

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

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

MADISON DIVISION

TIME TABLE No. 36

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

SUNDAY, SEPTEMBER 25, 1938

Superseding Time Table No. 35

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

J. A. MACDONALD,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

JANESVILLE AND EAST WYE SUBDIVISION—WESTWARD

Capacity of Sidings in Cars		Distance from Janesville	Time Table No. 36 In Effect 12.01 A. M. September 25, 1938	Telegraph Calls	Office Closed Week Days	FIRST CLASS					SECOND CLASS				
Sidings	Other Tracks					3	33	801	17	601	25	37	163	165	921
STATIONS						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	Yard	0.0	JANESVILLE (C. & N. W. CROSSING)	BE	No Office	L 12.52AM	L 7.45AM	L 9.35 ²⁰ AM	L 11.14 ²⁰ AM	L 5.50 ¹⁸ PM	L 8.03 ⁷⁰⁰⁻²⁶ PM	L 8.40 ⁷² PM	L 3.45 ⁷² AM	L 8.30AM	L 10.00PM
		0.8	UPPER YARD			12.54	7.47	9.37	11.16	5.52	8.05	8.42			
17		2.7	(C. & N. W. CROSSING) ANDERSON	MI	8.30PM to 4.30AM	12.56	7.50	9.40	11.18	5.54	8.07	8.44	3.50	8.40	10.05
		7.5	SOUTH WYE		No Office	1.02		9.47	11.23	6.00 ¹⁶⁶	8.12	8.50	4.00	9.00	10.20
		8.1	(C & N. W. CROSSING) MILTON JUNCTION	MJ		A 1.04AM	As 8.00AM		A 11.25AM		As 8.14PM	As 8.52PM	A 4.05AM	A 9.15 ²⁰ AM	A 10.35PM
	Yard	8.3	EAST WYE		No Office			As 9.53AM		As 6.07PM					
Schedule Time						.12	.15	.18	.11	.17	.1	.12	.20	.45	.35
Average Speed per Hour						42.0	33.6	31.4	45.8	29.8	45.8	42.0	25.2	11.2	14.4

Passenger trains must not exceed maximum speed of 75 miles per hour; freight trains 45 miles per hour.

BROOKFIELD AND MADISON SUBDIVISION—WESTWARD

Capacity of Sidings in Cars		Distance from Milwaukee	Time Table No. 36 In effect 12.01 A. M. September 25, 1938	Telegraph Calls	Office Closed Week Days	FIRST CLASS								SECOND CLASS			THIRD CLASS
Sidings	Other Tracks					3	33	21	23	17	7	25	37	63	163	165	93
STATIONS						Passengers	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Frt.	Time Freight	Way Freight
						Daily	Daily	Daily Except Sun.	Sunday Only	Daily	Daily	Sunday Only	Daily Except Sun.	Daily	Daily Except Sun.	Tues. Thur. Sat.	
	Yard	0.0	MILWAUKEE	MQ				L 8.20AM	L 8.50AM		L 5.12PM						L 6.30AM
48		14.2	BROOKFIELD	B				L 8.48AM	L 9.15AM		L 5.40 ⁹⁴ PM			L 9.25PM			L 7.30AM
		17.6	SOO LINE CROSSING		No Office												
80	76	20.6	WAUKESHA (C. & N. W. CROSSING)	WA	8.00PM to 8.00AM			* 9.00	* 9.25		* 5.57			9.50			* 8.30 * 9.30
	5	25.4	BETHESDA		No Office			f 9.08	* 9.33		6.05						
	33	28.4	GENESEE	UN	4.00PM to 7.00AM			* 9.14	* 9.40		* 6.12			10.11			* 10.00
	66	31.3	NORTH PRAIRIE	KD	4.30PM to 7.30AM			f 9.19	* 9.45		* 6.18			10.18			* 10.45
34	29	36.5	EAGLE	EA	4.30PM to 7.30AM			* 9.26	* 9.53		* 6.28			10.30			* 11.10
	38	42.2	PALMYRA	MR	5.00PM to 8.00AM			* 9.36	* 10.00		* 6.40 ⁶			10.45			* 11.50
	73	47	WHITWATER	BO	8:00PM to 11:45PM			* 9.50	* 10.12 ⁸		* 6.54			11.30			* 1.00PM
	65	56.5	LIMA CENTER		No Office			* 10.01 ⁸	* 10.20		f 7.04			11.45			* 1.30
	Yard	62.1	MILTON	X	5.00PM to 8.00AM			* 10.09	* 10.29		* 7.14			12.15 ⁶⁴ AM			* 2.00
		62.7	EAST WYE		No Office			As 10.10AM	As 10.30AM		As 7.15PM						
	51	68.6	(C. & N. W. CROSSING) MILTON JUNCTION	MJ		L 1.04 ⁶⁸ AM	L 8.00AM		L 11.25AM		L 8.14PM	L 8.52PM		12.45 ⁶⁸⁻³ 1.15	L 4.05AM	L 9.19 ²⁰ AM	As 2.15PM
	60	70.8	EDGERTON	D	9.00PM to 7.00AM	f 1.13	* 8.13		* 11.35 ⁷⁰		* 8.24	* 9.05		1.35	4.25	11.00	
	56	80.6	STOUGHTON	SN		f 1.26	* 8.28 ⁷⁰		* 11.48 ¹⁶⁵		* 8.35	* 9.18		2.00	4.42 ²²	11.25 ¹⁷ 12.25PM	
		88.4	LAKE KEGONSA		No Office		f 8.34										
	33	89.0	McFARLAND	FD	5.10PM to 8.10AM	1.34	* 8.49 ²⁰		.11.58		* 8.47	* 9.28		2.30	5.45	12.50	
		90.2	LAKE WAUBESA		No Office		f 8.53										
		95.8	MONONA TOWER (C. & N. W. CROSSING)	MX		1.42	9.02		12.06PM		8.56	9.37		2.50	6.00	1.30	
	Yard	95.9	MADISON	RD		As 1.45AM	As 9.05AM		As 12.10PM		As 9.00PM	As 9.40PM		As 3.30AM	As 6.15AM	As 1.45PM	
Schedule Time						.41	1.05	1.22	1.15	.45	1.35	.46	.48	6.05	2.10	3.20	6.45
Average Speed per Hour						47.3	29.8	35.0	38.3	43.1	30.6	42.1	40.3	13.4	15.0	9.6	6.8

Passenger Trains must not exceed maximum speed of 50 miles per hour between Brookfield and Milton Jct.; 75 miles per hour between Milton Jct., and Madison; Freight trains, 35 miles per hour between Brookfield and Milton Jct.; 45 miles per hour between Milton Jct. and Madison.

