

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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## LA CROSSE - RIVER DIVISION

### FIRST DISTRICT

# TIME TABLE No. 18

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

CENTRAL STANDARD TIME

# SUNDAY, MARCH 13, 1938

Superseding Time Table No. 17

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

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

L. F. DONALD,  
Superintendent.

J. L. BROWN,  
General Superintendent of Transportation.

N. A. RYAN,  
Assistant General Manager.

O. N. HARSTAD,  
General Manager.

MILWAUKEE AND PORTAGE SUBDIVISION - WESTWARD

Table with columns for First Class (1-15), Second Class (67-363), and Third Class (393). Includes station names like Milwaukee, Wauwatosa, Brookfield, and Portage. Contains time tables for passenger and freight trains, including arrival and departure times.

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY-FIVE (75) MILES PER HOUR BETWEEN MILWAUKEE AND PORTAGE EXCEPT NO. 101 IN TERRITORY WHERE SPEED CONTROL SIGNS AND SCHEDULE OF THIS TRAIN PERMITS FASTER SPEED. FREIGHT TRAINS, SIXTY (60) MILES PER HOUR

SPECIAL RULES

Double track is in use between Milwaukee and Portage via Wauwatosa. Single track is in use between Elm Grove and Air Line Yard via West Allis. Train orders for irregular trains to be run into Milwaukee must show which route is to be used, reading either via Wauwatosa or West Allis. Automatic Block System is in use between Milwaukee and Portage. No. 323 stop on signal at Wauwatosa to pick up revenue passengers. No. 47 stop at Lakeside and Nagawicka to let off revenue passengers from Milwaukee and beyond. No. 5 stop at Wauwatosa on flag for revenue passengers destined Wisconsin Valley Division points and La Crosse and beyond and at Rio to let off revenue passengers from Milwaukee and beyond and to pick up revenue passengers for La Crosse and beyond. No. 307 stop at Wauwatosa and Elm Grove to pick up revenue passengers for points West of Brookfield, and stop on flag Saturdays to pick up or let off revenue passengers at Wauwatosa and Elm Grove. No. 11 stop at Oconomowoc to let off revenue passengers from Milwaukee and beyond, and pick up revenue passengers for Madison and beyond.

No. 57 does not carry passengers. No. 23, 12, and 40 stop at Lakeside, Nagawicka and Giffords on flag to pick up or let off revenue passengers. No. 10 and 14 stop at Pewaukee to let off revenue passengers from Madison. No. 58 stop on signal at stations east of Watertown to let off revenue passengers from points between Star Lake and New Lisbon. No. 56 stop at Columbus to let off revenue passengers from La Crosse - River Division 3rd district. No. 16 stop at stations Portage to Milwaukee to let off revenue passengers from Aberdeen and West. No. 16 stop at Oconomowoc for revenue passengers destined Western Avenue or Chicago and let off revenue passengers from Twin Cities or beyond. No. 16 stop at Columbus to take on Milwaukee and Chicago revenue passengers and to let off revenue passengers from Twin Cities and beyond. No. 6 stop at stations east of Portage to let off revenue passengers from La Crosse and west. No. 6 stop at Rio and Reeseville on flag to pick up revenue passengers for Milwaukee and beyond. No. 306 stop at Elm Grove to let off revenue passengers from Waukesha and beyond. No. 40 stop at Duplainville and Brookfield to let off revenue passengers from Watertown and beyond and at Elm Grove to let off revenue passengers from west of Brookfield. No. 46 stop at Pewaukee, Hartland and Nashotah to let off revenue passengers from Madison and beyond and pick up revenue passengers for Milwaukee and beyond. No. 100 and 101 register at Portage by card.

