

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

LACROSSE DIVISION

TIME TABLE No. 30

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

Saturday, May 1, 1971

For the government and information
of employes only

F. A. BARTON,
Superintendent.

E. L. HUBBS,
Assistant Superintendent.

Q. W. TORPIN,
General Superintendent of Transportation.

D. O. BURKE,
Assistant General Manager.

L. V. ANDERSON,
Asst. Vice President
Operation and
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
51	70.6	66	54.5
52	69.2	67	53.7
53	67.9	68	52.9
54	66.7	69	52.2
55	65.5	70	51.4
56	64.3	75	48
57	63.2	80	45
58	62.1	85	42.4
59	61	90	40
60	60	100	36
61	59	120	30
62	58.1	144	25
63	57.1	180	20
64	56.3	240	15
65	55.4	360	10

WESTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Milwaukee	STATIONS	Distance from Portage	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	FIRST CLASS		
31	23	Sidings	Other tracks	12							32		
NRPC Passenger	Passenger					Passenger	NRPC Passenger						
Daily	Daily Ex. Sat. & Sun.			Daily Ex. Sat. & Sun.	Daily								
12.20 PM	5.25 PM		Yard	DI	0.0	MILWAUKEE	92.9	BFKOPQR TWYZ	Continuous	As 7.40 AM	As 1.20 PM		
12.26 PM	5.31 PM		Yard	JN	3.2	GRAND AVENUE	89.7	IJPY	No office	A 7.30 AM	A 1.07 PM		
	s 5.36	45	Yard		5.4	WAUWATOSA	87.5	OP	No office	s 7.26			
	s 5.42		9		9.9	ELM GROVE	83.0	IJP	No office	s 7.19			
12.38	s 5.49		Yard	B	14.2	BROOKFIELD	78.7	JOP	7.00AM to 1.30PM Except Sat. & Sun.	s 7.12			
12.41	f 5.52			WC	16.9	(SOO LINE CROSSING) DUPLAINVILLE	76.0	IOPQ	Continuous	f 7.09	12.55		
	s 5.57		60		20.3	PEWAUKEE	72.6	P	No office	s 7.05			
12.48	s 6.03		152		24.9	HARTLAND	68.0	P	No office	s 6.59	12.47		
	s 6.07		6		27.6	NASHOTAH	65.3	P	No office	s 6.55			
	s 6.10		3		29.8	OKAUCHEE	63.1	P	No office	s 6.52			
12.54	s 6.16		Yard	ON	32.8	OCONOMOWOC	60.1	OP	6.30AM to 3.30PM Except Sun.	s 6.48	12.40		
	f 6.23		26		38.5	IXONIA	54.4	P	No office	f 6.42	12.33		
1.08	As 6.35 PM	E 102	Yard	WR	46.0	WATERTOWN (C. & N. W. CROSSING)	46.9	BIJKOPQ RTWY	Continuous	6.35 AM	12.27		
		W112			47.8	VOLTZ	45.1	IP	No office				
			6		50.3	RICHWOOD	42.6	P	No office		12.20		
			42		55.6	REESEVILLE	37.3	OP	No office				
			43		60.9	ASTICO	32.0	P	No office				
s 1.30			Yard	BU	64.7	COLUMBUS	28.2	OP	8.00AM to 5.00PM		s 12.08		
			42	MD	68.3	FALL RIVER	24.6	OP	7.30AM to 12.01PM Except Sat. & Sun.		12.02 PM		
			17		74.1	DOYLESTOWN	18.8	P	No office		11.56		
		E 69	44		77.5	EAST RIO	15.4	P	No office				
			30		78.9	RIO	14.0	P	No office		11.52		
			20		83.9	WYOCENA	9.0	P	No office				
					91.7	PORTAGE JCT.	1.2	IJPY	No office				
As 1.59 PM			Yard	G	92.9	PORTAGE	0.0	BFKOPQR TWYZ	Continuous		11.38 AM		

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 60 miles per hour.

This timetable confers no authority between Milwaukee and Grand Avenue. Milwaukee Terminal Division timetable governs.

Double track is in use between Grand Avenue and Portage via Wauwatosa, except within interlocking limits at Grand Avenue.

ABS is in use between Grand Avenue and Portage.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between Grand Avenue and Portage for movements with the current of traffic.

Rule 83(B) does not apply at Grand Avenue.

Nos. 31 and 32 register at Portage by Register Ticket.

Watertown is a register station only for trains starting or terminating at that station.

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Westby Jct.	STATIONS	Distance from Coon Valley	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours			
			Sidings	Other tracks									
						0.0	WESTBY JCT.	10.5	JY	No office	A		
	A		20			10.5	COON VALLEY	0.0	Y	No office			

Trains must not exceed maximum speed of 15 miles per hour.

TRAIN MOVEMENTS BETWEEN WESTBY JCT. AND COON VALLEY WILL BE IN ACCORDANCE WITH RULE 93.

WESTWARD—SECOND SUBDIVISION—EASTWARD

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FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Portage	STATIONS	Distance from La Crosse	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	FIRST CLASS	
	31		Sidings	Other tracks								32
	NRPC Passenger	Daily									NRPC Passenger	Daily
	2.01 PM		Yard		G	0.0	PORTAGE	102.9	BFKOPR TWYZ	Continuous	As 11.37 AM	
			4			3.1	SILVER	99.8		No office		
			2			8.8	LEWISTON	94.1	P	No office	11.26	
	s 2.20		124		K	16.9	WISCONSIN DELLS	86.0	OP	8.00AM to 5.00PM Except Sun.	s 11.18	
			20			25.5	LYNDON	77.4	OP	No office		
	2.41		106		US	36.1	MAUSTON	66.8	OP	7.30AM to 4.30PM Except Sat. & Sun.		
	2.48		Yard	E 72 W 53	BN	43.1	NEW LISBON	59.8	BKFO IJPQTY	Continuous	10.53	
	2.53		52		CD	49.1	(C. & N. W. CROSSING) CAMP DOUGLAS	53.8	AOP	7.15AM to 4.15PM Except Sat. & Sun.	10.48	
			2			55.4	OAKDALE	47.5	P	No office		
	s 3.05		Yard	W107	CU	61.9	TOMAH	41.0	OPQT	8.00AM to 5.00PM Except Sat. & Sun.	s 10.35	
	3.09		9			65.3	(W. END OF DOUBLE TRACK) TUNNEL CITY	37.6	P	No office	10.31	
	3.12					68.0	(E. END OF DOUBLE TRACK) RAYMORE	34.9	P	No office	10.27	
			22			71.4	CAMP MCCOY	31.5	P	No office		
	3.21		Yard	E 88	RT	78.3	SPARTA	24.6	BIJOPRTY	6.45AM to 3.45PM Except Sun.	10.17	
			2			84.9	ROCKLAND	18.0	P	No office		
			30			88.5	BANGOR	14.4	P	No office		
			115			93.1	WEST SALEM	9.8	P	No office		
	3.41				WJ	100.1	(C. & N. W. CROSSING) MEDARY	2.8	IOP	Continuous	9.57	
					GC	101.7	GRAND CROSSING	1.2	IOPY	Continuous		
	As 3.45 PM		Yard		AD	102.9	LA CROSSE	0.0	BFKOPQ RTWYZ	Continuous	9.53 AM	

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 60 miles per hour.

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

ABS is in use between Portage and La Crosse.

CTC is in use between Raymore and Tunnel City.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between Portage and Tunnel City and between Raymore and La Crosse for movement with the current of traffic.

The normal position of the Treating Pond Switch on the East leg of the Wye at New Lisbon is for movements on the East Leg of the Wye.

Nos. 31 and 32 register at La Crosse by Register Ticket.

Sparta is a register station for trains starting or terminating only.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Sparta	STATIONS	Distance from Viroqua	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
			Yard		RT	0.0	SPARTA	34.5	BIJOPRTY	6.45AM to 3.45PM Except Sun.	A	
						2.5	(C. & N. W. CROSSING)	32.0	MY	No office		
			6			12.2	MELVINA	22.3		No office		
			32			18.7	CASHTON	15.8		No office		
						26.4	WESTBY JCT.	8.1	JY	No office		
			Yard			26.9	WESTBY	7.6	Y	No office		
A			Yard		Q	34.5	VIROQUA	0.0	ORY	8.00AM to 5.00PM Except Sun.		

Trains must not exceed maximum speed of 25 miles per hour.
Rule 83(B) does not apply at Viroqua and Westby Jct.

WESTWARD—THIRD SUBDIVISION—EASTWARD

FIRST CLASS			Capacity in cars		Telegraph calls	Distance from La Crosse	STATIONS	Distance from Division St.	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	FIRST CLASS	
	31	NRPC Passenger	Sidings	Other tracks							32	NRPC Passenger
		Daily									Daily	
	3.50 PM			Yard	AD	0.0	LA CROSSE	128.3	BFKPQR OTWYZ	Continuous	As	9.48 AM
						0.4	WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)	127.9	PY	No Office		9.45
						2.0	(MISSISSIPPI DRAWBRIDGE) BRIDGE SWITCH	126.3	JP	No Office		
	3.56		E 81	Yard		3.3	(EAST END DOUBLE TRACK) RIVER JCT.	125.0	IJPYW	No Office		9.40
				8		9.1	DAKOTA	119.2	P	No Office		
	4.05		E 70	67		12.9	DONEHOWER	115.4	P	No Office		
				2		17.7	LAMOILLE	110.6	P	No Office		
	s 4.20			Yard	RH	26.7	WINONA	101.6	BKPQOTWYZ	Continuous	s	9.18
			E 68	13	CK	28.6	(C. & N. W. CROSSING) TOWER CK	99.7	IOPY	Continuous		
				1		32.8	MINNESOTA CITY	95.5	P	No Office		9.06
				50		37.5	WHITMAN	90.8	P	No Office		
				150		46.1	WEAVER	82.2	P	No Office		8.53
	4.47			48		53.6	KELLOGG	74.7	P	No Office		
	4.53		E 78 W114	Yard	W	59.7	WABASHA	68.6	BKOPQTWY	7.00AM to 4.00PM Except Sun.		8.41
				Yard	CN	72.2	LAKE CITY	56.1	OPY	7.30AM to 4.30PM Except Sun.		8.29
				17		78.5	FRONTENAC	49.8	P	No Office		
	s 5.25			Yard	RD	89.1	RED WING	39.2	BKOPQWYZ	Continuous	s	8.15
						89.6	JACKSON STREET	38.7	PY	No Office		
						92.7	DUKE	35.6	P	No Office		
	5.33					97.0	STROMS	31.3		No Office		8.02
				Yard		107.2	EAST HASTINGS	21.8	PY	No Office		
	5.46			Yard	HN	109.5	HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE)	18.8	BKOPQWYZ	8.00AM to 5.00PM Except Sun.		7.51
						110.8	ST. CROIX JCT.	18.0	J	No Office		
	A 5.49 PM				QM	110.7	(BN CROSSING) ST. CROIX TOWER	17.6	IJOPQ	Continuous		7.48 AM
	A 6.20 PM			Yard		129.9	DIVISION ST.	0.0	IJOY	Continuous		7.30 AM

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 60 miles per hour.

Double track is in use between La Crosse and West Wye Switch, between River Jct. and Jackson Street and between Duke and Hastings.

Two main tracks are in use between Jackson Street and Duke. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between La Crosse and St. Croix Tower.

CTC is in use between West Wye Switch and River Jct. and between Jackson Street and Duke and between Hastings and St. Croix Tower.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between River Jct. and Jackson Street and between Duke and Hastings for movement with the current of traffic.

Rule 83(B) does not apply to trains starting at River Jct. Trains starting at River Jct. must secure clearance at La Crosse.

Rule 83(B) does not apply to Eastward trains at St. Croix Tower when the train order signal displays a Proceed Indication.

This timetable confers no authority between St. Croix Tower and Division St. C. M. St. P. & P. and BN Joint Timetable governs.

Rule 83(B) does not apply at Bridge Switch.

No. 32 register at La Crosse by Register Ticket.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

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Capacity in cars			Telegraph calls	Distance from Division St.	STATIONS	Distance from Minneapolis	Train Order Office hours Also see page 18 for other assigned hours	SEE RULE 6-A
Sidings	Other tracks							
			Yard	0.0	DIVISION ST.	11.7	Continuous	IJOY
				1.7	(JOINT TRACK CROSSING)			
			Yard CA	1.7	CHESTNUT ST.	10.0	Continuous	IJOPY
				2.6	FORDSON JCT.	9.1	No Office	JPY
				5.8	SNELLING AVE.	5.9	No Office	PY
			Yard	6.6	MERRIAM PARK	5.1	No Office	PY
				8.0	SIGNAL TOWER	3.7	No Office	JPY
				9.3	RAND	2.4	No Office	PY
			Yard ON	9.8	SOUTH MINNEAPOLIS	1.9	Continuous	BFIJKOPQ TWYZ
			Yard C	11.7	MINNEAPOLIS	0.0	Continuous	BFKOPR WY

Trains must not exceed maximum speed of 40 miles per hour.

