossover located just east of the crossing. Dwarf signals govern movements against the current of traffic. The Dwarf signal located on the south side of the Third Sub-Division main track, governs eastward movements on that track. When the Dwarf signals display a Proceed-indication, trains or engines may proceed over the crossing at a speed of not in excess of 15 MPH.

The normal position of the crossing gates is against movements on the C.M.St.P.&P.R.R. To line the gates for a movement on the engine house lead, the Master gate, which is located on the west side of the crossing, must be swung over and at right angles to the C.&N.W.Ry. tracks. Trains or engines on the engine house track must come to a stop (regardless of the position of the gates) and the gates must not be swung nor the crossing occupied until any train or engine approaching on the C.&N.W.Ry. track has either passed over the crossing or has come to a stop. Trains or engines on the engine house lead must wait 3 minutes after the gates are swung before proceeding over the crossing.

At Watertown, whistle must not be sounded within city limits except in case of emergency.

X-19 At Portage Jct. a derail, pipe connected and arranged to operate in conjunction with the interlocked switch in the westward main track. In case it is necessary to make movement through the interlocking on authority of the operator and under flag protection, the derail in addition to the switch must be examined to make sure that it is in proper position before movement is made.

X-20 At Portage, the light indicating the position of the switch of the track leading to freight house is located on a bracket under eaves on track side of depot.

X-21 At Portage, eastward Automatic Block signal 92-2, located approximately 3000 feet west of the depot, has three arms; the upper arm or light is an Automatic Block signal, the two lower arms or lights are Routing signals. The middle arm or light governs movements from the eastward to the westward main track through the hand-operated crossover located approximately 500 feet east of the signal. The lower arm or light governs movements from the eastward main track to the yard through the hand-operated crossovers located approximately 500 and 750 feet east of the signal. The movements through the crossovers must be made at restricted speed.

X-22 At Portage, the train order signal applies only to first class trains operating through, in either direction, between the first and second subdivisions and Rule 83 (B) does not apply to such trains if the train order signal indicates Proceed as per Rule 200-C.

X-23 Manually controlled crossing signals, to be used for switching movements, are located at:

Oconomowoc,	at Wood St.
	at Lapham St.
	at Concord Rd.
Columbus,	at Spring St.
	at Birdsey St.
Bangor	at Dutch Creek Road
West Salem	at Mill St.
	at Leonard St.

See Rule 103(C).

X-24 C.T.C. between Tunnel City and Raymore is controlled by the operator at Tunnel City under the direction of the Train Dispatcher at La Crosse.

Special Instructions G-23 in conjunction with Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory with the following additions:

Westward trains approaching Tunnel City and eastward trains approaching Raymore must not foul nor enter onto the single track territory unless the governing signal displays a Proceed-indication or unless authority in the form of train order card is obtained from the operator at Tunnel City.

In the event the governing signals can not be changed to display a Proceed-indication for an eastward train and the main track is unoccupied between Tunnel City and Raymore and there is no reason known for holding the train at Raymore, an eastward train may be authorized by train order card Form TO-1 by telephone to the conductor at Raymore to run to Tunnel City with right over all trains. In the event the governing signals for westward trains at Tunnel City can not be changed to display a Proceed-indication and the 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 Raymore by a delivery of train order card Form TO-2 to the conductor of the westward train.

When any of the signals display a Stop-indication or a Stop then Proceed at Restricted Speed indication, a train may proceed only on authority from the operator at Tunnel City and at restricted speed expecting to find a broken rail, obstruction, or switch not properly lined. Telephones for communicating with the operator at Tunnel City are located at each signal on the single track and at the switch at Raymore. Indication of the signal governing westward trains on the eastward track at Raymore must not be accepted as authority for moving against the current of traffic; train orders are also required.

AUTOMATIC BLOCK AND CAB SIGNAL SYSTEM

X-25 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 observance of Automatic Block, Interlocking or other signals and rules governing them, except as provided for in Section (e).

(a) A green light displayed in the Automatic Cab signal indicator indicates Proceed.

(b) A yellow light in the Automatic Cab signal indicator indicates Prepare to stop at next signal. Trains exceeding medium speed, must immediately reduce to that speed.

(c) A red light in the Automatic Cab signal indicator indicates Prepare to stop—expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(The above indications do not apply when moving in non-automatic cab signal territory or against the current of traffic.)

(d) When the Automatic Cab signal indicator changes to a more restrictive indication, the engineer must immediately control the train in accordance with the cab signal indication.

(e) 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.