SPECIAL RULES

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

Manual block system is in use between Brookfield and Madison; Janesville, Milton and Milton Jct. Train order signals will also be used as block signals. See rules 221-B and 311. Block signal rule 319-A applies at Waukesha, Eagle, Whitewater, East Wye, Milton Jct. and Madison. Trains other than first class trains accepting and moving under a clear signal or clearance card, must approach these stations under control and proceed only as the way is seen or known to be clear.

This time table is not effective between Brookfield and Milwaukee. Conductors and Enginemen will provide themselves with the current time tables of the La Crosse River Division, examine La Crosse River Division Bulletin Boards at Station Master's Office, Union Station or Cut-off Milwaukee Shops and at Brookfield and sign the Bulletin Book.

Trains will come to a stop at Stop Boards at Brookfield and will not proceed until Enginemen know that track is clear and connection switches properly set.

Normal position of Junction switch at East Wye is for South Wye and at Milton Jct. is for Janesville. Trains must not exceed 10 miles per hour through East Wye switch.

Trains having their initial Station at East Wye will not obtain a clearance card at East Wye.

When cutting off engine or cars to clear street crossings in Madison yard be particular to see that no part of street or sidewalk is left obstructed.

Nos. 22, 20, 18, 17 and 3 will register by card at Milton Jct. and when block signal indicates "clear", be governed by that indication in lieu of clearance card.

No. 17 stop at Milton Jct. to let off passengers from Chicago.

No. 18 stop on signal at Milton Jct. for passengers Chicago and beyond.

No. 7 will stop at Bethesda to let off passengers from Milwaukee or to pick up passengers for points beyond Milton.

Nos. 94 and 93 will carry passengers between Milton Jct. and Brookfield.

No. 68 will pick up Milwaukee stock from Stations Madison to Waukesha, inclusive, and from Mineral Point Line on Tuesdays, Wednesdays and Thursdays.

All train movements over C&NW crossing 4,000 feet west of the depot at Waukesha, will be governed by color light signals located on the right hand side of the track and approximately 350 feet from the crossing. Movements over the crossing from west end of the industry track will be governed by a color light dwarf signal and the main line switch must be thrown before this signal will clear.

The home signals 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 2,200 feet east and 2,900 feet west of home signals.

All train movements over Soo Line Crossing three miles east of the passenger station at Waukesha, will be governed by standard upper quadrant semaphore signals located on the right hand side of the track and approximately 500 feet from the crossing. Movements over the crossing from the east end of the side track will be governed by standard dwarf signal and main line switch must be thrown before the signal will clear.

The home signals 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 2500 feet from the Home Signals.

All Trains will approach the home signals at above crossings under control and if proceed indication is obtained may proceed over the crossing at a speed of not to exceed 25 miles per hour except that motor propelled trains must not exceed 10 miles per hour approaching or passing over these crossings.

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Time Table No. 36 In Effect 12:01 A. M. September 25, 1938	Distance from East Wye	SYMBOLS See Special Rule Page 7	FIRST CLASS							SECOND CLASS		
			22	20	210	230	18	700	26	72	70	166
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Freight
STATIONS			Daily	Daily	Daily Except Sun.	Sunday Only	Daily	Daily	Daily Except Mon.	Daily Except Sun.	Daily Except Sun.	
JANESVILLE (C. & N. W. CROSSING)	8.8	BCDEJKM RSTWYZ	As 5.20AM	As 801 9.33AM	As 10.30AM	As 10.50AM	As 601 5.44PM	As 25 7.35PM	As 25 7.50PM	As 163 3.35AM	As 1.30PM	As 6.50PM
0.8 UPPER YARD	7.5											
1.9 (C. & N. W. CROSSING) ANDERSON	5.6	I	5.13	9.26	10.23	10.43	5.38	7.27	7.44	3.25	1.05	6.35
4.8 SOUTH WYE	0.8				10.14	10.35		7.19	7.34	3.08	12.40	601 6.23
0.6 (C. & N. W. CROSSING) MILTON JUNCTION		BJMRY	L 5.04AM	L 165 9.19AM			L 5.32PM		L 7.32PM	L 3.00AM	L 12.30PM	L 6.20PM
0.8 EAST WYE					L 10.10AM	L 10.30AM		L 7.15PM				
Schedule Time			.16	.14	.20	.20	.12	.20	.18	.35	1.00	.30
Average Speed per Hour			81.5	86.0	27.3	27.3	42.0	27.3	28.0	14.4	5.0	16.8

Passenger trains must not exceed maximum speed of 75 miles per hour; freight trains 45 miles per hour.