MILWAUKEE AND PORTAGE SUBDIVISION—EASTWARD

FIRST CLASS													SECOND CLASS													THIRD CLASS
58	40	306	14	100	6	46	308	10	12	16	4	56	Time Table No. 18 in Effect 12:01 A. M. March 13, 1938	Capacity Eastward Sidings in Cars	Telegraph Calls	SYMBOLS	272	364	368	72	62	264	68	394		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Distance from Portage	Sidings	Other Tracks	See General Instructions Page 6	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight		
Daily	Sunday only	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Sunday Only	Daily Except Sun.	Daily	Daily	Daily					Daily Except Mon.	Tues. only	Daily Except Tues.	Daily Except Mon.	Monday & Wed. only	Daily	Monday & Wed. only	Daily Except Sun.		
As 9.05PM	As 8.50PM	As 8.10PM	As 7.00PM	As 6.10PM	As 4.55PM	As 3.45PM	As 11.53AM	As 8.15AM	As 8.20AM	As 6.55AM	As 6.25AM	As 4.35AM	92.9		Yard	GO	BPRSTW									
8.58	8.43	8.00	6.51		4.45	3.39	11.45	8.10	8.14	6.45	6.18	4.27	90.9		Yard		BCJPSTW									
8.55	8.40	7.58	6.48		4.43	3.37	11.41	8.07	8.09	6.43	6.16	4.25	89.7		Yard	JN	IJP									
8.51	8.36	7.54	6.46		4.39	3.33	11.37	8.03	8.06	6.39	6.12	4.21	87.5		Yard	W	P									
													89.8		Yard		RP	A 3.30AM	A 5.15AM	A 6.30AM	A 8.20AM	A 6.00PM	A 7.00PM	A 4.30AM	A 6.20PM	
													86.9		Yard			3.01	4.50	5.40	7.52	5.30	6.40	3.50	6.00	
													86.0					2.57	4.40	5.35	7.48	5.25	6.35	3.40	5.52	
8.43	8.28	7.47	6.39		4.32	3.25	11.29	7.57	7.58	6.34	6.07	4.15	83.0	15	KS	JP	2.52	4.25	5.25	7.44	5.05	6.28	3.25	5.45		
8.37	8.22	L 7.40PM	6.34	5.51	4.25	3.19	L 11.22AM	7.51	7.50	6.29	6.02	4.09	78.7	60	Yard	B	BJPRW	2.46	L 4.15AM	L 5.15AM	7.38	4.55	6.20	3.10	L 5.30PM	
8.33	8.18		6.30		4.21	3.16		7.47	7.45	6.26	5.59	4.05	76.0			WC	IP	2.40			7.32	4.50	6.15	2.57		
8.29	8.13		6.26		4.17	3.12		7.43	7.42				72.6			FE	P	2.35			7.27	4.35	6.10	2.47		
8.23	8.06		6.21	5.42	4.12	3.06		7.38	7.35	6.16	5.51	3.55	68.0	71	60	D	PZ	2.25			7.17	4.25	6.05	2.37		
8.19	8.01		6.18		4.09	3.02		7.34	7.29				65.8			F	P	2.18			7.10	4.20	6.00	2.31		
8.15	7.56		6.15		4.06	3.00		7.31	7.25				68.1		40	OH	P	2.10			7.02	4.15	5.55	2.25		
8.11	7.51		6.12	5.35	4.02	2.55		7.27	7.20	6.06	5.42	3.46	60.1	70	Yard	ON	PW	2.04			6.56	4.05	5.50	2.15		
8.02	f 7.41		6.03		3.53	2.48		7.20	7.10				54.4		8	XN	P	1.53			6.45	3.15	5.38	2.00		
7.52	L 7.32PM		L 5.54PM	5.24	3.45	L 2.40PM		L 7.13AM	L 7.00AM	5.50	5.27	3.30	46.9	78	Yard	WR	BCDJKMPRS WYZ	1.40			6.35	2.52	5.25	1.42	1.15	
													45.1													
f 7.39					3.32								42.0		10			1.20			6.11	1.15	4.54	1.00		
f 7.30					3.26					5.34	5.14	3.14	37.3		13	WD	P	1.13			6.00	12.50	4.45	12.52		
f 7.20					3.21								32.0		55	BE	P	1.06			5.52	12.20	4.35	12.45		
7.14				5.09	3.16					5.23	5.05	3.04	28.2	98	Yard	BU	P	1.00			5.47	12.01PM	4.28	12.35		
f 7.03					3.08								24.6		87	MD	P	12.53			5.42	11.35	4.21	12.25		
f 6.55					3.02								18.8		18	RA	P	12.46			5.35	11.20	4.12	12.15		
6.47				5.00	2.58					5.08	4.50	2.50	15.4		75		DPW	12.41			5.30	11.05	4.03	12.06		
f 6.44					2.56								14.0		12	RC	P	12.31			5.20	11.00	3.59	12.01AM		
f 6.34					2.51								9.0		16	WY	P	12.21			5.10	10.30	3.46	11.50		
6.23					2.43					4.52	4.35	2.34	1.2				IJK	12.06			4.55	10.05	3.36	11.35		
L 6.20PM				L 4.46PM	L 2.40PM					L 4.50AM	L 4.33AM	L 2.32AM			Yard	G	BCPRSTWZ	L 12.01AM			L 4.50AM	L 10.00AM	L 3.30PM	L 11.30PM		
2.45	1.18	0.30	1.06	1.24	2.15	1.05	0.31	1.02	1.20	2.05	1.52	2.03						3.29	1.00	1.15	3.30	8.00	3.30	5.00	0.50	
33.8	36.1	28.4	41.8	66.3	41.2	42.5	27.5	45.3	34.5	44.9	49.7	45.3						25.6	10.6	8.3	25.5	11.2	25.5	17.9	12.6	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY-FIVE (75) MILES PER HOUR BETWEEN MILWAUKEE AND PORTAGE, EXCEPT NO. 100 IN TERRITORY WHERE SPEED CONTROL SIGNS AND SCHEDULE OF THIS TRAIN PERMITS FASTER SPEED. FREIGHT TRAINS, SIXTY (60) MILES PER HOUR

SPECIAL RULES

Trains must not exceed 40 miles per hour through Portage Yard.  
 Trains must not exceed 45 miles per hour passing through the city limits of Pewaukee.  
 Trains must not exceed 35 miles per hour between east city limits and Main Street Wauwatosa and whistling must be reduced to the minimum within these limits.  
 Trains must not exceed 25 miles per hour between 5th and 27th Streets, Milwaukee.  
 Trains must use at least 4 minutes between Milwaukee and Milwaukee Shops.  
 Eastward freight trains heading in on Air Line switch at Elm Grove must not exceed 25 miles per hour with engine and entire train through turnout.  
 Trains moving between Elm Grove and Greenfield Junction must not exceed 25 miles per hour between these points, and will be governed by Yard Rules, Greenfield Junction to Air Line Yard.  
 Eastward trains must approach illuminated stop sign at Sixth Street, Milwaukee, prepared to stop, and proceed only when signal is received from switch tender.  
 Watertown is a register station for No. 12, 10, 46, 14, 40, 33, 47, 23, 27 and 11 only.  
 Brookfield is a register station for No. 308, 306, 364, 368, 394, 321, 323, 307, 363 and 393 only.