(f) Any indication of Automatic Cab signal inconsistent with wayside signals, or failure of the cab signal whistle to function promptly, 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 3 consecutive blocks where the wayside signals display Proceed-indication during which time a red light is displayed continuously by the cab signal indicator, the train may proceed under authority of the wayside signals at medium speed to the 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 Automatic Cab Signal system territory with cab signals cut out, the fireman must be so advised and such additional precautions must be taken as conditions may require.

(g) The opening of switches and derails operate to cause Automatic Cab signals of approaching trains to display restrictive indication. Trainmen and others must guard against any unnecessary restrictive speed indication.

(h) If engineer takes charge of locomotive enroute in Automatic Cab Signal territory, he shall know whether or not the device is in service.

X-26 Track Restrictions as to various classes of power.

Tomah engines must not use track known as Old Valley Passing Track.

C-2 or larger engines must not be used on the following tracks:

WATERTOWN	Brick track. Perfection Table Slide. Watertown Grocery Co. East Side industrial tracks and West Side industrial tracks.
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L-2 or larger engines must not be used on the following tracks:

WAUWATOSA	All tracks except the siding and house track from main track to freight house.
HARTLAND	Gravel Pit track.
WATERTOWN	Malt House. Cities Service. Van Camps. G. B. Lewis Co.
PORTAGE	Sand Pit track west of Portage.
TOMAH	Old bunk car field south of highway crossing. Old Valley siding. New Coach yard.
SPARTA	Track back of the coal shed.

L-3 or larger engines must not be used on the following tracks:

PEWAUKEE	Savoy track.
OCONOMOWOC	Carnation plant. Oconomowoc Lumber Co. Oconomowoc Can Co. Old Oil track. Standard Oil Co. track. Power House track.

S-2 and S-3 engines must not be used on the following tracks:

COLUMBUS	Borden Walker.
OCONOMOWOC	House track.
IXONIA	Team track.

WATERTOWN

House track.
Way Freight track.
Timber track.
East Side No. 3 and No. 4 track.
Transfer track.
West Side No. 3 and No. 4 track.
Rip track.
North and South Coach track.
Milk Products track.

REESEVILLE

Hill track.

FALL RIVER

Stock Yard track west of the stockyard.

RIO

Elevator track.
Team track.

PORTAGE

All tracks except tracks north of the main tracks, engine track and old main line south of eastward track from east end to first frog west.

WISCONSIN DELLS

Oil tracks No. 2 and No. 6.
Lumber track No. 5.
Side track to Anderson Mfg. Co. leading from eastward siding.
S-2 engines can use the stock track from the east switch to the freight house platform, but must not pass the freight house platform.

MAUSTON

Pickle track.
House track.
Depot track.

TOMAH

Shop tracks.

SPARTA

Tracks No. 1, 2, 3 and 4.
Old eastward siding east of the overhead bridge.
Storage track next to the old eastward siding.
S-2 engines may use the portion of the Viroqua Line extending from the switch east of the depot at Sparta to 500 feet east of the C&NW crossing on the Fifth Sub-Division.

WEST SALEM

All tracks north of main tracks, except westward siding from first farm crossing east of crossover from westward main to west end of stockyard.
C&NW transfer track.

X-27 The maximum height of cars or lading through tunnel

No. 1 west of Tunnel City:

16 feet 10 inches high above rail when 6 feet wide,
16 feet 7 inches high above rail when 7 feet wide,
16 feet 3 inches high above rail when 8 feet wide,
15 feet 10 inches high above rail when 9 feet wide,
15 feet 5 inches high above rail when 10 feet wide,
14 feet 10 inches high above rail when 11 feet wide.

X-28 Remote Control Interlocking.

Station	Location	By Whom Operated
Elm Grove	Air Line switch	Operator Grand Ave.
Watertown	West end Eastward siding	Operator Watertown
Voltz	East end Westward siding	Operator Watertown
Portage	Portage Jct., Main track crossover and connections with L&R Divn. Fourth Sub-Division L&R Divn. and Milwaukee Divn., 4th Sub-Division	Operator Portage

New Lisbon	West end of Eastward Operator New Lisbon siding
Raymore	End Double track Operator Tunnel City
Sparta	Crossover 2¼ miles Operator Sparta west of Sparta depot leading from Eastward Main track Second Sub-Division and the Fifth Sub-Division

THIRD AND FOURTH SUBDIVISIONS

X-33 Speed restrictions (in addition to General Speed Restrictions).

The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour on Third Sub-Division, and 15 miles per hour on Fourth Sub-Division.

F-6, L-2 and L-3 engines and crane X-17 are restricted to 15 miles per hour over bridge C-574 located 0.7 miles east of MP-147 between Marshall and Waterloo.