At Chestnut Street the Train Order Signal does not apply to trains or engines moving to the C&NW RR.

Double track is in use between Division St. and Chestnut St. and between South Minneapolis and Minneapolis.

Two main tracks are in use between Chestnut St. and South Minneapolis. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between a point 600 feet West of Robert Street, St. Paul and South Minneapolis.

CTC is in use between Chestnut Street and South Minneapolis.

RI trains and engines will use CMS&P&P tracks between Division St. and Minneapolis.

C&NW trains and engines will use CMS&P&P tracks between Chestnut St. and connection at Robert St., St. Paul.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Chestnut Street and a point 600 feet west of Robert Street, St. Paul, for movement with the current of traffic.

Rule 83(B) does not apply at Division St., Chestnut St. and Rand.

BETWEEN NEWPORT AND MINNEAPOLIS, TWIN CITY TERMINAL OFFICERS HAVE JURISDICTION

P. J. ROONEY,
J. P. McMULLIN,
G. A. JONASSON,
R. F. SHIVE,
Trainmasters.

G. C. WILLIAMS, Asst. Trainmaster.

D. K. KRIDER,
Traveling Engineer
—Trainmaster.

H. M. HARRIS,
Chief Dispatcher.

E. P. SNEE,
Asst. Supt.

W. F. PLATTENBERGER,
Superintendent.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Watertown	STATIONS	Distance from Madison	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
			Yard	WR	0.0	WATERTOWN (C. & N. W. CROSSING) 7.5	36.6	BIJKMOP TWY	Continuous	A		
			9		7.5	HUBBELLTON 5.7	29.1	P	No Office			
			48	WO	13.2	WATERLOO 3.4	23.4	OP	1.00PM to 3.30PM Except Sat. & Sun.			
			20		16.6	MARSHALL 2.2	20.0	P	No Office			
			4		18.8	DEANSVILLE 5.8	17.8		No Office			
			48	SR	24.6	SUN PRAIRIE 4.2	12.0	OP	8.00AM to 11.30AM 4.00PM to 5.00PM Except Sat. & Sun.			
			6		28.8	BURKE 4.3	7.8	P	No Office			
					33.1	JCT. A (C. & N. W. CROSSING) 1.0	3.5	MY	No Office			
			Yard		34.7	BALDWIN STREET 0.8	1.9	PY	No Office			
			Yard		35.5	(C. & N. W. CROSSING) FRANKLIN STREET 1.1	1.1	JY	No Office			
	A		Yard	RD	36.6	MADISON	0.0	BFJKOPQ RWYZ	Continuous			

Passenger trains must not exceed maximum speed of 50 miles per hour, other trains 40 miles per hour.

Double track is in use between Franklin Street and Madison.

Rule 83 (B) does not apply at Jct. A.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Madison	STATIONS	Distance from Portage	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	SECOND CLASS	
	797		Sidings	Other tracks							798	
	Freight										Freight	
	Daily Except Sun.										Daily Except Sun.	
	9.15 AM		Yard	RD	0.0	MADISON 1.1	36.8	BFKOPQ RWYZ	Continuous	A	7.15 AM	
	9.25		Yard		1.1	FRANKLIN STREET (C. & N. W. CROSSING) 0.8	35.7	JY	No Office		6.50	
	9.30		Yard		1.9	BALDWIN STREET 0.2	34.9	PY	No Office		6.45	
					2.1	(C. & N. W. CROSSING) JCT. B 0.7	34.7	Y	No Office			
					2.8	(C. & N. W. CROSSING) NORTH MADISON 2.5	34.0	MY	No Office			
	10.15		46		5.3	WINDSOR 6.1	31.5	PY	No Office		6.35	
	10.30		20		11.4	DE FOREST 1.9	25.4	P	No Office		6.20	
	10.45		32		13.3	MORRISONVILLE 2.4	23.5	P	No Office		6.15	
	10.55		12		15.7	ARLINGTON 4.6	21.1	P	No Office		6.05	
	11.30		34	RG	20.3	POYNETTE 4.2	16.5	OP	7.00AM to 4.00PM Except Sat. & Sun.		5.55	
	11.55		24		24.5	MANLEY 7.6	12.3	P	No Office		5.35	
			Yard		32.1	PORTAGE JCT. 3.5	4.7	PY	No Office			
					35.6	PORTAGE JCT. 1.2	1.2	IJPY	No Office			
	A 1.00 PM		Yard	G	36.8	MADISON	0.0	BFKOPQ RTWYZ	Continuous		5.00 AM	

Passenger trains must not exceed maximum speed of 40 miles per hour, other trains 35 miles per hour.

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

Double track is in use between Franklin Street and Madison.

Rule 83 (B) does not apply at Jct. B.

WESTWARD—NINTH SUBDIVISION—EASTWARD

7

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Winona	STATIONS	Distance from Chippewa Falls	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	SECOND CLASS		
561	Freight	Daily Except Sun.	Sidings	Other tracks							550	Freight	Daily Except Sun.
		8.00 PM		Yard	RH	0.0	WINONA	94.9	BOPQW RTYZ	Continuous	A	6.15 PM	
						2.3	EAST WINONA	92.6					
		9.30 PM		4		38.6	TREVINO	50.3	J	No Office	A	4.45 PM	
						15.2	DURAND	41.1	O	7.00 AM to 4.00 PM Exc. Sat. & Sun.		4.01	
		10.10		47	ND	53.8	RED CEDAR	34.9	Y	No Office			
				9		60.0	RED CEDAR JCT.	33.9	JY	No Office		3.28	
		10.31				61.0	MERIDEAN	29.4		No Office			
				6		65.5	CARYVILLE	22.6		No Office			
				14		72.3	EAU CLAIRE	11.6	BFOR UWYZ	8.00 AM to 5.00 PM Exc. Sun.		2.30 PM	
		A 12.01 AM		Yard	AU	83.3	EAU CLAIRE JCT.	11.2	JY	No Office			
				Yard		83.7	CHIPPEWA FALLS	0.0		No Office			
				Yard		94.9				No Office			

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

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

This timetable conveys no authority between Winona and Trevino, B. N. timetable governs.

This timetable confers no authority between Eau Claire Jct. and Chippewa Falls; Soo Line Railroad timetable governs.

Rule 83 (B) does not apply at Red Cedar Jct. and Trevino.

Eastward trains will secure two clearances at Eau Claire, a C. M. St. P. & P. Clearance, covering movement Eau Claire to Trevino, and a B. N. Clearance covering movement Trevino to Winona.

WESTWARD—TENTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Red Cedar Jct.	STATIONS	Distance from Menomonie	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours			
			Sidings	Other tracks							Distance from Red Cedar Jct.	Distance from Menomonie	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours
						0.0	RED CEDAR JCT.	15.9	JY	No Office	A		
						1.9	DUNNVILLE	14.0	Y	No Office			
						5.1	DOWNSVILLE	8.9	Y	No Office			
				10		7.0	MENOMONIE	0.0	Y	No Office			
		A		Yard		15.9							

Trains must not exceed maximum speed of 20 miles per hour.

TRAIN MOVEMENTS BETWEEN RED CEDAR JCT. AND MENOMONIE WILL BE IN ACCORDANCE WITH RULE 93.

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Red Wing	STATIONS	Distance from Cannon Falls	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
			Yard	RD		0.0	RED WING	21.9	BOPQ WYZ	Continuous	A	
	A		88			21.9	CANNON FALLS	0.0		No Office		

This timetable confers no authority between Red Wing and Cannon Falls; C&NW timetable governs.

WESTWARD—TWELFTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Hastings	STATIONS	Distance from Stillwater	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	THIRD CLASS	
				Sidings	Other tracks								
		301										302	
		Freight										Freight	
		Daily Ex. Sat. & Sun.										Daily Ex. Sat. & Sun.	
		10.00 AM		Yard	HN	0.0	HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE) 0.8	25.7	BOPQ RWYZ	8.00AM to 5.00PM Except Sunday	A	1.35 PM	
		10.03				0.8	ST. CROIX JCT. (BN CROSSING) 13.7	24.9	J	No Office		1.30	
				16		14.5	AFTON 3.7	11.2		No Office			
				12		18.2	LAKELAND 1.8	7.5		No Office			
						20.0	LAKELAND JCT. (C&NW CROSSING) 2.5	5.7	M	No Office			
		11.15		Yard	BN	22.5	BAYPORT 0.8	3.2	O	8.00AM to 5.00PM Exc. Sat. & Sun.		12.15	
	A	11.20 AM				23.3	JUNCTION SWITCH 2.4	2.4		No Office		12.10 PM	
	A	11.45 AM		Yard		25.7	STILLWATER	0.0		No Office		12.01 PM	

Trains must not exceed maximum speed of 20 miles per hour.

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

This timetable confers no authority between Junction Switch and Stillwater; C&NW timetable governs.

CTC is in use between Hastings and St. Croix Jct.

Rule 83(B) does not apply at Junction Switch.

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

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SECOND CLASS				Capacity in cars		Telegraph calls	Distance from New Lisbon	STATIONS	Distance from Wausau	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	SECOND CLASS	
	263	Time Freight	Sidings	Other tracks								272	Time Freight
		Daily Except Sat.										Daily Except Sun.	
	²⁷² 9.30 PM		Yard	BN	0.0		NEW LISBON	91.6	BFKOP QRTWY	Continuous		A ²⁶³ 9.15 PM	
					0.2		WEST WYE SWITCH	91.4	Y	No Office			
			9		7.8		KELLY	83.8		No Office			
			36		11.3		SOUTH NECEDAH	80.3		No Office			
			24		12.3		NECEDAH	79.3		No Office			
	10.49		28		21.3		SPRAGUE	70.3		No Office		8.00	
					25.7		FINLEY	65.9		No Office			
	11.10		30	32	32.5		BABCOCK	59.1		No Office		7.40	
				16	36.4		CRANMOOR	55.2		No Office			
	11.30		18	Yard	43.9		NEKOOSA JCT.	47.7	JTY	No Office		7.18	
				34	45.1		PORT EDWARDS	46.5		No Office			
	12.45 AM		25	Yard	49.3		WISCONSIN RAPIDS	42.3	BKOWYZ	8.00AM to 11.50PM Except Sat. & Sun.		6.55	
					49.8		(S00 & C. & N. W. CROSSING) (G. B. & W. CROSSING)	41.8	U	No Office			
	1.05		19	5	56.5		RUDOLPH	35.1		No Office		6.37	
					63.3		(S00 CROSSING) JUNCTION CITY	28.3	AOY	7.00AM to 4.00PM Except Sat. & Sun.		6.26	
	1.20		39	8	70.6	JO	DANCY	21.0		No Office			
				9	73.0		KNOWLTON	18.6		No Office		6.10	
	1.45		33	5	73.0					No Office			
	2.05		18	Yard	78.5	MS	MOSINEE	13.1	OY	8.00AM to 5.00PM Except Sat. & Sun.		5.25	
				77	83.5		WESTON	8.1	T	No Office			
	2.30		26	9	86.1	RH	ROTHSCHILD	5.5	O	7.00AM to 4.00PM Except Sat. & Sun.		4.45	
					87.9		SCHOFIELD	3.7	M	No Office		4.40	
	2.35		17	47	89.7		(C. & N. W. CROSSING)	1.9	UY	No Office			
					91.6		WAUSAU	0.0	BFKOR TWYZ	8.00AM to 5.00PM Except Sun.		4.30 PM	

Trains must not exceed maximum speed of 40 miles per hour.

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

The normal position of the Treating Pond Switch on the East Leg of the Wye at New Lisbon is for movements on the East Leg of the Wye.

Rule 83(B) does not apply at Wausau when operator is not on duty.
Connection track is in service between Nekoosa Jct. and Nekoosa.