BROOKFIELD AND MADISON SUBDIVISION—EASTWARD

Time Table No. 36 In Effect 12:01 A. M. September 25, 1938	Distance from Madison	SYMBOLS See Special Rule Page 7	FIRST CLASS							SECOND CLASS				THIRD CLASS
			22	20	8	18	6	26	70	166	64	68	94	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Time Freight	Time Freight	Time Freight	Way Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily Except Sun.	Monday only	Daily except Sun. Mon.	Mon. Wed. Fri.		
MILWAUKEE	95.9	BCEJKRSTWZ			As 11.53AM		As 8.10PM				As 5.15AM	As 6.30AM	As 6.20PM	
14.2 BROOKFIELD	81.7	BJRW			As 11.22AM		As 7.40PM				A 4.00AM	A 4.55AM	As 5.30PM	
3.4 500 LINE CROSSING	78.3	MK												
3.0 WAUKESHA (C. & N. W. CROSSING)	75.3	BKMWZ			* 11.08		* 7.24				3.35	4.05	* 5.00	
4.8 BETHESDA	70.5				f 10.56		7.12							
3.0 GENESEE	67.5				* 10.51		* 7.06				3.05	3.30	* 4.15	
2.9 NORTH PRAIRIE	64.6				* 10.45		f 7.00				2.50	3.20	* 4.00	
5.2 EAGLE	59.4				* 10.37		* 6.50				2.30	3.05	* 3.30	
5.7 PALMYRA	53.7				* 10.27		* 6.40				2.10	2.35	* 3.00	
8.6 WHITWATER	45.1	CW			* 10.12		* 6.25				1.40	2.05	2.30	
5.7 LIMA CENTER	39.4				* 10.01		f 6.13				12.55	1.35	* 1.30	
5.6 MILTON	33.8	BDJRWY			* 9.54		* 6.08				68 12.15AM	1.05	* 1.15	
0.6 EAST WYE	33.2				L 9.53AM		L 6.07PM							
0.9 (C. & N. W. CROSSING) MILTON JUNCTION	32.3	BJMRY	A 5.04AM	A 165 9.19AM		A 5.32PM		As 7.32PM		As 12.15PM	As 6.20PM	11.35	3-63 12.45	L 1.00PM
7.2 EDGERTON	25.1		* 4.55	* 9.10		* 5.23		* 7.22		165-17 11.57 * 10.50	6.05	11.10	12.05AM	
9.8 STOUGHTON	15.3	DW	* 4.42	* 8.57		* 5.12		* 7.08		33-20 9.17 * 8.00	5.45	10.50	11.40	
2.8 LAKE KEGONSA	12.5													
5.6 McFARLAND	6.9		4.30	83 8.49		5.03		* 6.55			* 7.25	5.32	10.25	11.20
1.2 LAKE WAUBESA	5.7													
5.1 MONONA TOWER (C. & N. W. CROSSING)	0.6	I	4.21	8.41		4.57		6.46		6.50	5.20	10.05	11.03	
0.6 MADISON		BCEJKMRST WZ	L 4.20AM	L 8.40AM		L 4.55PM		L 6.45PM		L 6.45AM	L 5.15PM	L 10.00PM	L 11.00PM	
Schedule Time			.44	.39	1.29	.37	1.33	.47		5.30	1.05	6.00	5.55	5.20
Average Speed per Hour			44.1	19.6	82.3	52.4	31.3	41.2		5.8	29.8	13.6	13.8	9.0

Passenger trains must not exceed maximum speed of 50 miles per hour between Brookfield and Milton Jct.; 75 miles per hour between Milton Jct., and Madison. Freight trains, 35 miles per hour between Brookfield and Milton Jct.; 45 miles per hour between Milton Jct. and Madison.

SPECIAL RULES

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

(Continued from page 2)

If a train is stopped at home signal and no conflicting movement is evident, a trainman shall proceed to the crossing and operate hand release located in a box, marked "C., M., St. P. & P. Release," locked with standard switch lock. Instructions for operation of the hand 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 movement.

Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

All movements over the grade crossings with the Chicago & Northwestern Railway at Milton Junction will be governed by manually controlled crossing signals.

Train movements on both roads over these crossings will be governed by color light type dwarf home signals located on the right hand side of the track and approximately fifty (50) feet from the crossing. The signals are controlled by operators in the passenger depot and the indications are in accordance with Rules 602-A and 602-G.

All trains will approach the crossing under control and if proceed signal indication is obtained may proceed over the crossing at a speed not to exceed ten (10) miles per hour.

When a dwarf home signal indicates "Stop" it must not be passed by a train except when full understanding is had with the operator or under full flag protection. Failure of signals also must be promptly reported to the operators.

Derails, equipped with target stands, are provided on CMSt. P&P. house track on each side of the C&NW track. These derails are operated from a lever stand at the crossing and they must be kept normally locked in the derailing position.

To operate across the crossing on the house track a trainman shall go to the crossing and after observing that there are no conflicting movements on the C&NW he shall operate the lever stand to clear the derails. Derails must be restored to the normal position immediately after the movement over the crossing has been completed.

All train movements over the C&NW crossing 800 feet west of passenger station at Janesville will be governed by color light type home signals located on right hand side of track as follows:

Eastward two unit signal 250 feet west of Crossing.

Westward dwarf signal 190 feet east of Crossing.

Signals are controlled by levermen and indications in accordance with Rules 601-A, 601-B, 602-A and 602-G. Interlocking rules in book of Rules and Regulations of the Operating Department apply to these signals.

A fixed distant signal with indication in accordance with Rule 603-J located on the right hand side of the track 1540 feet west of the eastward home signal governs eastward movements.

All trains will approach crossing under control and if proceed indication is obtained, may proceed over crossing at a speed not to exceed 10 miles per hour.

Failure of signals should be promptly reported to Train Dispatcher at first open telegraph office where regular stop is made.