All trains will not exceed speed of 35 miles per hour while passing through the Village of Waterloo, Wis.

Within the city of Madison, the speed of all trains and engines must not exceed 15 miles per hour.

On the Fourth Sub-Division, Class F-5 engines must not exceed 35 miles per hour at any point.

Between Darwin and Windsor, trains must not exceed 25 miles per hour over Sanderson Marsh.

X-34 Within the yard limits of Madison, the officials of the Madison Division have jurisdiction.

X-35 At Madison, the whistle must not be sounded within the city limits except in case of emergency.

X-36 At the C.&N.W.Ry. crossing, located 1.6 miles east of Baldwin Street, the speed of trains or engines must not exceed 20 miles per hour. Movements over the crossing from industry tracks are governed by Dwarf signals; the main track switch must be lined up before this signal will display a Proceed-indication.

X-37 At Franklin Street, the main track between the east end of Double track and the junction with the Fourth Sub-Division is used jointly by Third and Fourth Sub-Division trains. All trains must move within these limits at restricted speed. Third Sub-Division first-class trains must be given preference.

X-38 At Madison, all trains must move at restricted speed between the west end of Double track and the passenger depot.

X-39 On the Fourth Sub-Division, the Oscar Mayer Packing Plant is located about 2 miles west of Franklin Street; an Automatic Block signal is located on each side of the C.&N.W.Ry. connection to this industry. When the signal displays a Stop-indication, approaching trains or engines must come to a Stop and will then proceed at restricted speed until the signal that governs opposing trains has been passed.

X-40 At Madison, the normal position of the crossing gates at the C.&N.W.Ry. crossing with the Madison-Portage Line 0.9 miles west of Baldwin Street, is against the trains of the C.&N.W.Ry.

Semaphore type home signals with indications in accordance with Rules 601-A and 601-C located approximately 400 feet from the crossing operate in conjunction with the gates.

Semaphore type approach signals with indications in accordance with Rule 601-B are located approximately 2500 feet from the Home signals.

Trains or engines may proceed over the crossing without stopping after sounding signal 14(b) and at a speed not to exceed 20 miles per hour provided the track is clear, crossing is unobstructed, gates are set against the C.&N.W.Ry and the Home signal displays a proceed indication.

X-41 At Madison, the normal position of the crossing gates at the I.C. crossing, located 0.4 mile west of the depot, is against movements on the I.C. Home signals on the main track and on the yard track operate in conjunction with the gates. Trains or engines on C.M.St.P.&P. tracks must approach the signals prepared to stop, but may proceed over the crossing at a speed not in excess of 15 miles per hour provided the track is clear, crossing is unobstructed, gates are set against the I.C. and the Home signal displays a Proceed-indication.

X-42 At Madison, the normal position of the spring switch at the junction of the L&R Divn. and the Madison Divn. is for the Madison Divn. First Sub-Division. When any of the signals at this point display a Stop-indication for an approaching train or engine and no conflicting movement is evident, a trainman shall proceed to the junction and after having made certain that the switches are properly lined and that the movement may be made with safety, may signal the train to proceed; under such conditions, the movement must be made at restricted speed and must be protected against conflicting movements.

Trains or engines on the L&R Divn. moving toward Madison against the current of traffic must stop at Stop-board east of the end of double track and may proceed under protection of flagman until the junction switch has been passed.

X-43 At Hubbleton, Waterloo, Marshall, Sun Prairie, Windsor, DeForest, Morrisonville and Poynette the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

X-44 Track Restrictions as to various classes of power.

Marshall	Engines are not permitted on the Lumber Track.
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X-45 At Truax Field, North Madison, no engines should go in on the east trestle, but cars can be placed on the first 18 spans or 250 feet of the trestle only.

FIFTH & SIXTH SUBDIVISIONS

X-50 Speed restrictions (in addition to General Speed Restrictions).

The speed of steam engines when running backward, either light or handling trains, must not exceed 15 miles per hour on Fifth and Sixth Sub-Divisions.

At the C.&N.W.Ry. crossing, located 2.5 miles west of Sparta on the Fifth Sub-Division, the speed of trains must not exceed 10 miles per hour.

On Fifth and Sixth Sub-Divisions, freight and mixed trains must not exceed 15 miles per hour when descending grades or around bad curves.

X-51 At Melvina and Chaseburg, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X-52 Rule 83-B does not apply at Westby Junction on the 5th and 6th Sub-divisions and at Chaseburg on the 6th Sub-division, when operator not on duty.