10 WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Wausau	STATIONS	Distance from Woodruff	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	THIRD CLASS	
	263	Time Freight	Daily Except Sun.	Sidings	Other tracks							Time Freight	Daily Except Sun.
	1.30 AM				Yard	DS	0.0	WAUSAU	74.8	BFKOR TWYZ	8.00AM to 5.00PM Except Sun.	A 12.01 PM	
					Yard		1.2	WEST YARD	73.6	Y	No Office		
	1.45				Yard	BW	5.7	BROKAW	69.1	OY	7.30AM to 4.30PM Except Sat. & Sun.	11.45	
	1.55			18			8.2	HEIGHTS	66.6		No Office	11.40	
					19		13.5	FINN	61.3		No Office		
	2.35			18	Yard	NY	19.2	MERRILL	55.6	BOYZ	7.30AM to 4.30PM Except Sunday	11.10	
					18		26.1	OTIS	48.7		No Office		
	3.05			24	6		32.4	IRMA	42.4		No Office	9.50	
	3.45			23	Yard	UF	41.6	(M. T. & W. CROSSING) TOMAHAWK	33.2	MOTY	7.30AM to 3.30PM Except Sat. & Sun.	9.15	
	4.15			12	20	BR	47.0	HEAFFORD JCT. (800 CROSSING)	27.8	OU	7.30AM to 4.30PM Except Sat. & Sun.	8.30	
					16		51.0	DEER TRAIL	23.8		No Office		
					5		56.6	HARSHAW	18.2		No Office		
					18		67.5	HAZELHURST	7.3		No Office		
	5.25			13	8		69.2	RANTZ	5.6		No Office	7.00	
	5.40				Yard	U	72.7	MINOCQUA	2.1	OY	7.30AM to 4.30PM Except Sat. & Sun.	6.50	
	A 5.55 AM				Yard		74.8	WOODRUFF	0.0	TY	No Office	6.30 AM	

Trains must not exceed maximum speed of 35 miles per hour between Wausau and Merrill, 30 miles per hour between Merrill and Minocqua and 25 miles per hour between Minocqua and Woodruff.

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

Rule 83(B) does not apply at Woodruff and does not apply at Wausau when operator is not on duty.

Eastward trains must obtain a Clearance at Minocqua when operator is on duty.

WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Janesville	STATIONS	Distance from Madison	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	SECOND CLASS	
	163	Time Freight	Daily Except Sun.	Sidings	Other tracks							Time Freight	Daily Except Sun.
	3.30 AM				Yard	BE	0.0	JANESVILLE (C. & N. W. CROSSING)	40.4	BFIJKOPRT WYZ	Continuous	A 7.20 PM	
							2.7	(C. & N. W. CROSSING) ANDERSON	37.7	APY	No Office		
	3.45						7.5	SOUTH WYE	32.9	JPY	No Office	7.02	
					34	6	8.1	(C. & N. W. CROSSING) MILTON JCT.	32.3	AJPTY	No Office	7.00	
	4.10			40	98		15.3	EDGERTON	25.1	PY	No Office	6.48	
	4.30			37	143	SN	25.1	STOUGHTON	15.3	OP	7.00AM to 11.59AM 3.30PM to 4.00PM Except Sat. & Sun.	6.32	
					32		33.5	McFARLAND	6.9	P	No Office		
							39.8	MONONA TOWER (C. & N. W. CROSSING)	0.6	IPY	No Office		
	A 5.30 AM				Yard	RD	40.4	MADISON	0.0	BFIJKMOPQ RTWYZ	Continuous	6.00 PM	

Trains must not exceed maximum speed of 50 miles per hour.

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

AB5 is in use between Janesville and Monona Tower. Rule 83(B) does not apply at South Wye and Milton Jct.

WESTWARD—SIXTEENTH SUBDIVISION—EASTWARD

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SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Madison	STATIONS	Distance from Prairie du Chien	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	SECOND CLASS		
95	Freight	Mon., Wed., Fri. only	Sidings	Other tracks							96	Freight	Tue., Thur., Sat. only
		8.30 AM		Yard	RD	0.0	MADISON (ILL. CENT. CROSSING) -6.6	96.8	BFJKMOPQ RTWYZ	Continuous	A	2.45 PM	
				60	KA	6.6	MIDDLETON -8.0	90.2	OP	8.00AM to 5.00PM Except Sat. & Sun.			
				28		14.6	CROSS PLAINS -4.8	82.2	P	No Office			
				17		19.4	BLACK EARTH -3.5	77.4	P	No Office			
		10.50	24	39	MZ	22.9	MAZOMANIE -6.1	73.9	JOPTWY	8.00AM to 5.00PM Except Sat. & Sun.		1.05	
				14		29.0	ARENA -7.8	67.8	P	No Office			
		11.25	31	40		36.8	SPRING GREEN -6.6	60.0	P	No Office		12.10 PM	
		12.01 PM		20		43.4	LONE ROCK -6.4	53.4	JPY	No Office		11.45	
				20		49.8	AVOCA -5.9	47.0	P	No Office			
		12.50	31	18		55.7	MUSCODA -6.4	41.1	P	No Office		8.35	
				26		62.1	BLUE RIVER -7.8	34.7	P	No Office			
		2.20		44	BX	69.9	BOSCOBEL -5.8	26.9	OP	8.00AM to 10.00AM 3.00PM to 5.00PM Except Sat. & Sun.		7.55	
				13		75.7	WOODMAN -4.3	21.1	P	No Office			
				29		80.0	WAUZEKA -10.5	16.8	P	No Office			
				13		90.5	BRIDGEPORT -4.2	6.3	P	No Office			
				6		94.7	CRAWFORD (BN CROSSING) -2.1	2.1	APY	No Office			
A		4.30 PM		112	DU	96.8	PRAIRIE DU CHIEN	0.0	BOPRY	7.00AM to 4.00PM Except Sat. & Sun.		6.45 AM	

Trains must not exceed maximum speed of 49 miles per hour.

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

Rule 83(B) does not apply at Mazomanie and Prairie du Chien when operator not on duty.

WESTWARD—SEVENTEENTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Lone Rock	STATIONS	Distance from Richland Center	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours			
			Sidings	Other tracks							96	Freight	Tue., Thur., Sat. only
				18		0.0	LONE ROCK -5.8	15.5	JPY	No Office	A		
				9		5.8	GOTHAM -3.9	9.7	Y	No Office			
				11		9.7	TWIN BLUFFS -5.8	5.8	Y	No Office			
A				123	RN	15.5	RICHLAND CENTER	0.0	OY	8.00AM to 5.00PM Except Sat. & Sun.			

Trains must not exceed maximum speed of 30 miles per hour between Lone Rock and Gotham, 20 miles per hour between Gotham and Richland Center.

TRAIN MOVEMENTS BETWEEN LONE ROCK AND RICHLAND CENTER WILL BE IN ACCORDANCE WITH RULE 93.

WESTWARD—EIGHTEENTH SUBDIVISION—EASTWARD

		Capacity in cars		Telegraph calls	Distance from Milwaukee	STATIONS	Distance from Milton Jct.	Distance from South Wye	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	
		Sidings	Other tracks								
				B	14.2	BROOKFIELD	49.4	49.1	JOP	7.00AM to 1.30PM Except Sat. & Sun.	A
		16	13		17.6	SOO LINE CROSSING	46.0	45.7	AY	No Office	
		31	207	WA	20.6	WAUKESHA (C. & N. W. CROSSING)	43.0	42.7	AOYZ	8.00AM to 5.00PM Except Sat. & Sun.	
			16		28.4	GENESEE	35.2	34.9		No Office	
			32		31.3	NORTH PRAIRIE	32.3	32.0		No Office	
			9		36.5	EAGLE	27.1	26.8		No Office	
			24		42.2	PALMYRA	21.4	21.1		No Office	
			53	BO	50.8	WHITEWATER	12.8	12.5	O	8.00AM to 5.00PM Except Sat. & Sun.	
			9		56.5	LIMA CENTER	7.1	6.8		No Office	
			56		62.1	MILTON	1.5	1.2	PTY	No Office	
					62.7	EAST WYE	0.9	0.6	JPY	No Office	
		34	13		63.6	(C. & N. W. CROSSING) MILTON JCT.	0.0	0.0	AJPTY	No Office	
A					63.3	SOUTH WYE		0.0	JPY	No Office	

Trains must not exceed maximum speed of 35 miles per hour.

Rule 83(B) does not apply at Brookfield when operator not on duty and does not apply at South Wye and Milton Jct.

WESTWARD—NINETEENTH SUBDIVISION—EASTWARD

		Capacity in cars		Telegraph calls	Distance from Janesville	STATIONS	Distance from Mineral Point	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours	
		Sidings	Other tracks							
			Yard	BE	0.0	JANESVILLE	81.7	BFIJKOPR TWYZ	Continuous	
			Yard		0.9	WEST YARD	80.8	Y	No Office	
			24		7.8	(C. & N. W. CROSSING) HANOVER	73.9	A	No Office	
			21		12.5	ORFORDVILLE	69.2	O	No Office	
		28	53	HD	18.8	BRODHEAD	62.9	JOY	8.00AM to 11.50AM 4.30PM to 5.00PM Except Sat. & Sun.	
			13		25.3	JUDA	56.4		No Office	
		18	78	MO	34.1	MONROE	47.6	OY	8.00AM to 5.00PM Except Sat. & Sun.	
			26		42.4	BROWNTOWN	39.3		No Office	
			13		47.2	SOUTH WAYNE	34.5		No Office	
			16		56.7	GRATIOT	25.0		No Office	
			41		66.6	DARLINGTON	15.1		No Office	
			10		72.3	CALAMINE	9.4	JTY	No Office	
			5		76.5	SLATEFORT	5.2		No Office	
			Yard	WD	81.7	MINERAL POINT	0.0	BORWY	7.00AM to 4.00PM Except Sat. & Sun.	

Trains must not exceed 25 miles per hour between Mineral Point and Monroe and 30 miles per hour between Monroe and Janesville.

Rule 83(B) does not apply at Brodhead and Mineral Point when operator not on duty.

WESTWARD—TWENTIETH SUBDIVISION—EASTWARD

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			Capacity in cars		Telegraph calls	Distance from Brodhead	STATIONS	Distance from New Glarus	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
					HD	0.0	BRODHEAD	22.6	JOY	8.00AM to 11.59AM 4.30PM to 5.00PM Except Sat. & Sun.	A	
				20		7.0	7.0 ALBANY	15.6	Y	No Office		
				33		16.2	9.2 (ILL. CENT. CROSSING) MONTICELLO	6.4	UY	No Office		
		A		35		22.6	6.4 NEW GLARUS	0.0	Y	No Office		

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

TRAIN MOVEMENTS BETWEEN BRODHEAD AND NEW GLARUS WILL BE IN ACCORDANCE WITH RULE 93.

WESTWARD—TWENTY-FIRST SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Calamine	STATIONS	Distance from Platteville	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
						0.0	CALAMINE	16.9	JTY	No Office	A	
				19		9.7	9.7 BELMONT	7.2	Y	No Office		
		A		28	DC	16.9	7.2 PLATTEVILLE	0.0	OY	No Office		

Trains must not exceed maximum speed of 20 miles per hour.

TRAIN MOVEMENTS BETWEEN CALAMINE AND PLATTEVILLE WILL BE IN ACCORDANCE WITH RULE 93.

WESTWARD—TWENTY-SECOND SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Mazomanie	STATIONS	Distance from Prairie du Sac	SEE RULE 6-A	Train Order Office hours Also see page 18 for other assigned hours		
			Sidings	Other tracks								
					MZ	0.0	MAZOMANIE	9.3	JOPTWY	7.45AM to 4.45PM Except Sat. & Sun.	A	
		A		49	SA	9.3	9.3 SAUK CITY— PRAIRIE DU SAC	0.0	OY	8.00AM to 5.00PM Except Sat. & Sun.		

Trains must not exceed maximum speed of 20 miles per hour on curves, and 25 miles per hour on tangent track.

TRAIN MOVEMENTS BETWEEN MAZOMANIE AND SAUK CITY-PRAIRIE DU SAC WILL BE IN ACCORDANCE WITH RULE 93.