INDUSTRY TRACKS ARE LOCATED AS FOLLOWS:

Williams 2.5 miles east of Genesee. Length 329 feet.
Greene's .7 miles east of Genesee. Length 180 feet.
Nine Springs 2.9 miles west of McFarland. Length 900 feet

THIRD CLASS				SECOND CLASS	FIRST CLASS			Capacity of Sidings in Cars		Distance from Madison	Time Table No. 36 In Effect 12.01 A. M. Sept. 25, 1938	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Distance from Marquette	FIRST CLASS			SECOND CLASS		THIRD CLASS		
235	233	95	63		11	33	3	Sidings	Other Tracks							22	32	18	64	68	96	218	268
Way Freight	Way Freight	Way Freight	Time Freight		Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Stock Freight	Stock Freight	Way Freight	Way Freight	Way Freight	
Thursday only	Daily Ex. Thurs.-Sun.	Daily Ex. Sunday	Daily Except Mon.		Daily	Daily Except Sun.	Daily								Daily	Daily Except Sun.	Daily	Monday only	Daily Except Sun.-Mon.	Daily Ex. Sunday	Daily Ex. Thurs.-Sun.	Thursday only	
L 1.00PM	L 9.00AM	L 7.30AM	L 10.05AM		L 10.20PM	L 9.55 AM	L 1.55 AM		Yard		MADISON (ILL. CENT. CROSSING)	RD		BCEJKM RSTWZ	98.6	As 4.05AM	As 8.25AM	As 4.43PM	As 7.55PM	As 8.45PM	As 5.30PM	As 4.00PM	As 8.00PM
* 1.20	* 9.25	* 8.09 ³²	10.30		f10.30	*10.05	2.05	71	44	6.6	MIDDLETON	KA	5.00PM to 8.00 AM		92.0	3.50	* 8.09 ⁹⁵	4.33	7.08	8.17	* 5.05	* 3.30	* 7.08
* 1.40	* 9.50	* 8.30	10.50		f10.40	*10.21	2.12		52	14.6	CROSS PLAINS	CS	4.30PM to 7.30 AM		84.0	3.38	* 7.50	4.25	6.38	8.00	* 4.45	* 2.55	* 6.50
* 2.00	*10.10	* 8.50	11.06		f10.47	*10.28	2.17	31	30	19.4	BLACK EARTH	RH	4.30PM to 7.30 AM		79.2	3.31	* 7.38	4.20	6.18	7.37	* 4.35	* 2.35	* 6.30
As 2.20PM	As10.25AM	* 9.20	11.16		*10.55	*10.38	2.20	36	60	22.9	MAZOMANIE	MZ	11.30PM to 7.00 AM		75.7	3.26	* 7.28	4.16 ⁹⁶	5.40	6.50	4.22 ¹⁸ 4.00	L 2.15PM	L 6.00PM
		* 9.55	11.31		f11.03	*10.48	2.25	37	22	29.0	ARENA	RA	5.00PM to 8.00AM		69.6	3.19	* 7.13	4.10	5.10	6.25	* 3.35		
		*10.15	11.47		*11.15	*11.01	2.33	47	60	36.8	SPRING GREEN	SX	5.00PM to 8.00 AM		61.8	3.10	* 6.55	4.01	4.45	6.05	* 3.15		
		11.00 ³³ 12.03PM	12.25PM		*11.30	*11.19 ⁹⁵	* 2.40	47	70	43.4	LONE ROCK	LR	7.15AM to 8.00AM 4.00PM to 11.15PM		55.2	* 3.00	* 6.40	3.53 ⁶⁴	4.15 ¹⁸ 3.45	5.45	* 2.45		
		*12.25	12.45		*11.40	*11.30	2.48 ²²	37	33	49.8	AVOCA	VA	3.15PM to 6.15 AM		48.8	2.48 ⁸	* 6.17	3.45	3.10	5.10	* 2.00		
		*12.50	1.00		*11.50	*11.41	2.53	47	28	55.7	MUSCODA	US	5.00PM to 8.00 AM		42.9	2.38	* 6.03	3.40	2.30	4.50	* 1.40		
		1.10 ⁶³⁻⁹⁶ 1.35 ⁹⁵⁻⁹⁶	1.20		*11.59	*11.50	3.00	47	45	62.1	BLUE RIVER	BV	5.00PM to 8.00 AM		36.5	2.29	* 5.48	3.34	2.15	4.10	* 95-68 1.20		
		* 1.50 ⁶⁴	1.35		*12.10AM	*12.01PM ⁹⁶	* 3.11	36	30	69.9	BOSCOBEL	BX	7.15AM to 8.00AM 4.00PM to 11.15PM		28.7	* 2.18	* 5.31	3.27	1.50 ⁹⁵	3.50	12.35 ³³ 11.55		
		3.05 ¹⁸⁻⁶⁸ 3.35	1.50		f12.19	*12.09	3.18			75.7	WOODMAN	G	5.00PM to 8.00 AM		22.9	2.08	* 5.15	3.20 ⁹⁵	1.15	3.35 ⁹⁵	*11.40AM		
		* 3.50	1.50		*12.30	*12.20	3.24	33	60	80.0	WAUZKA	UZ	7.15 AM to 8.00 AM 4.00PM to 11.15PM		18.6	2.02	* 5.01	3.15 ⁶⁸⁻⁶³	1.00	3.21 ¹⁸⁻⁶³ 3.05	*11.15		
		* 4.15	3.35		f12.45	*12.35 ⁶⁴	3.36	35	20	90.5	BRIDGEPORT	BG	5.00PM to 8.00 AM		8.1	1.50	* 4.36	3.03	12.35 ³³	2.25	*10.45		
										94.7	CRAWFORD (C. B. & Q. CROSSING)	J			3.9								
		* 4.40	3.45		*12.55	*12.45	*3.45		90	96.8	PRAIRIE du CHIEN	DU	5.00PM to 8.00AM		1.8	* 1.40	* 4.26	2.55	12.09PM	1.45	*10.15		
										97.4	DRAW BRIDGE--B-378				1.2								
										98.5	DRAW BRIDGE--B-380				0.1								
		* 4.55	3.55		As 1.08AM ²²	As 12.55PM	As 3.57AM		Yard	98.6	G. M. St. P. & P. Crossing MARQUETTE	WS				L 1.25AM ¹¹	L 4.15AM	L 2.46PM	11.59	1.35	* 9.35		
		As 5.00PM	As 4.00PM							99.6	MARQUETTE YARD								L 11.55AM	L 1.30PM	L 9.30AM		
1.20	1.25	10.15	5.55		2.48	3.00	2.02				Schedule Time				2.40	4.10	1.57	8.00	7.15	8.00	1.45	2.00	
17.2	16.1	9.7	16.8		35.2	32.8	48.5				Average Speed per Hour				37.0	23.7	50.5	12.5	13.7	12.4	18.1	11.4	

Passenger trains must not exceed maximum speed of 70 miles per hour between Madison and Marquette; Freight trains 45 miles per hour between Madison and Woodman and 40 miles per hour between Woodman and Marquette.