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

SECOND CLASS			FIRST CLASS						Capacity of Sidings in Cars	Distance from Portage	Time Table No. 18 In Effect 12:01 A. M. March 13, 1938	Distance from La Crosse	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 6	FIRST CLASS						SECOND CLASS			
263	63	67	101	5	55	15	1	57								4	16	6	100	58	56	72	264	68	272
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sidings	Other Tracks	STATIONS	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						
Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
L 6.00PM	L 5.45AM	L 5.00AM	L 3.42PM	L 1.52PM	L 6.55AM	L 2.57AM	L 1.56AM	L 12.33AM	Yard	0.0	PORTAGE	102.9	G	BCPRS TWZ	A 4.25AM	A 4.42AM	A 2.30PM	A 4.45PM	A 6.10PM	A 2.22AM	A 4.15AM	A 3.15PM	A 9.30PM	A 11.45PM	
6.15	6.00	5.15			f 7.06				6	8.8	LEWISTON	94.1	No Office								3.45	2.35	9.00	11.25	
6.20	6.05	5.20			7.09				7	12	CHENEY	92.3	No Office								3.40	2.25	8.55	11.20	
6.30	6.20	5.35			2.12	7.20	3.20	2.18	12.54	E 76	WISCONSIN DELLS	86.0	K	5.00PM to 8.00AM	PW	4.01	4.22	2.09	4.31	5.47	2.00	3.30	2.15	8.40	11.10
6.42	6.35	5.50			2.20	7.33				E 70	LYNDON	77.4	LY	4.15 PM to 7.15 AM	P			1.57		5.33		3.12	1.30	8.05	10.55
6.57	6.55	6.05			2.32	7.50	3.40	2.40	1.10	E 70 W 66	MAUSTON	66.8	US	6.00PM to 7.30AM	P	3.42	4.01	1.46		5.18	1.38	2.57	1.18	7.40	10.35
7.30	7.30	6.15 6.45	4.18	2.47	8.12	4.02	2.52	1.25		E 103 W 98	NEW LISBON	59.8	BN		CDJP WYZ	3.35	3.49	1.35	4.10	5.04	1.27	2.45	1.06	7.15	10.15 8.45
7.40	7.50	7.15	2.57	8.25	4.10	3.00	1.40			W 55	(C. ST. P. M. & O. CROSS.) CAMP DOUGLAS	53.8	CD		IKP	3.29	3.38	1.23		4.46	1.02	2.18	12.56	6.25	8.25
7.50	8.00	7.25	3.04	8.35							OAKDALE	47.5	KD	3.15PM to 8.15AM	P			1.14		4.36		2.09	12.45	6.00	8.13
8.00	8.10	7.40	3.12	8.47	4.25	3.19	1.57			E 80 W 192	TOMAH	41.0	CU	5.00PM to 12.15AM 8.15AM-9.00AM	DPWYZ	3.16	3.25	1.06		4.28	12.46	2.01	12.33	5.30	8.05
8.10	8.20	7.50	4.36	3.16	8.55	4.30	3.25	2.01			(W. END OF DBL. TRACK) 3.4 TUNNEL CITY	37.6	CY		P	3.12	3.22	1.00	3.51	4.21	12.40	1.56	12.28	5.10	7.58
8.15	8.30	8.00	3.19	9.00	4.34	3.29	2.05				(E. END OF DBL. TRACK) 2.7 RAYMORE	34.9	No Office			3.08	3.18	12.56		4.16	12.36	1.50	12.20	5.00	7.50
8.22	8.45	8.20	3.25	9.06						E 80	CAMP McCOY	29.4	No Office		K			12.49		4.07		1.40	12.10	4.40	7.40
8.30	9.00 9.20	8.45	4.46	3.32	9.18	4.45	3.45	2.23		E 80 W 80	SPARTA	24.6	RT		BCDJ RPWY	2.57	3.05	12.42	3.40	4.00	12.24	1.30	12.01 PM	100-58 4.20 3.18	7.30
8.38	9.30	8.55	3.40	9.27							ROCKLAND	18.0	No Office					12.31		3.53		1.17	11.49	3.07	6.45
8.44	9.40	9.05	3.43	9.34	4.57	3.58					BANGOR	14.4	RN	5.00PM to 8.00AM	P	2.45	2.48	12.27		3.48		1.11	11.42	3.00	6.35
8.52	9.50	9.15	3.50	9.43	5.02	4.03				E 74 W 71	WEST SALEM	9.8	S	5.00 PM to 8.00 AM	KP			12.22		3.41	12.06 AM	1.04	11.35	2.45	6.25
9.02	10.10	9.35	5.04	3.58	9.55	5.12	4.12	2.50			(C. & N. W. CROSSING) 7.0 MEDARY	2.8	WJ		IKP	2.34	2.35	12.14		3.26	11.59	12.54	11.25	2.25	6.10
9.10	10.15	9.45	4.01	9.59	5.15	4.15	2.53				(C. & N. W. - C. B. & Q. CROSS.) 1.6 GRAND CROSSING	1.2	GC		IKP	2.32	2.33	12.12		3.23	11.57	12.50	11.20	2.20	6.05
A 9.30PM	A 10.30AM	A 10.00AM	A 5.09PM	A 4.05PM	A 10.05AM	A 5.20AM	A 4.20AM	A 3.00AM			LA CROSSE	0.0	AD		BCDP RTWYZ	L 2.30AM	L 2.31AM	L 12.10PM	L 3.19PM	L 3.20PM	L 11.55PM	L 12.45AM	L 11.15AM	L 2.15PM	L 6.00PM
3.30	4.45	5.00	1.27	2.13	3.10	2.23	2.24	2.27			Schedule Time					1.56	2.11	2.20	1.26	2.50	2.27	3.30	4.00	7.15	5.45
29.4	21.7	20.5	70.9	46.4	32.4	43.1	42.8	42.0			Average Speed per Hour					53.2	47.1	44.1	71.7	36.3	42.0	29.3	25.7	14.1	17.8

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY-FIVE (75) MILES PER HOUR BETWEEN PORTAGE AND LA CROSSE, EXCEPT NO. 100 AND NO. 101 IN TERRITORY WHERE SPEED CONTROL SIGNS AND SCHEDULES OF THESE TRAINS PERMIT FASTER SPEED. FREIGHT TRAINS SIXTY (60) MILES PER HOUR.

**SPECIAL RULES**

Trains must not exceed 40 miles per hour through Portage yard.  
 Trains must not exceed 10 miles per hour over Liberty and Avon Street Crossings at La Crosse.  
 Eastward freight trains must not exceed 40 miles per hour between station mile board west of Wisconsin Dells and passenger station at Wisconsin Dells.  
 Double track is in use between Portage and Tunnel City and between Raymore and La Crosse. Single track is in use between Tunnel City and Raymore. Single track between Raymore and Tunnel City in both directions is controlled by Operator Tunnel City as per special rules page eight.  
 Automatic cab signal system is in use between La Crosse and Portage.  
 Automatic block signal system is in use between Portage and Tunnel City, Raymore and La Crosse.  
 Height restriction: Portage and New Lisbon Bridge C268 1/2 21 ft. and 1 inch.  
 Height restriction: Sparta and La Crosse Bridge C528 1/2, 18 feet 2 inches.

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

6 Ft. Wide 16' 10"	7 Ft. Wide 16' 7"	8 Ft. Wide 16' 3"	9 Ft. Wide 15' 10"	10 Ft. Wide 15' 5"	11 Ft. Wide 14' 10"
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No. 57 does not carry passengers.  
 No. 5 stop at Bangor on signal to let off revenue passengers from Milwaukee and beyond and pick up revenue passengers for St. Paul and beyond.  
 No. 1 must reduce speed at Wisconsin Dells and Mauston Sunday mornings to dispatch papers.  
 No. 1 stop at Wisconsin Dells and Mauston to let off revenue passengers from Chicago, Milwaukee, Madison or beyond.  
 No. 1 stop at Wisconsin Dells to pick up revenue passengers for St. Paul and beyond.  
 No. 1 stop at Tomah to let off passengers from Milwaukee and Chicago and pick up passengers for Twin Cities and beyond.  
 No. 56 stop at Wisconsin Dells to let off revenue passengers from La Crosse-River Division Third District and from Twin Cities and to pick up revenue passengers for Milwaukee and beyond.  
 No. 56 stop at Mauston to let off revenue passengers from La Crosse-River Division 3rd district and from Twin Cities and beyond, and to pick up revenue passengers for Milwaukee and Chicago.  
 No. 56 stop at West Salem to pick up revenue passengers for Chicago.  
 No. 16 stop at stations La Crosse to Portage to let off revenue passengers from Aberdeen and west.  
 No. 6 stop at Bangor for Milwaukee and Chicago revenue passengers.  
 No. 6 stop at West Salem for Milwaukee, Chicago, and Madison and beyond revenue passengers.  
 No. 6 stop at Lyndon for Chicago revenue passengers.  
 No. 100 and 101 register at Portage by card.