Train Dispatchers

D. B. ELDER
W. D. OTT
D. J. OTT
V. D. ROBERTS
C. N. RODEBERG
R. E. WITTENBERG

R. B. RIEBER
J. LEAVITT
D. G. KNUDTSON
M. J. MOOR
E. A. KNUDTSON

H. M. HARRIS
Chief Dispatcher

W. J. WESTMARK **S. E. LEE**
H. C. PARKER
Trainmasters

C. Y. DEMPSEY **F. J. HEDSTROM**
Traveling Engineers - Trainmasters

DISPATCHER TELEPHONES

Elm Grove In box on pole at dual control switch
 Oconomowoc On pole west of Carnation track switch
 Columbus In baggage room
 East Rio In box on pole at pump house
 Wisconsin Dells West end of freight house
 Lyndon In depot
 Camp Douglas In booth on depot building
 Tomah In booth at crossover east of Glendale Avenue
 Tunnel City At interlocking switch and depot
 Raymore At interlocking switch
 Camp McCoy In booth at crossover
 West Camp McCoy On pole opposite west switch of eastward siding
 Madison In box on pole at Franklin Street
 In box on pole at Baldwin Street
 In flag shanty at University Avenue
 North Madison In shanty
 Windsor In box on pole
 Morrisonville In box on pole
 Manley In box on pole near switch
 Hubbleton In box on pole
 River Jct. In shelter building
 In boxes near absolute signals
 Mile Post 288.0 In box on pole
 Dakota In station shanty
 Mile Post 292.5 In box on pole
 Donehower In station shanty
 LaMoille In station shanty
 Mile Post 306.1 In box on pole
 Winona In box at Gold Dust switch
 In box at Franklin Street
 In box at West end connection switch
 Tower CK In box West end of Eastward siding
 Winona Aggregate In box on pole
 Minnesota City In section foreman's shanty
 Whitman In box on pole near crossover
 Mile Post 321.8 In box on pole
 Mile Post 324.5 In box on pole
 Weaver In station shanty and west end westward siding
 Kellogg In box on pole
 Wabasha In box East end of Westward siding
 In depot waiting room
 In box on pole west of cemetery crossing
 In box West end of Westward siding
 Mile Post 350.0 In box on pole
 Lake City In box on pole opposite East end of mill
 In baggage room
 Frontenac In station shanty
 Mile Post 364.3 In box on pole
 Addington Spur In box on pole
 Red Wing In box on pole opposite PPG Co.
 Jackson Street At absolute signals on relay house
 Mile Post 372.5 In box on pole
 Duke At absolute signals and opposite relay house
 Mile Post 376.3 In box near hotbox detector
 Prairie Island Industry
 Track In box on pole
 Mile Post 380.2 In box on pole
 East Hastings In box on pole East end of yard
 Hastings In box on pole near east coal house switch
 In Conductor's room
 In box on pole near end of double track
 In box on pole West end of Drawbridge
 St. Croix Jct. In box on pole
 Mile Post 395.0 In box on pole
 Chemolite In box on pole East end of siding
 Mile Post 396.8 In box on pole
 Mile Post 398.6 In box on pole
 Mile Post 399.8 In box on pole
 Mile Post 401.6 In box on pole
 Snelling Ave., St. Paul. In shanty
 Janesville At automatic signals west of Upper Yard
 Anderson At absolute signals C. & N. W. Crossing
 Milton In booth on pole at west siding switch and at
 East Wye Switch
 Milton Jct. In booth on pole east end of platform Fifteenth
 Subdivision and at South Wye
 In box west end siding
 Edgerton Near Highway Trailer Co. Spur
 Both ends of siding
 Stoughton East end of siding. West end of siding
 McFarland East end of siding. West end of siding
 Madison Pipe Line Ter. In box on pole at west switch
 Lone Rock In Station Bldg.
 Avoca In booth on pole at depot
 Mazomanie In booth on pole near East Wye switch
 Arena In booth on platform

OTHER TELEPHONES

West Allis In hallway of depot
 Burke On pole
 Madison, Swift & Co. 75 feet west of main line switch
 North Madison In depot
 Janesville In box at switch Wheeler Pit
 On relay house Rock River Intlg. (Milw. Dispr.)
 On pole Eastern Ave. (Chev. Plant)
 On pole at East Wye
 In booth east end west yard (Arch St.)
 Old yard office west yard
 In booth on pole five points
 On pole east end upper yard
 In box eastward absolute signal C & N W Crossing
 On shanty at C. & N. W. westward absolute signal

Black Earth In booth on pole just east of depot
 Madison In booth at East Lakeside Street
 In booth at Jet. Switch Doty Street
 In booth on pole east of Broom Street
 In switch shanty Garver Plant
 In flag shanty University Ave.
 In booth at University Barns
 In booth at Highland Ave.

Connections on Grand Ave.-Watertown Block Phone

West Allis At 94th Street
 Wauwatosa In booth across from depot
 At east end of house track
 At Manigold crossing
 At Sears Roebuck crossing
 At 68th street
 Kenyon At County Building crossing
 At Highway 100
 Elm Grove In booth at dual control switch
 Brookfield On pole west end westward siding
 In baggage room
 Pewaukee At crossover 700 ft. east of Oakton Ave.
 Hartland In old maintainer's car house
 Nashotah On pole north of track opposite depot
 Okauchee On pole east of highway crossing
 Oconomowoc In baggage room, at power plant, at Carnation
 plant
 Ixonia In booth at crossover
 Watertown, 3rd St. In booth
 Washington St. On pole across from section shanty
 Piperville Road In booth

Connections on Watertown-Portage Block Phone

Watertown At west switch Columbus siding
 Voltz On pole at east siding switch and at west end of
 westward siding
 Richwood On pole east of station sign
 Reeseville On post between crossover switches
 In freight house
 Astico On pole at crossover
 Columbus In baggage room and at west end eastward siding
 Fall River West end of depot
 Doylestown On pole opposite station sign
 East Rio On pole by pump house
 On pole east end eastward siding
 Rio In baggage room
 Wyocena On pole at crossover west of depot

Connections on Portage Yard Phone

Portage Jct. On eastward and westward absolute signals
 Portage Yard In shanty west of Mulcahy's crossing
 On pole at York's Mill
 In shanty east end passenger platform
 On pole west end switch
 In shanty west yard
 On pole 1¼ miles west of depot
 In engr's, shanty mouth of coal shed
 In booth at signal 178-8 west end yard

Connections on Portage-La Crosse Block Phone

Lewiston In booth on pole at shanty
 Mile Post 188.7 On pole
 Wisconsin Dells In booth at west end and freight depot
 Round Bluff In box on pole near crossing
 Mauston On pole west of depot
 New Lisbon On pole opposite No. 1 track switch
 On pole at head room track switch
 Oakdale In shanty
 Tomah In men's waiting room
 Tunnel City On pole just east of tunnel
 Camp McCoy In booth at crossover
 Mile Post 251.8 On pole
 Sparta In booth on pole at crossover at eastward abso-
 lute signal
 Sparta On pole at west switch of house track
 Rockland In depot
 Bangor In freight room
 West Salem In baggage room
 Medary, 3 miles east. In booth on pole

BLOCK TELEPHONE

West Wye Switch In box on telegraph pole
 At end of double track
 Power Co. Spur At switch just west of Black River Bridge
 Bridge Switch In shanty
 River Junction At end of double track
 At switch at west end of eastward siding
 In shelter building
 Mile Post 289.0 In box on telegraph pole
 Winona On pole vicinity of B. N. connection for use con-
 tacting B. N. operator at LaCrosse
 East Hastings In box on telegraph pole
 Hastings In conductors room connected with St. Croix
 Tower
 Hastings In booth on pole 1180 feet west of the Eastward
 Absolute Signal west of Bridge L-268 connected
 with St. Croix Tower
 New Lisbon Cemetery crossing connected with New Lisbon
 Sprague In box on pole, connected with New Lisbon
 Babcock In depot, connected with New Lisbon

WAUZEKA—PRAIRIE DU CHIEN BLOCK PHONE

M.P. 224 In booth on pole
 Bridgeport In booth on pole by depot
 Prairie du Chien On pole west of Fertilizer plant

INDUSTRIAL TRACKS NOT OTHERWISE SHOWN AS STATIONS

Name	Location	Capacity in Cars	Name	Location	Capacity in Cars
First Subdivision			Sixth Subdivision		
AIRLINE			AIRLINE		
W. A. Krueger	0.6 miles east of Elm Grove	35	Chase	1.6 miles east of Windsor	5
Solvox	1.4 miles east of Elm Grove	28	Duraform	1.1 miles east of Windsor	8
Kearney Trecker	1.6 miles east of Elm Grove	52	Research Products	0.7 miles east of Poynette	13
Bachck Equipment	1.9 miles east of Elm Grove	3	Thirteenth Subdivision		
Wis. Telephone	2.8 miles east of Elm Grove	14	Mentone	3.5 miles west of Cranmoor	6
92nd St. Team	2.9 miles east of Elm Grove	3	Spur 46	0.9 miles west of Port Edwards	3
Jaeger S & G	3.2 miles east of Elm Grove	11	Cold Storage	1.5 miles west of Mosinee	1
MAIN LINE			Spur 84	0.4 miles west of Weston	10
City Indust. Park	1.0 miles west of Oconomowoc	11	Fourteenth Subdivision		
Midland Co-op	2.4 miles west of Watertown	4	Spur 95	3.2 miles west of Wausau	13
Provimi	2.4 miles west of Watertown	7	Fifteenth Subdivision		
F S Services	2.0 miles west of Columbus	40	Nine Springs	3.1 miles east of Madison	3
Capitol S & G	2.7 miles west of Wyocena	49	Madison Pipe Line Terminal	5.2 miles east of Madison	10
Second Subdivision			Wadhams Oil	5.6 miles east of Madison	2
Spur 251	2.2 miles west of Camp McCoy	48	City Industrial Park	1.4 miles west of Stoughton	20
Spur 265	1.7 miles east of Bangor	4	Sixteenth Subdivision		
Third Subdivision			Erdman	2.9 miles east of Middleton	12
Warner Swasey	4.3 miles west of Winona	6	Fitzpatrick	3.0 miles east of Middleton	7
Winona Aggregate	4.4 miles west of Winona	40	Seventeenth Subdivision		
Addington Spur	3.2 miles east of Red Wing	20	Readwood, Inc.	1.4 miles west of Twin Bluffs	6
Prairie Island	0.6 miles east of Stroms	59	Clear Span	2.3 miles east of Richland Center	4
Fifth Subdivision			Eighteenth Subdivision		
Midwest Steel	2.3 miles west of Burke	10	Portz	3.2 miles west of Waukesha	16
Payne	2.4 miles west of Burke	6	Williams	5.3 miles west of Waukesha	4
Four Lakes	2.7 miles west of Burke	32			
Empire	3.2 miles west of Burke	14			
Swift	3.3 miles west of Burke	31			
Voit	3.5 miles west of Burke	6			
Team Track	3.5 miles west of Burke	14			
Spur #133	1.5 miles west of Watertown	11			