SPECIAL RULES

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

Manual block system is in use between Madison and Mazomanie between 7:00 A. M. and 11:15 P. M. Train order signals will also be used as block signals. See rules 221-B and 311. Block Signal Rule 319-A applies at Madison and Mazomanie (east of block Signal). Trains other than first class trains accepting and moving under a clear signal or clearance card must approach Madison and Mazomanie under control and proceed only as the way is seen or known to be clear.

This time table is not effective between Marquette and Marquette Yard. Conductors and Enginemen will provide themselves with the current time table of the I & D Division and be governed accordingly.

No. 18 stop at Muscoda for Madison, Milwaukee and Chicago passengers and at Spring Green and Mazomanie for Milwaukee and Chicago passengers only.

No. 11 Saturdays make regular stop at Woodman to dispatch mail.

No. 22 stop at Wauzeka and Muscoda for Milwaukee and Chicago passengers.

No. 22 stop at Wauzeka, Muscoda, Spring Green, and Mazomanie, to let off passengers from Calmar and points beyond.

No. 22 Sundays only, stop to let off passengers from west of Marquette.

No. 32—wait at Lone Rock to make bus connection from Richland Center.

No. 64 will handle Milwaukee stock from stations east of and including Lone Rock.

No. 68 Tuesdays, will only handle Milwaukee stock from point west of and including Lone Rock.

No. 68 Thursdays, will handle Milwaukee stock from all stations.

No. 95 Tuesdays only will handle Chicago stock to Marquette for Dubuque No. 68.

Nos. 233-235-218 will carry passengers.

All trains will come to a full stop 400 feet from Pontoon Bridges between Marquette and Prairie du Chien and be governed by signal from Bridgeman before proceeding. If necessary to stop on bridge see that no part of train is left standing on pontoons.

When cutting off engine or cars to clear street crossings in Madison Yard be particular to see that no part of street or sidewalk is left obstructed.

Following engines are prohibited between Mazomanie and Marquette: all "L" class Engines, S1-C2-C3-C5 and K1.

Train movements over crossing with the Illinois Central Railroad twenty-one hundred (2100) feet west of the depot at Madison, Wisconsin, are governed by swinging type crossing gates with red lights displayed on gate arms for night indication, and color light type home signals with indications in accordance with Rules 602-A and 602-G, located on the right hand side of tracks approximately one hundred (100) feet on CMStP&P main line and fifty (50) feet on yard track from the crossing and arranged to operate in conjunction with the gates.

The normal position of the gates is against the trains on the Illinois Central track, and the gates must be so set except when a train on the Illinois Central track is using or intending to use the crossing, and must be restored to the normal position immediately after movement over the crossing has been completed.

Trains on the Illinois Central track must come to a complete standstill (regardless of position of gates) before proceeding over the crossing and will not operate the gates nor occupy the crossing until any train approaching on the CMStP&P Railroad has come to a full stop.

Trains on the CMStP&P tracks must approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train on the Illinois Central track, or gates are set against the CMStP&P, but may proceed over the crossing at a speed not exceeding fifteen (15) miles per hour, provided way is clear, crossing is unobstructed, gates are properly set against the Illinois Central track and home signals on CMStP&P tracks indicate Proceed.

If a train on the CMStP&P tracks is stopped at one of the home signals and no conflicting train movement is evident, a trainman shall proceed to the crossing and after having made certain that the gates are properly set against the Illinois Central track and no immediate train movement is evident on that 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.

To line the gates for trains on any one line they must be swung their full movement over and at right angles to the track of the conflicting road. Gates must be kept locked when in normal position.

Failure of the crossing gates or of the home signals must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