WESTWARD

WATERTOWN AND MADISON SUBDIVISION

EASTWARD

SPECIAL RULES 5

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains operating on Watertown-Madison Subdivision, Madison-Portage Subdivision, Sparta-Viroqua Subdivision, Westby Jct.-Chaseburg Subdivision will be governed by Rule 91. Double track is in use between Franklin Street and Madison. Except in case of emergency trains must not sound whistles within corporate limits of city of Madison.

Trains must not exceed fifteen miles per hour within city limits of Madison.

First class eastward trains entering Portage - Milwaukee sub-division at Watertown from Watertown-Madison sub-division will register by card and will not require clearance card, providing train order signal indicates proceed. Operator at Watertown may clear these trains if there are no train orders or special instructions. Conductors must register in person when displaying signals.

Westby Jct.-Chaseburg Subdivision trains will not get clearance at Westby Jct. or Chaseburg.

Madison-Portage Subdivision and Sparta-Viroqua Subdivision, Westby Jct.-Chaseburg freight and mixed trains must not exceed 15 miles per hour on descending grades or around bad curves.

F-Class engines must not exceed 35 miles per hour at any point on Madison-Portage Subdivision.

Trains must not exceed 25 miles per hour over Sanderson Marsh located between mile posts 27 and 28 on Madison-Portage sub-division.

No. 33 reduce speed to 40 miles per hour passing through Marshall for dispatch of mail.

No. 23 stop at stations between Watertown and Franklin Street to let off revenue passengers from Milwaukee and beyond.

No. 46 stop at Sun Prairie and Waterloo on signal to let off revenue passengers and take on revenue passengers for Milwaukee and Chicago.

No. 14 stop at Sun Prairie to pick up revenue passengers for Milwaukee and beyond and at Marshall to pick up revenue passengers for Chicago.

No. 10 stop at Sun Prairie and Marshall to pick up revenue passengers for Milwaukee and beyond.

No. 700 and 711 Sundays only stop on signal at Morrisonville to pick up or let off passengers.

Branch Line Scheduled Freight Trains will carry passengers except No. 470 and 797.

No. 33 and 11 register at Watertown by card except when displaying signals.

Table with columns for First Class (11, 27, 23, 505, 47, 33, 555) and Second Class (432, 470) for Watertown and Madison Subdivision. Includes stations like Watertown, Hubbellton, Waterloo, Marshall, Deansville, Sun Prairie, Burke, C. & N. W. Crossing, Baldwin Street, and Madison.

Passenger trains must not exceed maximum speed of 50 miles per hour—freight trains 40 miles per hour Height restriction: Watertown and Madison Bridge C586 1/2 — 20 ft. 2 inches.

WESTWARD

MADISON AND PORTAGE SUBDIVISION

EASTWARD

Table with columns for Second Class (797) and First Class (701, 711) for Madison and Portage Subdivision. Includes stations like Madison, Franklin Street, Baldwin Street, C. & N. W. Crossing, Darwin, Windsor, De Forest, Morrisonville, Arlington, Poynette, and Portage Jct.

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

Height restrictions Madison and Portage Bridge C686 — 22 feet 4 inches.

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

WESTWARD

SPARTA AND VIROQUA SUBDIVISION

EASTWARD

Table with columns for Second Class (955, 655) and Third Class (658, 958) for Sparta and Viroqua Subdivision. Includes stations like Sparta, C. & N. W. Crossing, Leon, Melvina, Cashton, Newry, Westby Junction, Westby, and Viroqua.

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

WESTWARD

WESTBY JUNCTION AND CHASEBURG SUBDIVISION

EASTWARD

Table with columns for Second Class (955) and Third Class (958) for Westby Junction and Chaseburg Subdivision. Includes stations like Westby Jct., Coon Valley, and Chaseburg.

Freight trains must not exceed 25 miles per hour

## SYMBOLS

B—Bulletin.  
C—Coal.  
D—Drenching Tower.  
E—Refreshments  
G—Railroad Crossing protected by gates.  
I—Interlocking.  
J—Junction.  
K—Connection with foreign Road.  
M—Railroad Crossing protected by signals.  
O—Oil.  
P—Dispatcher's Telephone.  
R—Register.

S—Standard Clock.  
T—Turntable.  
W—Water.  
Y—Wye.  
Z—Track Scales.

## GENERAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Employees are prohibited from riding:

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

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

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

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

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

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

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

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

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

## GENERAL INSTRUCTIONS

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

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

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

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

**NAME:** Approach Signal.

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

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

**Medium Speed**—One half the authorized maximum speed.

**Slow Speed**—One fourth the authorized maximum speed.

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

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

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

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

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

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

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

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

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

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

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

Track indicators of the semaphore and of the light type have been installed at various points in automatic block signal territory for the information and guidance of operators of track cars. Some of the semaphore type signals normally indicate STOP and are equipped with a push button which must be pressed to obtain a correct signal indication. A horizontal position of the arm in the semaphore type signal, or an extinguished light in the light type signal indicates that a train is approaching from either direction. These indicators are intended to furnish additional information only and must not be entirely depended upon. Their use does not relieve operators of track cars from otherwise protecting their movements nor from the observance of all rules pertaining to the safe operation of track cars. Failures of track indicators must be promptly reported to the Chief Dispatcher.

Sacks hung on mail cranes create insufficient clearance. Employees on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

When train or engine-men feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher, they must write a telegram. In single track territory, if a train is met before the information has been conveyed to the Train Dispatcher, that train must be stopped and the conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by trackmen. Trackmen must be called IMMEDIATELY.

Traveling Electricians ride on certain passenger trains to take care of the defects that may develop enroute on air conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the Electrician requests the return of the blue flag.

## GENERAL INSTRUCTIONS

The following is a supplement to Rule 10 of Rules and Regulations of the Operating Department and is known as Rule 10-A.

COLOR SIGNALS			
COLOR	INDICATION	COLOR	INDICATION
(a) Red	Stop	(c) Green	Proceed, and for other uses prescribed by the rules.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.	(d) Green and White	Flag stop. See Rule 28.
		(e) Blue	See Rule 26.

Rule 10-A applies only on Milwaukee and Portage and Portage and La Crosse sub-divisions and supersedes Rule 10 and modifies other rules in conflict therewith.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: Trains must approach the end of double track, junctions, railroad crossings at grade, and draw bridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and the track is clear. Where required by law, trains must stop.