YARD LIMITS AT

Milwaukee Terminals...	Extend from Milwaukee passenger station to 2400 feet west of the junction switch at Grand Ave.; and from Muskego Yard office to Junction Switch at Elm Grove on the Airline via West Allis.	Junction City	Extend from 4500 ft. east of the Soo Line crossing to 1500 ft. west of the west siding switch.
Watertown	Extend from 10,000 feet east of station to 200 feet west of west switch at Voltz on the First Subdivision and to 2000 feet west of wye switch on the Fifth Subdivision.	Mosinee	Extend from 5000 feet east of station to 3000 feet west of station.
Portage	Extend from 9945 feet west of the station to 5000 feet east of Drawbridge C-220 at Portage Jct. on the First and Sixth Subdivisions and to 4153 feet east of drawbridge C-220 on the Milw. Divn.	Wausau	Extend from C. & N. W. crossing 1.9 miles east of station to 2.5 miles west of station.
New Lisbon	Extend from 600 feet east of east switch to 4000 feet west of west switch on Second Subdivision and to 2000 feet west of West Wye Switch on Thirteenth Subdivision.	Brokaw	Extend from 3000 feet east of station to 4000 feet west of station.
Sparta	Extend from 2000 feet east of east switch to 2000 feet west of facing point crossover leading from Second Subdivision eastward main track to eastward siding and to 1500 feet west of the eastward absolute signal on the Seventh Subdivision.	Merrill	Extend from 9700 feet east of station to 10,000 feet west of station.
Manley	Extend from 2000 feet east of east wye switch to 2000 feet west of west wye switch.	Tomahawk	Extend from 2200 feet east of MT&W crossing to 2000 feet west of west switch.
Westby-Westby Jct.	Extend from 1000 feet east of the junction switch at Westby Jct. to 1000 feet west of west switch at Westby, and to end of main track at Coon Valley on Eighth Subdivision.	Minocqua	Extend from 2000 feet east of east switch to C&NW interchange track at Woodruff.
Viroqua	Extend from 2000 feet east of switch leading to southeastern yard to end of main track.	Waukesha	Extend from 700 feet east of Soo Line crossing to 2000 feet west of C&NW transfer track switch.
La Crosse	Extend from a point just west of Bridge L4A located about one and one-half miles west of station to 1 mile east of Grand Crossing.	Milton Jct.—Milton	Extend from 2400 feet east of east switch at Milton on Eighteenth Subdivision to Milton Jct. and South Wye—and on Fifteenth Subdivision from 2000 feet west of west switch of siding at Milton Jct. to 2000 feet east of South Wye.
River Jct.	Extend from 5200 feet West of West Switch of Eastward siding to End of Double Track and to the junction with D. & I. Division at La Crescent.	Edgerton	Extend from 2000 feet east of east Highway Trailer Company switch to 2000 feet west of west switch of siding.
Bridge Switch and La Crescent	Extend from Bridge Switch to 2000 feet east of I. M. & D. Jct. on the D. & I. Division and to 2000 feet west of I. M. & D. Jct. on the I. M. & D. Division.	Madison	Extend from 2000 feet east of Fair Grounds track switch on the Fifteenth Subdivision to 18570 feet west of station on the Sixteenth Subdivision and to 2860 feet east of C&NW crossing east of Yahara River on the Fifth Subdivision and to 1200 feet west of station at North Madison on the Sixth Subdivision.
Winona	Extend from 10,080 feet east of switch of Wall Street Spur to 9131 feet west of west switch of Eastward siding at Tower CK.	Mazomanie	Extend from 2000 feet east of east switch to 2000 feet west of west switch on the Sixteenth Subdivision and to end of main track at Sauk City—Prairie du Sac on the Twenty-Second Subdivision.
Wabasha	Extend from 2558 feet east of east switch of Eastward siding to 3000 feet west of crossover switch at west end of yard.	Lone Rock	Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on the Sixteenth Subdivision and to end of main track at Richland Center on the Seventeenth Subdivision.
Lake City	Extend from 2500 feet east of the east mill switch to 2500 feet west of the west switch of the eastward storage track.	Prairie du Chien	Extend from 665 feet east of east switch at Crawford to end of main track at Prairie du Chien.
Red Wing	Extend from 3000 feet east of east switch of crossover at Addington spur to 7400 feet west of Jackson St.	Janesville	Extend from 5250 feet west of Anderson on the Fifteenth Subdivision of the La Crosse Division to one mile west of west switch at West Yard on the Nineteenth Subdivision of the La Crosse Division; and to 2000 feet east of east switch at Wheeler Pit No. 2 east of Janesville on the Second Subdivision of the Milwaukee Division and to 5776 feet west of connection switch at Five Points on the Twentieth Subdivision of the Milwaukee Division.
Hastings	Extend from 4000 feet east of crossover at East Hastings to 2000 feet west of switch at end of double track at Hastings.	Brodhead	Extend from 2000 feet east of east switch to 2000 feet west of west switch on the Nineteenth Subdivision and to end of main track at New Glarus on the Twentieth Subdivision.
Twin City Terminals....	Extend from 1537 feet east of Tower at Oakland to Minneapolis.	Monroe	Extend from 2000 feet east of east switch to 2000 feet west of west switch of Iron track.
Red Cedar Jct.	Extend from 2000 feet east of east switch at Red Cedar to 2000 feet west of junction switch on Ninth Subdivision and to end of main track at Menomonie on Tenth Subdivision.	Calamine	Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on the Nineteenth Subdivision and to end of main track at Platteville on the Twenty-First Subdivision.
Eau Claire	Extend from 2000 feet east of east switch on Gravel Pit track to connection with C&NW and Soo Line Railways at Magenta.	Mineral Point	Extend from 2000 feet east of east switch to end of main track.
Nekoosa	Extend from Main Track switches of the wye at Nekoosa Jct. to end of track at Nekoosa.		
Wis. Rapids	Extend from 5000 feet east of station to 5500 feet west of station.		

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

LOCATION	NAME	OFFICE ADDRESS AND TELEPHONE NUMBER	RESIDENT PHONE
Chicago:	§‡Dr. R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital 250 E. Superior St.	787-6596 337-6500
	§‡Dr. Robert E. Geurkink, Asst. to Chief Surg..	Chicago Wesley Memorial Hospital 250 E. Superior St.	787-6596
Milwaukee:	§‡Dr. Donald S. Thatcher	811 E. Wisconsin Ave.	272-4711
	§Dr. R. P. Sproule, Oculist	811 E. Wisconsin Ave.	272-4711
	Dr. Hanno H. Mayer, Medical Consultant	811 E. Wisconsin Ave.	272-8650
	§‡Dr. R. J. Trettin	811 E. Wisconsin Ave.	272-4711
	§‡Dr. Elton Mendeloff	Room 255 Union Depot	271-6120
St. Paul:	§‡Dr. John Chopyak	Room 255 Union Depot	271-6120
	†Dr. Richard Lessard	539 West 7th St.	227-9341
	Dr. Edmund A. Post, Oculist	835 Lowry Medical Arts Building	222-8717
	†Dr. John A. Williams	393 N. Dunlap St.	645-9477
	†Dr. Donald E. Roach	393 N. Dunlap St.	645-9477
	†Dr. D. G. Alton	393 N. Dunlap St.	645-9477
	Dr. Kenneth Lerdahl	393 N. Dunlap St.	645-9477
Minneapolis:	Dr. C. Robert Baker	393 N. Dunlap St.	645-9477
	§‡Dr. W. H. Rucker	1227 Medical Arts Building Nicollet Ave. at 9th St.	336-0009
	§Dr. Frank T. Cavanor, Oculist	1818 Medical Arts Building Nicollet Ave. at 9th St.	335-8701 927-7138
	Dr. Thomas K. Rucker, Oculist	6533 Drew Ave. South	927-7138

		Residence Telephone	Office Telephone			Residence Telephone	Office Telephone
Oconomowoc	*Dr. J. F. Wilkinson	567-3417	567-4433	Red Wing	†Dr. Edward H. Juers	388-5520	388-3503
Watertown	†Dr. J. H. Becker	261-7332	261-1770	Hastings	*Dr. Carl A. Weiss	437-9422	437-9421
Madison	†Dr. W. P. Crowley	233-0066	257-7107	Eau Claire	*Dr. J. K. Martin	834-1377	835-6127
Madison	†Dr. James L. Dean	255-1424	256-5521	Stillwater	*Dr. F. M. McCarten	439-3020	439-2215
Madison	Dr. Donald A. Daugherty ..	233-5090	256-5521	Wisconsin Rapids ..	*Dr. Leland C. Pomainville ..	423-3911	423-3500
Madison	Dr. A. M. Sanneland, Consultant	249-1540	256-5521	Wausau	Dr. Merritt L. Jones	842-3803	845-4321
Columbus	*Dr. John F. Poser	623-3490	623-5000	Wausau	†Dr. Erwin P. Ludwig	845-6711	845-4321
Columbus	*Dr. Rolf F. Poser, Asst.	623-2919	623-5000	Wausau	†Dr. Burton C. Smith	842-1237	845-4321
Portage	†Dr. E. F. Tierney	742-3305	742-4191	Wausau	*Dr. T. C. Burr	842-3229	845-4321
Portage	†Dr. James W. Macgregor ...	742-3469	742-4144	Wausau	*Dr. Robert E. Cadwell	845-7426	845-4321
Portage	†Dr. Thomas E. Henney	742-6130	742-4191	Merrill	*Dr. J. F. Bigelow	536-6575	536-4450
Portage	†Dr. R. T. Cooney	742-3689	742-4191	Tomahawk	*Dr. N. L. Bogarin	453-2711	453-2137
Poynette	*Dr. W. J. Focke	635-2221	635-2221	Waukesha	†Dr. F. G. Zietlow	542-3443	547-5344
Poynette	*Dr. C. F. Broderick	253-3531	253-1171	Milton	Dr. H. L. Burdick	868-2136	868-7653
Mauston	*Dr. Vernon M. Griffin	843-1601	843-1131	Edgerton	*Dr. Victor S. Falk	884-8235	884-3371
Mauston	Dr. Jack Strong	843-5542	843-1131	Edgerton	Dr. W. C. Sumner	884-3923	884-3371
New Lisbon	†Dr. T. M. Parong	562-3567	562-3111	Muscoda	*Dr. Emmett T. Ackerman ..	739-3418	739-3736
Tomah	*Dr. Jameel S. Mubarak ...	372-4780	372-4111	Prairie du Chien ...	†Dr. T. F. Farrell	326-6087	326-6406
Tomah	†Dr. C. E. Kozarek	372-6716	372-4176	Janesville	Dr. J. F. Pember, Oculist ..	752-2725	754-7781
Tomah	Dr. H. H. Williams, Jr.	269-2733	269-6731	Janesville	†Dr. T. O. Nuzum	752-1344	752-7811
Sparta	*Dr. P. T. Bland	634-4190	634-3126	Janesville	†Dr. Philip R. Sholl	752-5296	752-7811
Westby	*Dr. Lars Gulbrandsen	637-3239	637-3195	Janesville	†Dr. M. M. Baumgartner ...	754-6933	752-7811
Viroqua	†Dr. James C. Fox	788-5669	784-3050	Janesville	†Dr. Chas. S. Baker	752-9975	752-7811
La Crosse	†Dr. Gerard I. Ulrich	788-5662	784-3050	Orfordville	Dr. E. R. McNair	879-4131	879-4131
La Crosse	†Dr. B. J. Manshelm, Oculist.	788-1788	784-3050	Brodhead	*Dr. Melvin W. Stuessy	897-2880	897-2191
La Crosse	Dr. M. A. McGarty	784-4473	784-5240	Monroe	*Dr. N. E. Bear	325-6240	325-2101
La Crosse	Dr. S. B. Gundersen	786-2811	785-2400	Mineral Point	*Dr. E. J. Hohler	987-2163	987-2133
Winona	†Dr. R. F. Hartwich	5888	8-3681	New Glarus	*Dr. Philipp H. Marty	527-2312	527-2525
Winona	Dr. E. E. Christensen, Asst...	3957	8-3681	Richland Center ...	*Dr. W. C. Edwards	647-2262	647-6161
Winona	†Dr. P. A. Mattison, Asst. ...	2656	8-3681	Richland Center ...	*Dr. R. W. Edwards	647-2260	647-6161
Wabasha	†Dr. B. J. Bouquet	565-4549	565-4571	Richland Center ...	*Dr. Killian H. Meyer	647-3262	647-6161
Lake City	*Dr. R. N. Bowers	345-2025	345-3318	Richland Center ...	Dr. Donald J. Taft	647-2721	647-6161

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

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

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

FREIGHT TRAINS—(INFORMATION ONLY)—WESTWARD

STATIONS	69	91	65	261	67	263	99			
	Time Freight	Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight			
	Daily Exc. Sat.	Daily Exc. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.			
MILWAUKEE	5.30 AM		6.00 AM	4.30 PM		5.45 PM	10.00 PM			
BROOKFIELD										
PORTAGE	10.00 1.00 PM		9.45	6.30		8.05	11.45			
NEW LISBON	3.00									
LA CROSSE	A 6.00 PM	6.00 AM	1.00 PM	8.25		10.45 PM	1.40 AM			
RIVER JCT.		6.15			4.30 PM					
ST. PAUL YARD		A 4.30 PM	A 4.30 PM	A 11.10 PM	A 8.30 PM	A 3.30 AM	A 4.30 AM			

FREIGHT TRAINS—(INFORMATION ONLY)—EASTWARD

STATIONS	264	262	66	272	72	98	76			
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight			
	Daily	Daily	Daily	Daily	Daily Exc. Sun.	Daily Ex. Sat. & Sun.	Daily			
ST. PAUL YARD	6.00 AM	6.00 AM	1.30 PM		7.30 PM	7.30 PM	10.00 PM			
RIVER JCT.			8.00				A 2.00 AM			
LA CROSSE	9.45	9.45	A 8.30 PM	7.30 PM	11.00	10.25				
NEW LISBON				11.30						
PORTAGE	12.01 PM	12.01 PM		12.30 AM 4.00	2.00 AM	12.20 AM				
BROOKFIELD										
MILWAUKEE	A 2.30 PM	A 2.30 PM		A 7.15 AM	A 4.30 AM	A 2.00 AM				

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAY
Columbus	8:00am to 10:00am	.....	8:00am to 5:00pm
Wisconsin Rapids	11:30am to 1:30pm	.....	.....
Mosinee	11:15am to 1:15pm	.....	.....
Brokaw	8:00am to 11:00am	.....	.....
Heafford Jct.	10:30am to 12:30pm	.....	.....
Tomahawk .....	.....	.....	.....
Wabasha .....	.....	.....	8:00am to 5:00pm
Lake City .....	.....	.....	7:45am to 4:45pm

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas or day set by Proclamation.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 In reference to Rule 2 of the Consolidated Code of Operating Rules, the following watches conform to the requirements on this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size—19 jewel or better, Hamilton—16 size—992—21 jewel, or 16 size—950—23 jewel, Elgin—16 size—B. W. Raymond—21 jewel.

WRIST WATCHES

Elgin—13/0 size, 23 jewel, B. W. Raymond
Elgin 21 jewel, B. W. Raymond Chronometer
Ball—13 ligne, 21 jewel, Official Railroad
Bulova Accutron—Railroad Approved.
Ball Trainmaster.

G-2 In complying with Rule 3, of the Consolidated Code of Operating Rules, 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 their time slip.

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottle gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above 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.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-4 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-5 In addition to Consolidated Code Rule 806 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-6 For the comfort of the passengers, the air-conditioning on 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 stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes 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 at stations when available.