THIRD CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Janesville	Time Table No. 36 In Effect 12.01 A. M. SEPTEMBER 25, 1938	Telegraph Calls	Office Closed Week Days	Distance from Mineral Point	SYMBOLS See Special Rule Page 7	FIRST CLASS		SECOND CLASS		THIRD CLASS	
65	191	91	23	21								6	24	66	192	92	
Time Freight	Way Freight	Way Freight	Passenger	Passenger	Sidings	Other Tracks	STATIONS					Passenger	Passenger	Time Freight	Way Freight	Way Freight	
Sundays Tues. only	Tues.-Thur. Sat. only	Daily Except Sun.	Sunday only	Daily Except Sun.								Daily Except Sun.	Sunday only	Monday Wed. only	Mon.-Wed. Fri. only	Daily Except Sun.	
L 12.01 PM		L 9.45 AM	L 11.15 AM	L 11.20 AM	Yard		JANESVILLE	BE		81.7	BCDEJKMRS TWZ	As 5.30 PM	As 5.35 PM	As 6.00 PM		As 5.00 PM	
							WEST YARD		No Office	80.9		5.20		5.50		4.50	
12.20		10.10	11.30	11.40	32	7.7	(C. & N. W. CROSSING) HANOVER		No Office	74.0	M	5.10	5.12	5.37		4.25	
12.35		10.37	11.39	11.52	37	12.5	ORFORDVILLE	RF	5.15 PM to 8.15 AM	69.2		5.02	5.03	5.23		4.05	
1.01		11.20	11.55	12.01 PM	45	18.8	BRODHEAD	HD	8.00 PM to 8.00 AM	62.9	BCDJTW	4.50	4.52	5.10 4.25		3.45	
1.25		11.45	12.07 PM	12.25	35	25.3	JUDA	DA	5.00 PM to 8.00 AM	56.4		4.30	4.40	4.00		3.25	
2.00 2.40	L 1.25 PM	12.30 PM	12.27	12.50	27	32	MONROE	MO	5.00 PM to 8.00 AM	47.6	WD	4.10	4.26	3.30	12.30 PM	3.00 PM	
3.40 4.08	2.20		12.47	1.10	36	22	BROWNTOWN	WN	5.00 PM to 8.00 AM	39.3		3.50	4.08	2.45	12.01		
4.13	2.40		12.51	1.13	4	44.0	DILL (ILL. CENT. CROSSING)	DN	No Office	37.7	K	3.45	4.05	2.40	11.00		
4.20	3.40		12.57	1.23	27	47.2	SOUTH WAYNE	K	4.00 PM to 7.00 AM	34.5		3.40	4.00	2.30	10.45		
5.00	4.30		1.20	1.50	25	56.7	GRATIOT	GF	4.30 PM to 7.30 AM	25.0	BCDJWY	3.20	3.45	1.50	10.20 7.55		
5.40	5.00 5.45		1.45	2.15	40	66.6	DARLINGTON	SY	5.00 PM to 8.00 AM	15.1		2.55	3.25	1.05	7.30		
6.10	6.45		2.00	2.35	35	72.3	CALAMINE	Q	No Office	9.4	BCDJWY	2.35	3.15	12.35	7.10		
						76.5	SLATEFORD		No Office	5.2							
As 6.40 PM	As 7.35 PM		As 2.20 PM	As 3.00 PM	Yard	81.7	MINERAL POINT	WD	8.45 PM to 6.45 AM	0.0	BCRTWZ	L 2.15 PM	L 2.55 PM	L 12.01 PM	L 6.45 AM		
6.39	6.15	2.45	3.05	3.40			Schedule Time					3.15	2.40	5.59	5.45	2.00	
12.3	7.6	12.3	26.5	22.2			Average Speed per Hour					25.0	30.5	13.6	8.5	17.	

Passenger trains must not exceed maximum speed of 45 miles per hour; freight trains 35 miles per hour.

SPECIAL RULES

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

All extra trains and switch engines must flag around each leg of Wye at Janesville so that the enginemen can have positive assurance that the track is clear to enable him to be in position to stop as required by Rule No. 93.

Trains and engines using main lines between passenger station, Janesville, and freight yard one mile west, must move under absolute control flagging around curves to prevent accidents.

Madison and Milwaukee Division trains must approach junction switch at "Five Points," Janesville, under full control and be prepared to stop unless they know that switches are properly lined up and track is clear. Trains must move between "Five Points" and Janesville Passenger depot only as the way is known to be clear.

No. 92, wait at Monroe for No. 192.

No. 92 wait at Brodhead for cars from No. 506 unless otherwise ordered.

Nos. 191 and 192 will carry passengers.

Nos. 92 and 91 will carry passengers.

No. 21 will approach Calamine under full control expecting to find No. 6 and No. 706 pulling up and backing in.

All movements over C&NW crossing located 2.1 miles east of depot Janesville, on Milwaukee Division District 1, and over C&NW crossing located at Hanover, will be governed by color light signals located 350 feet from crossing, east of depot at Janesville and 500 feet from crossing at Hanover. Home signals at these two crossings are equipped with two units and indications are in accordance with Rules 601-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately 2,800 feet from home signals. All trains approach home signals under control and if proceed signal indication is obtained, may proceed over crossing not to exceed 25 miles per hour, except that motor propelled trains, must not exceed ten miles per hour approaching or passing these crossings. If train is stopped at home signal and no conflicting train movement evident, a trainman shall proceed to crossing and operate hand release located in box marked "CMSP&P Release," locked with standard switch lock. Instructions for operating release are posted inside box. If operation of hand release does not clear home signal, trainman at crossing, upon having made certain home signals on conflicting road are at "STOP" and no immediate train movement evident on such line, may signal train to proceed over crossing. Movements under such conditions must be made at slow speed and 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.

*Free haul 600 to 700
on station west of
house*

TONNAGE RATINGS	Ruling Grade	CLASS K1				CLASS F5				CLASS L2				CLASS L3			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Milwaukee to Brookfield	.86	1400	1175	1150	1000	1700	1500	1425	1375	2500	2300	2000	1700	3000	2800	2500	2200
Brookfield to No. Prairie	.65	1500	1275	1200	1100	1800	1525	1450	1400	2800	2500	2100	1900	3500	3300	3000	2700
No. Prairie to Milton Jct.	.64	1900	1650	1550	1300	2300	1955	1840	1610	3250	2900	2600	2300	3800	3600	3300	3000
Milton Jct. to Madison..	.40	2650	2450	2325	2075	2800	2600	2400	2150	3650	3450	3200	2950	4100	3900	3600	3300
Madison to Marquette..	.50					3300	2900	2660	2450								
Janesville to Milton Jct.	.55	1360	1160	1085	960	1600	1400	1325	1075	2450	2200	1800	1600	3100	2900	2600	2300
Marquette to Madison..	.38					2875	2590	2450	2300								
Madison to Eagle.....	.65	1850	1650	1575	1350	1950	1650	1550	1350	2900	2600	2350	2000	3800	3600	3300	3000
Eagle to Milwaukee....	.55	2600	2000	1900	1700	2500	2100	1950	1750	3800	3400	3100	2700	4500	4300	4000	3700
Milton Jct. to Janesville.	.95	1600	1350	1275	1125					2400	2000	1800	1650	3000	2800	2500	2200

TONNAGE RATINGS	Ruling Grade	CLASS G6				CLASS G7			
		1	2	3	4	1	2	3	4
Janesville to Brodhead.....	.92	1050	900	800	700	1500	1225	1200	1150
Brodhead to Monroe.....	.87	950	800	700	600	1235	1085	1010	925
Monroe to Gratiot.....	1.20	1200	1025	950	850	1560	1325	1250	1100
Gratiot to Mineral Point.....	1.00	1300	1100	1000	900	1800	1525	1450	1275
Mineral Point to Browntown.	1.00	1025	875	775	675	1800	1525	1450	1275
Browntown to Monroe.....	1.24	625	475	400	350	800	700	625	550
Monroe to Janesville.....	.63	1175	1000	875	775	1500	1275	1200	1150

Column 1—25 degrees above zero or over.
Column 2— 5 to 25 degrees above zero—very frosty or wet.
Column 3— 5 degrees above to 10 below zero.
Column 4—10 degrees below zero and colder.