Trains using a siding must proceed, expecting to find it occupied. Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Train Dispatcher or in emergency under flag protection.

### SPEED RESTRICTIONS

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

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

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased as follows: Raymore forty (40) miles per hour and Tunnel City twenty-five (25) miles per hour through double track switch and twenty-five (25) miles per hour through main track crossovers at: Sparta, facing point east of passenger depot; Ixonia, just east of depot; Oconomowoc, near freight house; Hartland, east of depot; Pewaukee, about 1000 feet east of depot near old freight house; Duplainville interlocking plant; Brookfield, west of depot; Elm Grove, west of depot; and Wauwatosa, opposite depot. These speed restrictions apply only when other circumstances do not require further reduction of speed.

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

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

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

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

A green flag by day and a green light by night displayed on the engine-man's side of the track indicates that the track one mile distant is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engine-men's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give proceed signal when the rear end of the train has passed the white flag or light. The proceed signal will be acknowledged by whistle signal 14 (b).

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

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

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

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

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

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

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

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

## SPECIAL INSTRUCTIONS

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

The semaphore signal located about one mile east of West Allis Depot governs eastward movements and displays indications in accordance with Rules 301-A and 301-G. When this signal indicates proceed, eastward trains or engines may proceed at restricted speed to Air Line Yard. When this signal indicates stop, trains or engines must stop and the trainmen or engine-men must immediately get in touch with Yardmaster by telephone and receive instructions from him before proceeding. The indications of this signal do not relieve train and engine men from observing the speed restrictions and the yard and other rules and special instructions. Failure of the signal must be promptly reported to the Yard Director.

Eastward Madison Division trains arriving at Brookfield must not foul the La Crosse-River Division main track without permission of the operator. Operator at Brookfield must not give such permission without instructions from the train dispatcher except when unable to communicate with the train dispatcher. Eastward La Crosse-River Division second and inferior class trains and

extra trains may run Brookfield to Elm Grove or to Milwaukee ahead of Nos. 304, 306 and 308 except when the home signal located 800 feet west of Brookfield depot indicates STOP. Rule D-83 will apply at Brookfield only to trains having their initial station at Brookfield.

Automatic Block Signals with indications in accordance with Rules 501-AA and 501-C are located on each side of the C. & N. W. connection at the Oscar Mayer Packing Plant about two miles west of Franklin Street, as follows: Signal No. 4-2, 2850 feet west of switch governs eastward trains. Signal No. 3-3, 2500 feet east of switch governs westward trains. Trains finding the governing signal displaying STOP will come to a stop and then proceed at slow speed until the signal governing opposing trains is passed.

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

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

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

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

#### Speed Restrictions Through Interlocking Plants

STATION	Hiawatha Trains	Other Passenger Trains	Freight Trains
	Both Tracks	Both Tracks	Both Tracks
Grand Crossing .....	50	50	25
Medary .....	50	50	25
Camp Douglas .....	60	60	45
Portage Jct. ....	50	50	25
Watertown .....	35	35	35
Duplainville .....	80	70	45
Grand Avenue .....	35	35	25

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

Two-arm upper quadrant Home Signals located on the right hand side of the main track, approximately 300 ft. west and 450 ft. east of the railroad crossing at Watertown, govern main track movements with the current of traffic over the crossing. These signals display indications in accordance with Rules 601-A, 601-B, 601-C, and 602-G.

The upper arm of the westward signal governs movements on the main track and the lower arm governs movements from the westward main track to the eastward main track through the hand operated crossover located just east of the passenger depot.

Westward automatic Distant Signal 43-9 and Eastward automatic Distant Signal 45-0, display indications in accordance with Rules 501-AA, 501-B and 501-C.

Trains or engines moving with the current of traffic on the main track will reduce speed when passing the Distant Signal and approach the Home Signal prepared to stop and when the Home Signal indicates Proceed, may pass over the crossing at a speed not in excess of 35 miles per hour.

Color light Dwarf Signals are located approximately opposite the Home Signals and govern movements against the current of traffic. The Dwarf Signal on the west side of the crossing is located on the north side of the westward track. A color light Dwarf Signal is also located on the south side of Watertown and Madison sub-division main track approximately 200 ft. west of the crossing and governs eastward movements on that track. These signals display indications in accordance with Rules 602-A and 602-G.

When the Dwarf Signal indicates Proceed, the train or engine may proceed over the crossing at a speed not in excess of 15 miles per hour.

When a Home Signal indicates Stop, a train or engine may proceed only upon proper authority from the operator at the depot at Watertown and at slow speed, expecting to find a broken rail, obstruction or switch not properly set. Movements under such conditions must be protected against conflicting movements. Failure of the signals must be promptly reported to the operator at Watertown.

Swinging type crossing gates are in service at the crossing of the engine house lead track and the C&NW tracks. The normal position of the gates is against the engine house track and the gates must be so set except when a train or engine on that track is using or intending to use the crossing and the gates must be restored to the normal position immediately after the movement over the crossing has been completed. The crossing gate on the west side of the C&NW tracks is a Master gate and this gate must be kept locked when in normal position. To line the gates for a movement of a CMStP&P train or engine, the Master gate must be swung in full movement over and at right angles to the C&NW tracks.

Trains or engines on the engine house track will come to a complete standstill (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&NW tracks has either passed the crossing or has come to a stop. Trains or engines on the engine house track will wait one minute after the gates are swung before proceeding over the crossing.

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

##### Train and Enginemen

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

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

Rule 2: Eastward trains approaching the end of double track at Raymore and westward trains approaching the end

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

Rule 3: When a train is stopped by a stop signal or a stop and proceed signal it may proceed only upon proper authority from the operator at Tunnel City and at slow speed expecting to find a broken rail, obstruction, or switch not properly set. Phones for getting into communication with the operator at Tunnel City are provided at each signal location on the single track and at the interlocked switch at Raymore.

Rule 4: Signals must not be accepted for movements against the current of traffic on the double track without the proper train orders and other authority in accordance with the rules.

Rule 5: In case of failure of the interlocked switch at Raymore, the two-lever switch stand can be operated by hand as per instructions located in phone box door. Switch should only be operated by hand in case of emergency and then under full directions of the operators at Tunnel City. In case the governing signal is not clear or if an irregular movement is to be made, train or enginemen will go to phone and receive instructions from the operator at Tunnel City. Separate eastward and westward train order signals are provided at Tunnel City.