G-8 A yellow flag by day stenciled 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 coupled to or 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.

G-9 In connection with Rule 920 of the Consolidated Code of Operating Rules, the engineer may permit other employes, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 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-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-16 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling ore cars Loaded.....	35
Empty	40
Trains handling ore except silicon ore, loaded in open top equipment other than ore cars.....	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars On Branch Lines.....	20
On Main Lines	25

The following diesel engines either dead in train or operating under own power:
690 AB to 696 AB

G-17 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-18 Modification of Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen.

Rule 12.....Standard brake pipe pressure is amended as follows:

Road freight service	80 pounds
Freight transfer service	80 pounds
Switch service	65 pounds
Locotrol service	90 pounds

Timetable special instructions will govern in mountain territory.

The feed valve of any engine performing work on the rear of a freight train must be adjusted to 65 pounds.

Rule 71(a) is cancelled and the following will apply:

In an emergency, where life or property is in danger, move the automatic brake valve quickly to emergency position and leave it there until the train stops. Use sand until the train stops. In case brakes apply at an emergency rate of reduction from the train, move automatic brake valve to emergency position and gradually close the throttle and exercise care to prevent locomotive wheels from sliding. Apply independent brake about 100 feet before stop is completed.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello..... All Trains
St. Paul Yard

G-20 When making a back-up movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the engine. Before making back-up movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23. Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

G-25 In the application of Rules 12, 14, and 14(A) of the 1967 Edition of the Consolidated Code of Operating Rules, and Rules 12, 14, 14(A), M14 and M14(A) of the 1967 Edition of Operating Rules for Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.

G-26 Before rail detector cars are operated through interlocking plants, an understanding must be had with the control operator that no switches or derails will be moved until the detector car reports clear.

G-27 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

G-28 Safety Instruction 161-S (1) is canceled. Employes are prohibited from riding on engine footboards or pilot steps.

G-29 Rule 98(B) of the Consolidated Code of Operating Rules is modified by the addition of the following:

When blocking the crossing cannot be avoided, engines, cars or train must not be left between the absolute signals of an interlocking unless part of the consist extends beyond one of the absolute signals.

When circumstances prevail that will not permit consist to extend beyond one of the absolute signals, the tracks of the other railroad extending through the interlocking must be protected in both directions as prescribed by Rule 99.

X-1 Trains handling wrecker derricks will 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
Grand Ave. and Newport	40 MPH	25 MPH
Newport and Minneapolis	35 MPH	25 MPH
Watertown and Mile Post 164 on Fifth Sub-Division	35 MPH	20 MPH
Mile Post 164 and Madison on Fifth Sub-Division	15 MPH	10 MPH
Portage and Madison	15 MPH	10 MPH
Sparta and Viroqua	15 MPH	10 MPH
Westby Jct. and Coon Valley	10 MPH	5 MPH
Trevino and Eau Claire	15 MPH	10 MPH
Hastings and Stillwater	10 MPH	10 MPH
Red Cedar Jct. and Menomonie	10 MPH	10 MPH
New Lisbon and Wausau	20 MPH	15 MPH
Wausau and Woodruff	20 MPH	15 MPH
Janesville and Madison	30 MPH	25 MPH
Madison and Prairie du Chien	30 MPH	25 MPH
Lone Rock and Richland Center	15 MPH	10 MPH
Brookfield and South Wye	30 MPH	25 MPH
Janesville and Mineral Point	25 MPH	15 MPH
Brodhead and New Glarus	15 MPH	10 MPH
Calamine and Platteville	15 MPH	10 MPH
Mazomanie and Sauk City	15 MPH	10 MPH
Additional restrictions on Wrecker Derricks X-17, X-18 and X-19:		
Arnold Ave. subway between Air Line Yard and West Allis	15 MPH	
Bridge C-94½ 0.7 mile west of Watertown on Main tracks	15 MPH	
Must not be handled over this bridge on Eastward siding		
Bridge C-182½ 0.4 mile east of MP 165, First Sub-division	15 MPH	
Bridge C-202 0.4 mile east of MP 174, First Sub-division	15 MPH	
Bridge L-332 at Signal Tower on Fourth Sub-division	15 MPH	
Bridge C-574 0.7 mile east of MP 147, Fifth Sub-division	25 MPH	
Bridge B-400 0.3 mile west of Mazomanie, and Bridge B-428-B 0.3 mile east of MP 8 on Twenty-Second Sub-division	15 MPH	

X-1 (A) Wrecker Derricks X-17 and X-18 cannot be handled on the Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth and Fourteenth Sub-divisions and may be handled on the Thirteenth Subdivision between New Lisbon and Junction City only.

X-2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

Between	On Tangent Track	On Curves
Grand Ave. and Minneapolis	35 MPH	25 MPH
Watertown and Mile Post 164 on Fifth Sub-division	20 MPH	15 MPH
Mile Post 164 and Madison on Fifth Sub-Division	15 MPH	10 MPH
Portage and Madison	15 MPH	10 MPH
Sparta and Viroqua	15 MPH	10 MPH
Westby Jct and Coon Valley	10 MPH	5 MPH
Trevino and Eau Claire	15 MPH	10 MPH
Menomonie and Red Cedar Jct.	10 MPH	10 MPH
Hastings and Stillwater	10 MPH	10 MPH
New Lisbon and Wausau	20 MPH	15 MPH
Wausau and Woodruff	20 MPH	15 MPH
Janesville and Madison	30 MPH	25 MPH
Madison and Prairie du Chien	30 MPH	25 MPH
Lone Rock and Richfield Center	20 MPH	15 MPH
Brookfield and South Wye	30 MPH	25 MPH
Janesville and Mineral Point	20 MPH	15 MPH
Brodhead and New Glarus	20 MPH	15 MPH
Calamine and Platteville	20 MPH	15 MPH
Mazomanie and Sauk City	20 MPH	15 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 Instructions 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	At Crossover.
Brookfield	Crossover west of the depot.
Duplainville	Crossover at the interlocking.
Pewaukee	Crossover near the old freight house.
Hartland	At Crossover.
Oconomowoc	Trailing point crossover.
Ixonia	At Crossover.
Watertown	Crossover east of river.
Watertown	Crossover east of depot.
Watertown	East turnout of eastward siding.
Watertown	West turnout of eastward siding.
Voltz	West turnout of westward siding.
Lyndon	Crossover west of depot.
Mauston	Crossover east of depot.
New Lisbon	West turnout of westward siding.
Camp McCoy	At Crossover.
Sparta	West turnout of westward siding.
Sparta	Remote controlled crossover from eastward main track to Seventh Subdivision.
Medary	Crossover opposite tower.
Grand Crossing	Crossover opposite tower.
West Wye Switch	At end of double track.

River Jct.	At Crossover and at west end of eastward siding.
Weaver	At Crossover.
Kellogg	At Crossover.
Addington Spur	At Crossover.
In C.T.C. territory	Crossovers at Jackson Street and Duke speed 35 MPH.
Hastings	At end of double track.
St. Croix Tower	At BN connection westward.
Newport	Junction switch between westward main track and RI main track.
Oakland	All turnouts from westward main track to St. Paul Yard leads, and cross-overs between eastward and westward main tracks.
Chestnut Street	Turn out from CMStP&P-C&NW joint track to CMStP&P westward main track.
	Turnout from CMStP&P eastward main track to CMStP&P-C&NW joint track.
East Wye	Junction switch.
Milton Junction	Junction switch.
Madison	West end of train yard.

X-3(A) Spring Switches

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the 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 points must not exceed 40 miles per hour.

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

All spring switches except those listed below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Station	Location	Normal Position
Madison	At west end of double track	For Eastward track
Madison	At Junction with Portage Line	For Fifteenth Subdivision
Madison	At east end of train yard	For main track
Franklin Street	At east end of double track	For Westward track
Franklin Street	700 feet east of depot	For Sixth Subdivision

X-3(B) Location of Hot Box Detectors

Location	Readout at
Eastward Track	
MP 376.3 between Stroms & Duke	Red Wing
MP 315.3 between Whitman & Minnesota City	Winona
MP 227.9 between Oakdale & Camp Douglas	New Lisbon
MP 183.0 between Lewiston & Silver	Portage
MP 137.3 between Reeseville & Richwood	Watertown
MP 108.2 between Hartland & Pewaukee	Duplainville
Westward Track	
MP 363.8 between Frontenac & Red Wing	Red Wing
MP 302.0 between LaMoille & Winona	Winona
MP 215.5 between Mauston & New Lisbon	New Lisbon
MP 174.3 between Wyocena & Portage Jct.	Portage
MP 125.5 between Ixonia & Watertown	Watertown

X-4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:

Milwaukee	Wausau
Madison	St. Paul Yard
Portage	Minneapolis
La Crosse	Janesville

X-4(A) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on work report.

"Speed Test Section" signs are located as follows:

First Subdivision	Westbound at MP 103 and MP 106	Eastbound at MP 175 and MP 172
Second Subdivision	Westbound at MP 186 and MP 189	Eastbound at MP 265 and MP 262
Third Subdivision	Westbound at MP 290 and MP 293	Eastbound at MP 385 and MP 382

X-5 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X-6 In compliance with Rule D-91, the following will apply: Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91(A) do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block signals, or to a work extra.

X-9 Interlocked railroad crossings.

Location	Passenger	Freight
	Trains	Trains
Grand Avenue	35 MPH	35 MPH
Duplainville	70 MPH	50 MPH
Watertown, Eastward track	35 MPH	35 MPH
Watertown, Westward track	50 MPH	50 MPH
Camp Douglas	70 MPH	45 MPH
Medary	70 MPH	45 MPH
Grand Crossing	50 MPH	25 MPH

X-10 Five minute fuses should be used in Automatic Block Signal territory. Ten minute fuses should be used on all other subdivisions.

X-11 At Madison, the normal position of the spring switch at the Junction of the Fifth and Sixth Subdivisions with the Fifteenth Subdivision is for the Fifteenth Subdivision.

X-12 At Madison, City Ordinance prohibits the sounding of the whistle within city limits except in case of emergency or in order to prevent accidents.

X-12(A) At Madison:

The normal position of the crossing gates at the IC crossing is against movements on the ICRR.

The normal position of the crossing gates at the C&NW crossing with the Madison-Portage Line is against movements on the C&NW RR.

X-13 For the handling of wide loads on the Fifteenth and Sixteenth Subdivisions, the clearances are less than 13 feet track centers, at the following locations:

Station	Name of Track	Track Centers
Edgerton	Siding	12 Feet 6 Inches
Stoughton	Siding	12 " 9 "
Madison	Sweet Fruit Track	12 " 1 "
Madison	Yard No. 1	12 " 9 "
Madison	Univ. of Wis. spur	12 " 10 "
Middleton	Lumber track (south)	12 " 8 "
Bridgeport	North track	12 " 0 "

Loads 13 feet or wider will not clear other equipment on these tracks and when such loads are being handled in a train or in a yard movement, they must not meet, pass or be passed at these locations.

X-14 At the following stations, 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.

- Sixteenth Subdivision—Spring Green, Muscodia.
- Eighteenth Subdivision—Soo Line Crossing, Waukesha.
- Nineteenth Subdivision—Brodhead, Monroe.

X-15 At LaCrosse, spring switch in service at connection between Old Main and westward main track just west of Copeland Avenue. Normal position is for movement on westward main track.

Maximum permissible speed for all movements over this switch20 MPH
Rule 104(I) applies to all movements from Old Main to westward main track.

FIRST AND SECOND SUBDIVISIONS

X-17 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed MPH	
	Psg. Trains	Other Trains
Between Harwood Ave., Wauwatosa and Grand Ave....	35	35
Watertown — On eastward siding trains handling Dome Cars at Bridge C-94½.....	10	10
Portage Jct. thru Interlocking	50	25
Trains handling loaded ore cars over bridge C-250 at Wisconsin Dells		15
Camp Douglas—All tracks on Military Reservation....	10	10
Tunnel City—Through double track turnout eastward— with current of traffic	55	55
Eastward—Against current of traffic	50	40
Westward—With current of traffic	50	40
Westward—Against current of traffic	55	49
Raymore—Through double track turnout		
Eastward—With current of traffic.....	50	40
Westward—Against current of traffic.....	40	30

Grand Crossing—over Gillette Street Crossing all eastward trains 40 40
La Crosse—Between Avon St. and West Wye Switch.... Reduced Speed

X-18 At Elm Grove, when light, located on Instrument House at the Air Line Switch is displayed, Eastward Trains will stop short of Harwood Avenue Crossing at Wauwatosa and a member of the crew will communicate with the Operator at Cut-off for instructions.

X-19. At Brookfield, Rule 83(B) does not apply to eastward trains when operator is not on duty.