Chief Dispatcher may increase or decrease above rating according to conditions

TRAIN DISPATCHERS.
C. H. AGNER C. A. PARKIN
I. L. BUEHLER A. A. HENNESSY R. D. MATHIS
A. M. KILIAN, Chief Dispatcher.
J. D. SHEA, Trainmaster

6 WESTWARD — MAZOMANIE AND PRAIRIE DU SAC SUBDIVISION — EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 36										THIRD CLASS	
235	233	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										218	268
Mixed	Mixed			STATIONS										Mixed	Mixed
L 2.20PM	L 11.15AM	42	25	0.0	MAZOMANIE	10.1	MZ	10.30 PM to 7.00 AM	BCJRTW	As 2.15PM	As 5.45PM				
• 2.45	• 11.40		27	8.8	SAUK CITY	1.3	SA	5.00 PM to 8.00 AM		• 1.40	• 5.00				
As 3.10PM	As 11.45AM		9	10.1	PRAIRIE DU SAC	0.0	DC	5.00 PM to 8.00 AM	RY	L 1.30PM	L 3.50PM				
.50	.30				Schedule Time								.45	1.55	
12.1	22.5				Average Speed per Hour								18.5	5.8	

Passenger and mixed trains must not exceed maximum speed of 30 miles per hour; freight trains 20 miles per hour.

WESTWARD — LONE ROCK AND RICHLAND CENTER SUBDIVISION — EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 36										SECOND CLASS	
395	333	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										396	318
Mixed	Mixed			STATIONS										Mixed	Mixed
L 4.00PM	L 11.35AM	54	42	0.0	LONE ROCK	15.5	L.R.	7.15AM-8.00AM 4.00PM-11.15PM	BCJRWY	As 11.10AM	As 3.30PM				
• 4.15	• 11.55		26	5.8	GOTHAM	9.7	GM	4.15 PM to 10.15 AM		• 10.45	• 3.10				
• 4.25	• 12.10PM	19	24	9.7	TWIN BLUFFS	5.8		No Office		• 10.30	• 2.55				
As 4.50PM	As 12.35PM	17	17	15.5	RICHLAND CENTER	0.0	RN	4.00 PM to 7.00 AM	RWT	L 10.10AM	L 2.40PM				
.50	1.00				Schedule Time								1.00	.50	
18.6	15.5				Average Speed per Hour								15.5	18.6	

Passenger and mixed trains must not exceed maximum speed of 30 miles per hour; freight trains 20 miles per hour.

WESTWARD WAUZEKA AND LA FARGE SUBDIVISION EASTWARD

FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 36										FIRST CLASS
433	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										418
Mixed			STATIONS										Mixed
L 12.45PM	40	34	0.0	WAUZEKA	51.4	UZ	12.01AM to 6.45AM	BDJRTW	As 12.05PM				
• 1.20		20	13.9	STEUBEN	37.6	SU	5.00 PM to 8.00 AM		• 11.05				
• 1.30		14	17.5	BARNUM	34.0	BM	No Office		• 10.45				
• 1.45			22.5	PETERSBURG	29.0	P	No Office		• 10.25				
1.50	16		24.1	BELL CENTER	27.4	BC	No Office		10.10				
• 2.10		29	26.2	GAYS MILLS	25.3	GS	5.00 PM to 8.00 AM	WD	• 10.00				
• 2.40	24	26	34.3	SOLDIER'S GROVE	17.2	SG	5.00 PM to 8.00 AM		• 9.15				
• 2.50	23	30	38.6	READSTOWN	12.9	RS	5.00 PM to 8.00 AM		• 8.50				
• 3.15		36	45.7	VIOLA	5.7	V	5.00 PM to 8.00 AM		• 8.25				
As 3.35PM	80	36	51.4	La FARGE	0.0	FA	5.00 PM to 8.00 AM	CRWY	L 8.00AM				
2.50				Schedule Time								4.05	
18.1				Average Speed per Hour								12.7	

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

SPECIAL RULES

Eastward trains are superior to westward trains of the same class.

WESTWARD BROADHEAD & NEW GLARUS SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 36										THIRD CLASS	
521	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										506		
Mixed			STATIONS										Mixed		
L 12.05PM	58	35	0.0	BROADHEAD	22.6	HD	5.00 PM to 8.00 AM	BCJRTW	As 3.40PM						
• 12.25	12	28	7.0	ALBANY	15.6	NY	5.00 PM to 8.00 AM		• 3.00						
• 12.50	20	25	16.2	(ILL. CENT. CROSSING) MONTICELLO	6.4	MC	5.00 PM to 8.00 AM	K	• 2.30						
As 1.15PM	13	23	22.6	NEW GLARUS	0.0	NG	5.00 PM to 8.00 AM	RTW	L 2.05PM						
1.10				Schedule Time								1.35			
19.3				Average Speed per Hour								14.3			

Passenger or mixed trains must not exceed maximum speed of 25 miles per hour; freight trains 20 miles per hour.

WESTWARD GRATIOT AND SHULLSBURG SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 36										THIRD CLASS	
665	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										666		
Way Freight			STATIONS										Way Freight		
L 8.30AM		25	0.0	GRATIOT	11.5	GF	4.30 PM to 7.30 AM	CDJRWY	As 10.10AM						
• 8.50		24	6.1	DUNBARTON	5.4		No Office		• 9.50						
As 9.10AM		20	11.5	SHULLSBURG	0.0	BG	4.00 PM to 7.00 AM		L 9.30AM						
.40				Schedule Time								40			
17.2				Average Speed per Hour								17.2			

Passenger and mixed trains must not exceed maximum speed of 30 miles per hour; freight trains 20 miles per hour.