#### Operators Tunnel City

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

#### Instructions Governing Automatic Cab Signal System

1. Automatic cab signal indicators supplement automatic block signals in governing the use of blocks, but do not supersede the superiority of trains, nor dispense with the use or the observance of automatic block, interlocking or other signals and rules governing them, except as provided for in Rule 6.

2. The indication of a GREEN LIGHT in the automatic cab signal indicator is "PROCEED."

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

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

This does not apply when moving in non-automatic cab signal territory or against current of traffic.

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

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

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

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

#### Instructions governing Automatic Crossing Signals on Watertown and Madison Sub-division 1.6 miles East of Baldwin Street

All train movements over C. & N. W. Ry. crossing 1.6 miles East of Baldwin Street at Madison, will be governed by color light type signals located on right hand side of track and approximately 300 ft. from crossing. Movements over crossing from industry tracks will be governed by color light type dwarf signals and main line switches must be thrown before these signals will clear. The home signals on C. M. St. P. & P. Railroad are equipped with two units and indications of same are in accordance with Rules 601-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-five hundred (2500) feet from the home signals. All trains will approach home signals under control and, if proceed signal indication is obtained, may proceed over crossing at a speed not to exceed twenty (20) miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in a box, marked "C. M. St. P. & P. Release," locked with a standard switch lock. Instructions for operating release are posted inside release box. If the operation of time release does not clear the home signal, trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of home signal must be promptly reported to train dispatcher at first open telegraph office where regular stop is made.

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

Automatic crossing signals at crossing of Sparta and Viroqua sub-division with the C. & N. W. Railway located 2.2 miles west of the passenger depot at Sparta, Trains on both roads moving over this crossing will be governed by standard upper quadrant semaphore signals located approximately five hundred and fifty ft. (550 ft.) from the crossing. The eastward home signal on C. M. & St. P. & P. R. R. is located on the right hand side of track and the west bound home signal on C. M. St. P. & P. R. R. is located on bracket mast directly above track. The home signals on the C. M. St. P. &



**SPECIAL INSTRUCTIONS**

P. R. R. are equipped with two arms and the indications of same are in accordance with Rules 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately one-half mile from the home signals. All trains will approach the home signals under control and after signal indication is obtained may proceed over the crossing at a speed not to exceed 10 miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in a box, marked "C Release," locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

**Instructions Governing Remote Control Switch at Elm Grove**

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

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

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

**Instructions Governing Remote Control Plant at Portage**

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

**Instructions Governing Routing Signal Portage—West End Yard**

Second and third arms added to Eastward Automatic Block Signal No. 92-2 located approximately three thousand (3000) feet West of the depot at Portage. Indication will be in accordance with Rules 601 and 602.

Top arm will govern Eastward movements on Eastward Main Track same as formerly. Second arm will govern Eastward Movements from Eastward Main to Westward Main through hand operated crossover located approximately 500 feet East of Signal. Third arm will govern Eastward movements from Eastward Main to yard through hand operated crossovers located approximately 500 feet and 750 feet east of Signal.

Movements through the crossovers under authority of the slow speed signals must be made at reduced speed in accordance with the rules, and the speed restrictions applying to movements through short crossovers and yard territory, must be observed.

**Instructions Governing Railroad Crossing at Brookfield**

The crossover switches for Madison Division trains to cross the La Crosse-River Division main track 300 feet east of Brookfield must be regarded the same as a railroad crossing and all Madison Division trains in both directions and westward trains on eastward La Crosse-River Division main track must come to a stop. Eastward La Crosse-River Division trains on eastward main track will be governed by two arm signal with indications in accordance with Rules 601-A, 601-B and 601-C located approximately 800 feet west of depot at Brookfield. Trains finding this signal at Stop may proceed only on authority from the operator at Brookfield and at slow speed under proper flag protection, to signal 12-8, expecting to find a broken rail, obstruction or switch not properly set. Junction switches at Brookfield are provided with electric locks, controlled by the operator, and switches cannot be unlocked without his cooperation. A derail and target are located near west end of connection leading from westward main track to eastward main track east of the depot. This derail will be operated from the main track switch stand. Westward trains coming off this connection must observe the position of the derail in addition to making the required junction stop.

**Instructions Governing Remote Control and Spring Switches at West End of Double Track at La Crosse**

The switch at the end of double track approximately 1,000 feet west of the Roundhouse at La Crosse is electrically interlocked and controlled from the telegraph office at Copeland Avenue, and the switch that connects the west end of the westward main track with the lead track is a spring switch. The normal position of the spring switch is for the lead. When the spring switch has not been lined for a westward movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch unless the switch is thrown by hand. Trains or engines moving over the interlocked switch or the spring switch will be governed by interlocking signal. All interlocking rules apply to these signals. When the interlocking signals indicate STOP and for any reason cannot be cleared, train or engine may proceed only on proper authority from the Operator at Copeland Ave. and at restricted speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. Telephone for communicating with the Operator at Copeland Ave. is located at the interlocked switch.

Switching movements in the interlocking limits may be made only on authority of the Operator at Copeland Ave. In case of failure of the interlocked switch, the two lever stand can be operated by hand as per instructions which are placed in the telephone box and on the plate on cover of the switch machine but the interlocked switch should be operated by hand only under the authority and direction of the Operator at Copeland Ave. When the signal governing a movement over the spring switch indicates STOP, in addition to observing other rules, no movement must be made until the switch points have been examined and found to be fully closed and in proper position. The normal position of the hand operated lead switch is for track 3. For movement to or from track 4, it is necessary to line this switch before the signal governing such movement can be cleared. Failure of the interlocked switch or signals must be promptly reported to the Chief Dispatcher from the first open telegraph office where regular stop is made.

**SUNDAY HOURS TRAIN ORDER STATIONS**

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

STATION	HOURS
Wauwatosa.....	None.
Elm Grove.....	None.
Brookfield.....	Continuous.
Duplainville.....	Continuous.
Pewaukee.....	None.
Hartland.....	None.
Nashotah.....	None.
Okauchee.....	None.
Oconomowoc.....	Continuous.
Ixonia.....	None.
Watertown.....	Continuous.
Reeseville.....	None.
Astico.....	None.
Columbus.....	*1.00 am to 3.00 am *4.45 am to 6.45 am (12.30 pm to 3.30 pm)
Fall River.....	None.
Doylestown.....	None.
Rio.....	None.
Wycocena.....	None.
Portage.....	Continuous.
Wisconsin Dells.....	1.35 pm to 5.50 pm
Lyndon.....	None.
Mauston.....	(7.30 am to 9.30 am 1.25 pm to 5.25 pm)
New Lisbon.....	Continuous.
Camp Douglas.....	Continuous.
Oakdale.....	None.
Tomah.....	12.15 am to 5.00 pm
Tunnel City.....	Continuous.
Sparta.....	(12.01 am to 8.00 am 8.00 am to 4.30 pm)
Bangor.....	None.
West Salem.....	None.
Medary.....	Continuous.
La Crosse.....	Continuous.
Hubbleton.....	None.
Waterloo.....	None.
Marshall.....	None.
Sun Prairie.....	(11.00 am 1.00 pm 8.15 pm to 10.15 pm)

No Sunday service on Madison-Portage, Sparta-Viroqua and Westby Junction-Chaseburg subdivisions. \*Star Indicates Sunday hours overlap on Monday or are worked Mondays.