X-20 At Brookfield, the eastward train order signal located on the Eighteenth Subdivision, governing eastward movements off the Eighteenth Subdivision, is controlled from Brookfield during the hours that office is open and from Cut-off during the hours Brookfield is closed.

During the hours the operator is not on duty at Brookfield, eastward trains off the Eighteenth Subdivision may proceed from Brookfield to Grand Avenue with the current of traffic as extra trains without train orders when the train order signal displays a proceed indication.

Operators at Brookfield and Cut-off must not display the proceed indication without authority from the train dispatcher at La Crosse.

X-21 Within the city limits of Oconomowoc, unnecessary use of the whistle is prohibited.

X-24 At Watertown, the lower light of the westward signal governs movements from the westward to the eastward main track through the hand operated cross-over located just east of the crossing.

Eastward Fifth Subdivision trains or engines moving to the First Subdivision must not exceed a speed of 15 MPH over the C&NW crossing.

The normal position of the crossing gates is against movements on the CMSIP&PRR. 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&NW RR 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&NWRR 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.

X-25 At Watertown, whistle must not be sounded within city limits except in case of emergency.

X-27 At Portage Jct. a derail, is 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-28 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-29 At Portage, eastward Automatic Block signal 178-8, located approximately 3000 feet west of the depot, has three units: the upper unit or light is an Automatic Block signal, the two lower units or lights are Routing signals. The middle unit or light governs movements from the eastward to the westward main track through the hand-operated cross-over located approximately 500 feet east of the signal. The lower unit 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-30 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.

X-31 At Camp Douglas, when necessary to proceed on hand signal as prescribed in Rule 613, such movement must be made at restricted speed to the next signal.

X-33 C.T.C. operation between Tunnel City and Raymore is controlled by the train dispatcher at La Crosse.

X-34 The maximum height of cars or lading through tunnel No. 1 west of Tunnel City:

- 19 feet 6 inches high above top of rail when 3 feet wide
- 19 feet 3 inches high above top of rail when 5 feet wide
- 19 feet 0 inches high above top of rail when 6 feet wide
- 18 feet 9 inches high above top of rail when 7 feet wide
- 18 feet 6 inches high above top of rail when 8 feet wide
- 18 feet 2 inches high above top of rail when 9 feet wide
- 17 feet 7 inches high above top of rail when 10 feet wide
- 17 feet 0 inches high above-top of rail when 11 feet wide
- 16 feet 0 inches high above top of rail when 12 feet wide

X-36 Use of the C&NW Main track at Camp McCoy on the C&NW RR must be confined to the territory between Eastward Absolute Signal No. 4 located 300 feet West of the east switch of C&NW siding and Westward Absolute Signal No. 3 located 3300 feet East of the East Wye switch. The main track switch from C&NW siding and both legs of the wye are equipped with derails, pipe connected to and operated in conjunction with the switches. Normal position is against movement off the siding and both legs of the wye.

Switch indicators for both directions are located at each switch. Rules 512 and 513 apply.

At Camp McCoy, trains and engines must not exceed 10 miles per hour from north wye switch to the camp and on all tracks in the area.

X-38 Interlockings—Rule 606(b).

Station	Location	By Whom Operated
Grand Avenue	All Switches	Operator Cut-off
Elm Grove	Air Line switch	Operator Cut-off
Watertown	West end Eastward siding	Operator Watertown
Voltz	East end Westward siding	Operator Watertown
Portage	Portage Jct., Main track crossover and connections with La Crosse Divn. Sixth Subdivision and Milwaukee Divn. Fourteenth Subdivision.	Operator Portage
New Lisbon	West end of Eastward siding.	Operator New Lisbon
Sparta	Crossover 2¼ miles west of Sparta Depot located between eastward main track of Second Subdivision and main track of Seventh Subdivision.	Train Dispatcher La Crosse
Monona Tower	C&NW Crossing	Operator Madison
Janesville	C&NW Crossing	Operator Janesville

THIRD AND FOURTH SUBDIVISIONS

X-40 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed MPH	
	Psg.	Other
At La Crosse, between Avon St. and West Wye Switch Between Copeland Ave., and Mississippi River Drawbridge L-4B at Bridge Switch	35	35
Over Black River Drawbridge L-0 one mile west of depot at La Crosse	25	25
At River Jct., westward through turnout at end of double track	50	50
At River Jct., through interlocking	70	60
	70	50
Eastward Trains, between 2640 ft. east of MP287 and the crossover at River Jct.	..	50
At Winona, through city limits	30	30
At Tower CK, through interlocking	30	30
At Wabasha, over gravel pit track	..	10
At Lake City, from depot to 2750 ft. east	50	50
At Red Wing, through city limits	40	40
Between Hastings and St. Croix Tower	40	40
Over bridge L-268 between Hastings and St. Croix Tower	25	25
At St. Croix Tower, through interlocking	30	25
	40	25
At Chestnut Street, westward over C&NW crossing	..	25
At South Minneapolis, through junction switch	..	15
Over employes crossing between Franklin Avenue and 8th Street	..	10
Over 24th St. crossing, South Minneapolis	..	15
At Minneapolis, between 6th Avenue and 9th Avenue	..	8
All trains handling ore loaded in any type open top equipment at the following locations:		
Bridge L-4B 1.7 miles west of La Crosse	..	25
Bridge L-2 1 mile west of La Crosse	..	25
Bridge L-O 0.6 mile west of La Crosse	..	15

X-41 C.T.C. between West Wye Switch and River Jct. is controlled by the Train Dispatcher at La Crosse.

Eastward IM&D and D&I trains must obtain permission from Dispatcher at La Crosse to proceed from south switch of wye at La Crescent to Bridge Switch.

In case of failure of an Interlocking Signal governing movements over Drawbridge L-4B at Bridge Switch, authority to proceed must be obtained from the Train Dispatcher at La Crosse, and, during the open season of navigation, trains or engines must also receive a proceed signal 8(c) from the bridge tender given with a yellow flag or a yellow light.

During the open season of navigation, in case of failure, the Dual Control Switch at Bridge Switch may be hand operated by the bridge tender on authority of the Train Dispatcher at La Crosse.

Movements into and out of the Northern States Power Co. Spur located just west of Drawbridge L-O must be authorized by the Train Dispatcher at La Crosse. The deraill on the Spur Track is equipped with an electric lock. Instructions for operation of this electric lock are posted in phone booth adjacent to the deraill.

Trains or engines having cars to set out or pick up on this track must leave their train on the main track while performing such work.

In case a light engine only is used to pick up cars on this track, the main track switch must be left lined for the spur track during the time the engine is clear of the main track.

X-42 At West Wye Switch, the normal position of the Spring Switch at the west end of the yard is for the yard lead.

X-43 The west switch of the eastward siding at River Jct. is electrically interlocked and controlled by the Train Dispatcher at La Crosse.

X-45 At Winona between Mankato Avenue and Tower CK the whistle will not be sounded except in emergency when necessary to prevent injury to persons or damage to property. The bell must be rung continuously when train or engine is moving within these limits.

X-46 C.T.C. between Jackson Street and Duke is controlled by the Operator at Red Wing under the supervision of the Train Dispatcher at La Crosse.

X-46(A) When the rock slide detector fence located South of Eastward main track and East of the depot at Red Wing has been actuated, the Westward color light type dwarf indicator located East of the East

switch of the Bluff track adjacent to the Eastward track and Eastward automatic block signal 370-6 will display a stop indication.

When red is displayed on the Westward dwarf type indicator, after stopping, Westward trains or engines moving on the Eastward track may proceed at restricted speed through the slide fence area.

When lunar is displayed, Westward trains or engines moving on the Eastward track may proceed in accordance with Rule 240-N.

When automatic signal 370-6 displays a stop indication, Rule 240-B will govern.

X-47 C.T.C. between Hastings and St. Croix Tower is controlled by the Operator at St. Croix Tower under the supervision of the Train Dispatcher at Newport.

In case of failure of an Interlocking Signal governing movements over the Drawbridge at Hastings, authority to proceed must be obtained from the Operator at St. Croix Tower, and, during the open season of navigation, trains or engines must also receive a proceed signal 8(c) from the bridge tender given with a yellow flag or a yellow light.

X-47A The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes while operating on Minnesota Transfer Railway Co. and The St. Paul Union Depot Company trackage:—

(a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at reduced speed and are not authorized by time-table, or train order, but subject to prescribed signals and rules or special instructions.

The limits of The Saint Paul Union Depot Company property extend from connection with the BN Ry. tracks at Third Street and connection with the CMStP&P BN Ry. tracks opposite depot round house, on the east, to connection with the C&NW Ry and CMStP&P R.R. Tracks at Robert Street on the west.

(b) The timetable of The Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current time-table of their respective Companies only as to arriving and departing time of trains.

(c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.

(d) Under Rule 10, the use of torpedoes is prohibited.

(e) Under Rule 11, burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

(f) There is no superiority of trains within the limits of The Saint Paul Union Depot Company property.

(g) Within the limits of The Saint Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches.

The entrance to and all movements on this property will be made only on authority of hand signals from switch tenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director.

Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

Switchtenders are equipped with yellow light bulbs in their lanterns so as to distinguish their signals from other signals.

(h) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

(i) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used, in case of any emergency.

When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up air brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.

(j) Headlights must be dimmed while on shed tracks.

(k) Vestibule doors are to remain closed when trains are pulling or backing into the St. Paul Union Depot until the train comes to a complete stop.

X-50 When the Eastward absolute signal at Fordson Jct. displays a stop indication, Eastward trains must stop West of Oneida Street (third street crossing west of West 7th Street) and communicate with the operator at Chestnut Street.

Telephone for communicating with the operator is located in booth on pole at the crossing.

X-52 Train orders for movements between Division Street and Minneapolis will be issued over the signature of the superintendent of the La Crosse Division.

- X-54 At St. Paul and Minneapolis, city ordinances prohibit the sounding of engine whistles within the city limits except in cases of emergency in order to prevent accidents.
- X-56 C.T.C. between South Minneapolis and Signal Tower is controlled by the Operator at South Minneapolis and between Signal Tower and Chestnut Street controlled by the operator at Chestnut Street, under the supervision of the train dispatcher at La Crosse.
- X-57 At Chestnut St. a light will not be displayed on the train order signal until interlocking route is lined up for movement of a train.
- X-58 At South Minneapolis, two main tracks are in use on the Aberdeen Division between Rand and Cedar. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.
An interlocking is in use at Cedar and on No. 1 and No. 2 main tracks between Rand and Cedar and is controlled by the Operator at South Minneapolis.
Maximum permissible speed for movements on No. 1 and No. 2 main tracks20 MPH.
- X-59 At Minneapolis, because of the danger involved and to avoid having train or enginemen use the bridge runway on the short line bridge to get to the telephone while westward trains are being operated over the bridge. Eastward trains that are stopped by a STOP INDICATION of the absolute signal at Signal Tower will stop with engine just over the east end of bridge.
C.T.C. telephones connected with Control Operator at South Minneapolis are located 265 feet west and 35 feet east of the bridge.
- X-60 At South Minneapolis, an Interlocking is in use on all tracks between the Yard Office and 22nd Street and is controlled by the Operator at South Minneapolis.
Switches are power operated and equipped for hand operation with hand crank at each switch. Switches will be hand operated only when authorized by the Control Operator. See Rule 606.

FIFTH AND SIXTH SUBDIVISIONS

- X-63 Speed restrictions (in addition to General Speed Restrictions).
Maximum Speed
M.P.H.
- | | |
|--|----|
| All Sixth Sub-Division trains and engines over Sanderson Marsh located between Mile Post 27 and Mile Post 28 between Windsor and North Madison | 25 |
| Madison—All street crossings | 15 |
| Madison—IC Crossing 0.4 miles west of depot..... | 15 |
| Jct. A—C&NW Crossing on Madison Watertown Line.. | 20 |
| Jct. B—C&NW Crossing on Madison Portage Line..... | 20 |
- X-66 At Jct. A movements over the C&NW crossing from the Madison Kipp track are governed by an absolute signal. The main track switch must be lined up before this signal will display a proceed indication.
Movements from the Sugar Beet track are governed by the signal on the main track. The main track switch must be lined before the signal will display a proceed indication for movement from the Sugar Beet track.
- X-67 At Franklin Street, the main track between the east end of Double track and the junction with the Sixth Subdivision is used jointly by Fifth and Sixth Subdivision trains. All trains must move within these limits at reduced speed.
- X-69 On the Sixth Subdivision, 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&NW RR 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 reduced speed until the signal that governs opposing trains has been passed.
- X-70 At Jct. B, the normal position of the crossing gates at the C&NW RR crossing with the Sixth Subdivision is against the trains of the C&NW RR.
Semaphore type absolute signals with indications in accordance with Rules 240-A and 240-E located approximately 400 feet from the crossing operate in conjunction with the gates.
Semaphore type approach signals with indications in accordance with Rule 240-D are located approximately 2500 feet from the absolute signals.
Trains or engines may proceed over the crossing without stopping after sounding signal 15(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&NW RR and the absolute signal displays a proceed indication.
- X-72 At Franklin Street, the street traffic lights at Blair-East Wilson and Williamson street crossings are co-ordinated to operate automatically when actuated by a train or engine occupying the approach circuits which extend 200 feet on either side of the street crossing and are located between the "RAILROAD CROSSING STOP" sign and the crossing.
A color light type indicator for both eastward and westward movements is located on a single pole at the west side of the street crossing between the CMSIP&P main track and the C&NW westward main track and is equipped to display a red or a yellow indication. When red is displayed, the traffic lights are operating for movement of highway traffic over the street crossing. When yellow is displayed, the traffic lights are displaying a stop indication for all highway traffic.
"PUSH BUTTONS" for manual control of the traffic lights are located in box on stub post north of main track on either side of the street crossing.