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

DISPATCHER TELEPHONES:	
Hartland.....	In Booth on First Pole West of Scale House.
Columbus.....	In baggage room
East Rio.....	In Depot.
Wisconsin Dells.....	In Freight Office.
Round Bluff.....	Near Crossing in box on pole.
Tomah.....	In Scale house.
Sparta.....	In Boiler Room.
<b>OTHER TELEPHONES:</b>	
Wauwatosa.....	Manigold Crossing at Badger Paint Co. in box on pole connected with Brookfield and Grand Avenue.
Kenyon.....	At County Building Switch, west of Wawatos, connected with Brookfield and Grand Avenue Tower.
Elm Grove.....	Air Line Switch in booth, connected with Brookfield and Grand Avenue Tower.
Pewaukee.....	In Booth on Pole across from Freight House, connected with Brookfield, Duplainville and Oconomowoc.
Pewaukee.....	In Baggage Room, connected with Brookfield, Duplainville and Oconomowoc.
Hartland.....	End of Signal Maintainer's Shanty, connected with Brookfield, Duplainville and Oconomowoc.
Nashotah.....	Freight House, connected with Oconomowoc, Brookfield and Duplainville.
Okauchee.....	In booth on pole, few poles east of depot at Gravel Pit switch connected with Brookfield, Duplainville and Oconomowoc.
Ixonia.....	In Depot waiting room, connected with Oconomowoc and Watertown.
Third St. Watertown.....	In Booth outside Flagman's Shanty, connected with Oconomowoc and Watertown.
Washington St. Watertown.....	In Booth on Pole across from Section Shanty, connected with Oconomowoc and Watertown.
Columbus Siding West of Watertown.....	In booth on pole at Switch, connected with Watertown and Portage.
Voltz.....	In Shanty at West Switch, connected with Watertown and Portage.
Richwood Depot.....	Connected with Watertown and Portage.
Reeseville.....	Freight House in Booth, connected with Watertown and Portage.
Columbus.....	In Baggage Room.
East Rio Depot.....	Connected with Portage and Watertown.
Portage Jct. East Signal Bridge.....	Connected with Portage Operator on Yard Phone Line.
Portage Jct. West Signal Bridge.....	Connected with Portage Operator on Yard Phone Line.
Portage.....	York Mills, Shanty, connected with Portage Operator on Yard Phone Line.
Portage.....	East End of Passenger Platform in shanty, connected with Portage Operator on Yard Phone Line.
Portage.....	West End Switch, in Shanty, connected with Portage Operator on Yard Phone Line.
Portage.....	West Yard, in Shanty, connected with Operator Portage on Yard Phone Line.
Portage.....	In Engineer's shanty just south of Coal Shed connected with Portage Operator on Yard Phone Line.
Lewiston.....	In Booth on Pole, connected with Portage and New Lisbon.
Cheney.....	In Shanty, connected with Portage and New Lisbon.
New Lisbon.....	Scale House, connected with New Lisbon, Camp Douglas and Portage.
Tunnel.....	In booth on pole at head room track switch.
Tomah.....	In Booth at Overhead Bridge west of the Tunnel, connected with Tunnel City.
Tomah.....	In men's waiting room connected with Tunnel City.
Raymore.....	In Shanty, also in box on eastward home signal connected with Tunnel City.
Camp McCoy.....	In shanty across from Depot connected with Tunnel City.
Rockland.....	In office connected with Sparta and Bangor.
West Salem.....	In Baggage Room, at Depot.

Freight Room and Baggage Room doors and telephone booths are locked with switch locks and must be so locked when not in use.

**YARD LIMITS at**

Milwaukee Term's	Extend from 2400 feet west of switch at Grand Avenue to Milwaukee passenger depot. Extend from 2000 feet west of Greenfield interchange track to Air Line Yard.
Brookfield	Extend from 2000 feet east of outside east switch to 2000 feet west of outside west switch.
Oconomowoc	Extend from 2000 feet east of outside east switch to 4360 feet west of outside west switch.
Watertown	Extend from 15,256 feet east of passenger station to 4100 feet west of west crossover switch at Voltz on Milwaukee and Portage sub-division and from passenger station to 2000 feet west of wye switch on Watertown and Madison sub-division.
Portage	Extend from 5000 feet east of drawbridge C-220 to 1½ miles west of Portage Depot.
Wisconsin Dells	Extend from 6000 feet east of passenger station to 2000 feet west of west switch of eastward siding.
New Lisbon	Extend from 6000 feet east of outside east switch to 4000 feet west of outside west switch.
Tomah	Extend from 3000 feet east of outside east switch to 2000 feet west of outside west switch.
Sparta	Extend from 2000 feet east of outside east switch to 2000 feet west of C. & N. W. Ry. connection switch on Portage and La Crosse and Sparta and Viroqua sub-divisions.
La Crosse	Extend from 1 mile east of Grand Crossing to 2500 feet west of west wye switch.
Madison	Extend from passenger station to 2860 feet east of C. & N. W. Ry. crossing east of Yahara River on Watertown and Madison sub-division and to ¾ mile east of Darwin on Madison and Portage sub-division.
Westby	Extend from 1000 feet east of the east switch to 1000 feet west of west switch.
Viroqua	Extend from station to 2000 feet east of switch leading to south-eastern yard.

**TONNAGE RATINGS.**

STATIONS	L3 Eng.	L2B Eng.	L2A L2R
<b>EASTWARD</b>			
La Crosse to Tomah	4200	3600	3400
Tomah to Portage	4500	4000	3800
Portage to Watertown	4200	3800	3600
Watertown to Hartland	4400	4200	4000
Hartland to Milwaukee	4800	4600	4200
Pusher Sparta to Tunnel City.			
<b>WESTWARD</b>			
Milwaukee to Portage	4000	3500	3400
Portage to Tomah	4200	3700	3600
Tomah to La Crosse	4500	4000	3900
Pusher Milwaukee to Brookfield.			
Pusher Tomah to Tunnel City.			

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

**COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS**

LOCATION	NAME	RESIDENCE AND PHONE	OFFICE AND PHONE
Chicago	§ Dr. A. R. Metz, Chief Surgeon	Washington Blvd. Hospital	Seeley 1640
Chicago	§ Dr. R. Householder	Union Station	Central 7600
Chicago	Ass't. to Chief Surgeon	Washington Blvd. Hospital	Seeley 1640
Chicago	§ Dr. James F. DePree	Union Station	Central 7600
Chicago	Ass't. to Chief Surgeon	Washington Blvd. Hospital	Seeley 1640
Chicago	§ Drs. Wescott & Wescott, Oculists	30 North Michigan Ave.	Dearborn 3127
Chicago	Dr. L. F. McBride, Aurist	122 So. Michigan Ave.	Wabash 2272
Chicago	Dr. H. A. Hooper, Dentist	53 E. Washington St.	State 0509
Milwaukee	§ Dr. O. R. Lillie, M.D.	6112 W. Washington Blvd. Hopkins 0178	208 E. Wisconsin Ave. Daly 3221
Milwaukee	§ Dr. G. W. Fox, M.D.	2118 E. Kenilworth Pl. Lakeside 4505	208 E. Wisconsin Ave. Daly 3221
Milwaukee	§ Dr. H. O. Zurheide	2703 North 38th St. Kilbourn 0673	758 No. 27th St. West 0219
Milwaukee	Drs. Gordon & Sproule, Oculists	208 E. Wisconsin Ave.	Daly 3878
Milwaukee	Dr. F. D. Murphy	Medical Consultant 610 Honey Creek Parkway Blue Mound 3210	536 West Wisconsin Ave. Marquette 1188
Pewaukee	Dr. L. W. Egloff	308 Main St.	40-R 110 W. Wisconsin Ave. 40-W
Oconomowoc	Dr. J. F. Wilkinson	385 North Main St.	172 Wilkinson Clinic, Wisconsin Ave. East 33
Watertown	*Dr. L. W. Nowack	809 Main St.	64 519 Main St. 144
Sun Prairie	*Dr. L. W. Peterson	Main St.	71 Main St. 71
Madison	† Dr. James A. Jackson	440 N. Paterson	Badger 5070 Jackson Clinic, 16 So. Henry St. Badger 7700
Madison	Dr. C. K. Schubert, Oculist	111 E. Gorman	Fair 2266 No. 1 So. Pinckney St. Fairchild 200
Columbus	Dr. J. A. Mudrock	Charles St.	164-R James Street 164-W
Portage	§ Dr. B. C. Meacher	217 W. Howard St.	94 Graham Block, Cor. Cook & DeWitt 24
Portage	§ Dr. C. W. Henney	805 Prospect Ave.	117 Hotel Raulf Bldg., Cor. W. Wis. & Cook St. 600
Portage	*Dr. K. A. Snyder	216 E. Franklin St.	650 Hotel Raulf Bldg., Cor. W. Wis. & Cook St. 600
Portage	*Dr. A. J. Batty	430 Edgewater	772 New Porter Bldg., Cor. DeWitt & E. Conant 71
Portage	† Dr. W. A. Taylor	212 W. Howard St.	95 Graham Block, Cor. Cook & DeWitt 65
Portage	Dr. John P. Harkins, Oculist	110 E. Conant St.	524 1st Nat'l Bank Bldg. 524
De Forest	Dr. J. H. Bertrand	Columbia Ave.	93 Columbia Ave. 93
Arlington	Dr. Robt. Reagles	Church St.	49-R-3 Church St. 49-R-3
Poynette	Dr. W. J. Focke	(Hudson & Lincoln St. N. W. Tel. Co. 3 (Hospital Farmers Mutual	2 (Hospital Farmers Mutual N. W. Tel. Co. 3
Wisconsin Dells	Dr. J. McGovern	628 Broadway	326 216½ Broadway 251
Mauston	Dr. W. T. O'Brien	State St.	236 State St. 236
New Lisbon	Dr. B. Starnes	Orange Road	138 79
Tomah	*Dr. A. R. Bell	1005 Kilbourn Ave.	122 1005 Kilbourn Ave. 122
Tomah	*Dr. T. J. Sheehy	619 McLean Ave.	120 1018½ Superior Ave. 191 or 192
Sparta	*Dr. H. H. Williams	400 East Oak St.	7110 113 So. Water St. 201
Viroqua	Dr. C. H. Trowbridge	231 Rusk St.	74 103 So. Main St. 64
La Crosse	§ Dr. G. J. Egan	134 So. 14th St.	200-3s 500 Batavian Bank Bldg., 319-21 Main St. 200
La Crosse	† Dr. J. E. McLoone	118 No. 16th St.	588 500 Batavian Bank Bldg., 319-21 Main St. 200
La Crosse	Dr. F. A. Douglas, Oculist	140 So. 20th St.	24-69M 303-5-7 State Bank Bldg., Cor. 4th & Main St. 22-54-A
La Crosse	Dr. S. Gunderson	218 So. 14th St.	5-45 1836 South Ave 35-00
La Crosse	Dr. M. McGarty, Asst.	109 So. 14th St.	86 509 State Bank Bldg., Cor. 4th & Main St. 105

† Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion, or re-examination.  
\* Indicates surgeons equipped to conduct physical examinations of employees for re-examination only.  
§ Indicates Salaried company surgeons who should be used whenever possible.

**WATCH INSPECTORS.**

LOCATION	STREET ADDRESS	NAME
Milwaukee	332 W. Wisconsin Ave.	H. Hammersmith
Milwaukee	339 North 35th St.	B. W. Heald
Milwaukee	3524 W. National Ave.	J. Grandlich
Milwaukee	1116 W. National Ave.	J. Wellstein
Milwaukee	2369 S. Kinnickinnic Ave.	M. H. Klopff
Oconomowoc	109 No. Main St.	W. F. Notbohn
Watertown	13 Main St.	W. Wiggerhorn & Son
Portage	124 W. Cook St.	E. A. Jones
Madison	330 State St.	Ray W. Nelson
Madison	9 West Main St.	E. W. Parker, Inc.
New Lisbon	Bridge Street	W. S. Sargent
Tomah	914 Superior Ave.	Hoag Bros.
Sparta	112 So. Water St.	Hoag Bros.
La Crosse	1213 Caledonia St.	Pauls Jewelry Store
La Crosse	429 Main St.	Glyn Cremer
La Crosse	819 Rose St.	Oscar Becker