After making the statutory stop for the C&NW Railroad Crossing, train or engine may proceed toward the crossing. After entering the approach circuit, the traffic lights should display stop for highway traffic and indicator will display a yellow indication for approximately one minute interval. Movement may then be made on the yellow indication.

If, after entering the approach circuit the indicator continues to display a red indication, a member of the crew must proceed to the crossing and operate the "PUSH BUTTON".

If, after actuating the "PUSH BUTTON", the indicator continues to display a red indication, movement may be made over the street crossing in accordance with Rule 103.

THESE INSTRUCTIONS DO NOT RELIEVE TRAIN AND ENGINE-MEN FROM COMPLYING WITH THE REQUIREMENTS OF RULES 98 AND 98(A) IN MAKING MOVEMENT OVER THE C&NW RAILROAD CROSSING.

SEVENTH AND EIGHTH SUBDIVISIONS

- X-73 Speed restrictions (in addition to General Speed Restrictions).
At the C&NW RR crossing, located 2.5 miles west of Sparta on the Seventh Subdivision, the speed of trains must not exceed 10 miles per hour.
On the Seventh Subdivision, freight trains must not exceed 15 miles per hour when descending grades or around curves.
- X-74(A) At Viroqua all train and engine movements over U.S. Highway 14 crossings must be protected in the manner prescribed by Rule 103.

NINTH AND TENTH SUBDIVISIONS

- X-75 Speed Restrictions (In addition to General Speed Restrictions).
Between Red Cedar and Red Cedar Jct., westward trains must not exceed 15 MPH around curves.
Bridge M-188 between MP 46 and MP 47 and Bridge M-194 between MP 48 and MP 49 on Ninth Subdivision..... 15 MPH
Bridge M-502 between MP 0 and MP 1 and Bridge M-522 between MP 7 and MP 8 on Tenth Subdivision..... 15 MPH
Engines must not be doubleheaded over above bridges and when wrecker derricks are handled over any of these bridges the derricks must be preceded and followed by two empty cars.
- X-76 All trains and engines must approach Trevino at reduced speed and expect to find BN trains fouling the main track while switching at stock yard spur.
- X-77 At State Highway 35, between MP 4 and MP 5 all train and engine movements must be protected in the manner prescribed by Rule 103.
- X-78 When multiple loads with gross weight between 170,000 lbs. and 220,000 lbs. are moved over the following bridges, they must be separated from each other and from the locomotive by at least two empty or light cars and at speeds not in excess of 15 miles per hour:
Ninth Subdivision:
Bridge M-188—1.7 miles east of Eau Claire
Bridge M-194—0.3 miles east of Eau Claire
Tenth Subdivision:
Bridge M-502—0.3 miles west of Red Cedar Junction
Bridge M-522—0.3 miles west of Downsville

ELEVENTH SUBDIVISION

TWELFTH SUBDIVISION

- X-79 C.T.C. between Hastings and St. Croix Jct. is controlled by the Operator at St. Croix Tower under the supervision of the Train Dispatcher at Newport.
In case of failure of an Interlocking signal governing movements over the Drawbridge at Hastings, authority to proceed must be obtained from the Operator at St. Croix Tower, and, during the open season of navigation, trains or engines must also receive a proceed signal 8(c) from the bridge tender given with a yellow flag or a yellow light.
- X-80 At Lakeland Jct., the normal position of the electrically locked crossing gates is against movements on the CMSIP&P. Absolute signals operate in conjunction with these gates.
Trains on the CMSIP&P must stop at the Stop sign regardless of the position of the gates and must not proceed beyond this sign, nor may the gates be swung until after any train approaching on the C&NW has either passed over the crossing or come to a stop.
After the required stop has been made, a trainman must proceed to the switch box marked MILWAUKEE P.B. (push button) at the Master gate on the west side of the crossing and locked with a switch lock, open same (making sure that the door is opened as far as possible) then observe the light in the top case and if same is lighted, will operate P.B. (push button), then operate crank unlocking the gate after which the gates may be moved to the clear position for passage of the train.
After the train has passed over the crossing and beyond the limits of the crossing gates, the gates must be restored to their normal position, cranks returned to normal position, doors closed and locked.
If the lamp in the top case does not light when the door is opened wide, the trainman should first observe whether a train on the C&NW is approaching from either direction, and if not, he must proceed as directed above. If this does not release the electric locking on the gate, the trainman must operate the hand release located in the box marked MILWAUKEE RELEASE in accordance with instructions posted on the inside of cover.

THIRTEENTH SUBDIVISION

- X-81 Speed Restrictions (in addition to General Speed Restrictions)**
- | Location | Maximum Speed MPH | |
|--|-------------------|--|
| | All Trains | |
| Over bridge G-158 located 0.5 miles east of Babcock..... | 40 | |
| Wisconsin Rapids, between street crossings located at 17th Avenue South and Grand Avenue | 35 | |
| Junction City, Soo Line Crossing | 20 | |
| Over bridge G-276 located 0.6 mile east of Knowlton..... | 15 | |
| Schofield, C&NW RR Crossing | 20 | |
- X-82 Loads exceeding 220,000 lbs. but not exceeding 263,000 lbs. on four axle cars at least 35 ft. long over strikers may be handled between Junction City and Woodruff, as follows:**
1. At least three car lengths from engine.
 2. Separated from other loaded cars by at least one empty or light car.
- X-83 At Schofield, the normal position of the crossing gate is against movements on the C&NW track.**
- X-84 At Junction City, diesel engines in 570-575 series, must not go beyond the switch when using the Grasshorn track off of east wye.**
- X-85 At Rudolph, trains and engines using the siding must stop short of the crossing over Main Street (County Highway C) and a member of the crew must protect the movement as prescribed by Rule 103.**

FOURTEENTH SUBDIVISION

- X-86 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|--|-------------------|--|
| | All Trains | |
| Tomahawk MT&W RR. Crossing | 10 | |
| Over bridge G-474 located at Harshaw | 15 | |
- X-87 At Tomahawk, the normal position of the crossing gates is against movements on the MT&W track.**
- X-88 At Brokaw, engines must not move over the 31 degree curve on No. 6 track, entering the building at the west end of the Wausau Paper Mills.**
- X-89 At Merrill, all movements over the South Genessee Street crossing must be protected in accordance with Rule 103.**
- During night hours and when the view may be obscured because of weather conditions, a fusee will be used when flagging the crossing.

FIFTEENTH SUBDIVISION

- X-90 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|---------------------------------------|-------------------|--|
| | Other Trains | |
| Janesville—C&NWRR crossing | 10 | |
| Janesville—All street crossings | 15 | |
| Anderson—C&NWRR crossing | 45 | |
| Milton Jct.—C&NWRR crossing | 25 | |
| Edgerton—All street crossings | 40 | |
| Stoughton—All street crossings | 40 | |
| Madison—All street crossings | 15 | |
- X-92 After completion of switching at Madison Pipe Line Terminal, eastward trains must not exceed 10 miles per hour approaching Edwards Park crossing located 5.2 miles east of Madison, until engine has passed over crossing.**
- X-93 At South Wye and at Milton Jct., the normal position of the junction switch is for the Fifteenth Subdivision.**
- X-94 At Janesville, in order to perform switching service in River Street, CMSFP&P yard crews will use the C&NW Main Track between the Interchange Track located just west of Pleasant Street and the cross-over between the C&NW Main Track and the C&NW River Street Lead Track located 900 feet west of the C&NW RR Crossing.**
- This territory is all within yard limits and movements will be made in accordance with Rule 93.
- Before entering onto or fouling the C&NW Main Track at either location, the Foreman of the crew must communicate with the C&NW Operator and obtain verbal authority to use the C&NW Main Track. The Foreman of the crew must advise the Operator when the movement is clear of the C&NW Main Track.
- Telephones for communicating with the C&NW Operator are located in the vicinity of the two connections.

SIXTEENTH SUBDIVISION

- X-95 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|--|-------------------|--|
| | All Trains | |
| Madison—All street crossings | 15 | |
| Highland Ave., University Ave., Shorewood Drive, West of Madison | 25 | |
| Mazomanie—Street crossing at depot | 15 | |
| Boscobel—All street crossings | 15 | |
| Crawford—BN crossing | 20 | |
- X-96 At University Avenue Expressway crossing in Madison, the City pedestrian and traffic signals are coordinated to operate automatically when activated by a train or engine occupying the approach circuits extending approximately 1,000 feet either side of the crossing.**
- A color light type indicator is located at the right of the track on each side of the crossing to govern train movements over the crossing. When yellow is displayed, traffic lights are at "Stop" and rail movements may be made over the crossing.
- When red is displayed, the following will govern: Push buttons for manual control of the traffic lights are located on a cable pole in the vicinity of the indicator just east of the crossing and on the side of the relay case west of the crossing. When indicator displays red after a train movement has approached to within 100 feet of the crossing, a member of the crew must operate a push button. If the indicator continues to display red, movement must be made in accordance with Rule 103.

SEVENTEENTH SUBDIVISION**EIGHTEENTH SUBDIVISION**

- X-98 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|---------------------------------------|-------------------|--|
| | All Trains | |
| Soo Line crossing—Over crossing | 20 | |
| Waukesha—C&NWRR crossing | 20 | |
| Waukesha—All street crossings | 15 | |
| Eagle—Highway crossing | 15 | |
| Milton Junction—C&NWRR crossing | 15 | |
- X-99 At Merrill Hills Road crossing between MP 23 and MP 22 between Genesee and Waukesha, Eastward trains must stop short of the crossing and proceed only after affording protection as prescribed by Rule 103.**
- X-100 At South Wye and at Milton Jct., the normal position of the junction switch is for the Fifteenth Subdivision.**
- At East Wye, the normal position of the junction switch is for movement to or from Milton Jct. on Eighteenth Subdivision.
- X-101 At Waukesha, City Ordinances prohibit the sounding of the whistle within the city limits except in case of emergency or in order to prevent accidents.**

NINETEENTH SUBDIVISION

- X-102 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|---|-------------------|--|
| | All Trains | |
| Janesville—All street crossings | 15 | |
| Hanover—C&NWRR crossing | 20 | |
| All engines over Bridge F-182 0.8 miles west of Browntown.... | 15 | |
| Gratiot—Around curve just west of depot | 12 | |
| Darlington—All street crossings | 10 | |
| Brodhead—All street crossings | 15 | |

TWENTIETH SUBDIVISION

- X-103 Speed Restrictions (in addition to General Speed Restrictions).**
- | Location | Maximum Speed MPH | |
|---|-------------------|--|
| | All Trains | |
| On tangent track between Mile Post 1.4 and Mile Post 1.9, between Brodhead and Albany | 15 | |

TWENTY-FIRST SUBDIVISION**TWENTY-SECOND SUBDIVISION**

- X-105 At Bridge B-428-B located 1 mile east of Sauk City-Prairie du Sac, cars with gross weight in excess of 220,000 pounds, must not be handled over this bridge without special permission.**
- X-106 At Sauk City, all train movements must stop short of the crossing over Phillips St. (U.S. Highway 12) and a railroad employee flag each train movement over the highway, in accordance with Rule 103.**
- X-107 At Sauk City-Prairie du Sac, trains and engines will be governed by the following while operating within the Badger Ordinance Works:**
- | | |
|---------------------------------|--------|
| Maximum permissible speed | 25 MPH |
| Over highway crossings | 10 MPH |
- Switches must be left lined in the position in which they were found.
- X-108 Between Sauk City-Prairie du Sac and Badger Ordinance Works:**
- | | |
|---------------------------------|--------|
| Maximum permissible speed | 20 MPH |
|---------------------------------|--------|