WESTWARD CALAMINE AND PLATTEVILLE SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 36										SECOND CLASS	
721	Sidings	Other Tracks	In Effect 12.01 A. M. Sept. 25, 1938										706		
Mixed			STATIONS										Mixed		
L 3.00PM	35	0.0	CALAMINE	16.9	Q	No office	BCJRWY	As 2.25PM							
• 3.25	19	9.7	BELMONT	7.2	J	5.00 PM to 8.00 AM		• 1.50							
As 3.40PM	45	16.9	PLATTEVILLE	0.0	WS	5.00 PM to 8.00 AM	KRTW	L 1.30PM							
.40			Schedule Time								.55				
25.3			Average Speed per Hour								18.4				

Passenger and mixed trains must not exceed maximum speed of 30 miles per hour; freight trains 20 miles per hour.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Carey Spur is located 3.1 west of Calamine and 6.6 miles east of Belmont.

GENERAL INSTRUCTIONS

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—Dispatchers' telephone
- R—Register
- S—Standard Clock
- T—Turntable
- W—Water
- Y—Wye
- Z—Track Scales

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 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 or wherever it may, in the enginemen's judgment, avert an accident.

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 drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

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 Mazomanie and Marquette

- Mazomanie and Prairie du Sac
- Lone Rock and Richland Center
- Wauzeka and La Farge
- Madison and Mazomanie (Between the hours of 10:00 P. M. and 7:00 A. M.)
- Janesville and Mineral Point
- Brodhead and New Glarus
- Gratiot and Shullsburg
- Calamine and Platteville

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, headlights 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 employes, 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 enginemen 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 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:
- (a) On engine footboards between engine and car when cars are being pushed.
 - (b) On leading footboard while coupling engine to cars.
 - (c) On engine pilots.
 - (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
 - (e) On ends of cars containing loads which may shift.
 - (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
 - (g) 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 train men will stop train or cars immediately.

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

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

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

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

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen

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

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

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."

Rule 512-A of the Rules and Regulations of the Operating Department is amended, as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employes 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 the 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 double heading 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 enginemen 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 enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

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

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must 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 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.

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

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

When train or enginemen feel a rough spot in 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 track men. Track men must be called immediately.

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

COLOR	COLOR SIGNALS	INDICATION
(a) Red	Stop	
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules	
(c) Green	Proceed, 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 certain divisions or portions thereof when so indicated in timetable or bulletin, and will then supersede Rule 10 and modify other rules in conflict therewith.

Traveling Electricians ride on certain passenger trains to take care of 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.

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 Train Dispatcher or in emergency under flat protection.

The last paragraph of Rule 90 in Book of Rules is replaced with the following and made a part of Rule 90.

When a train equipped with communicating signal approaches a schedule meeting point with a train of the same or superior class, or a point where by train order the train is to meet or wait for an opposing train, the conductor will signal the engineman with two long and one short sounds of the air whistle at least one mile before reaching the meeting or waiting point, which the engineman must acknowledge by two long and one short sounds of the engine whistle.

Should the engineman fail to give signal 14 (n) as herein prescribed, the conductor must take immediate action to stop the train.

The engineman of other trains will give signal 14 (n) at least one mile before reaching a meeting or waiting point.

Should the engineman fail to give signal 14 (n) as herein prescribed, the conductor must take immediate action to stop train.

SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) 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 to, but not exceeding, twenty-five miles per hour. No turn outs laid with long frogs on Madison Division.

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 engineman'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 engineman'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 the following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified speeds.

	On Tangent Track	On Curves
Between Brookfield and Marquette	25	15
Between Milton Jet. and Mineral Point	25	15
Between Wauzeka and La Farge	15	10
Between Lone Rock and Richland Center	15	10
Between Mazomanie and Prairie du Sac	15	10
Between Brodhead and New Glarus	15	10
Between Gratiot and Shullsburg	15	10
Between Calamine and Belmont	15	10

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 Brookfield and Marquette	25	20
Between Mazomanie and Prairie du Sac	20	15
Between Lone Rock and Richland Center	20	15
Between Wauzeka and La Farge	20	15
Between So. Y. Switch and Janesville	25	20
Between Janesville and Mineral Point	20	15
Between Brodhead and New Glarus	20	15
Between Gratiot and Shullsburg	20	15
Between Calamine and Platteville	20	15

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.

WATCH INSPECTORS

Milton H. Kloph.....Milwaukee	E. W. Parker, Inc.....Madison	L. Cornelius.....Prairie du Chien
H. Hammersmith.....Milwaukee	Ray W. Nelson.....Madison	F. J. Oehring.....Marquette
Jas. Alvestein.....Milwaukee	Mrs. Charles Speidel, Rich. Center	Dewey & Bandt.....Janesville
A. A. Alseth.....Edgerton	R. J. Payne.....Boscobel	C. E. Doolittle.....Brodhead
Estberg & Son.....Waukesha	P. H. Nevill.....Gays Mills	J. J. Mauger.....Mineral Point
M. J. Zangl.....Mazomanie	R. B. Donaldson.....La Farge	Pitt & Tesar.....Platteville

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS

NAME	RESIDENCE AND PHONE	OFFICE AND PHONE
Chicago.....§ Dr. A. R. Metz, Chief Surgeon	Washington Blvd. Hospital.....1640	Union Station.....Central.....7000
Chicago.....§ R. Household	Washington Blvd. Hospital.....1640	Union Station.....Central.....7000
Chicago.....§ James DeFree	Washington Blvd. Hospital.....1640	Union Station.....Central.....7000
Chicago.....§ Am't. to Chief Surgeon	Union Station.....Central.....7000	30 North Michigan Ave.....Dearborn 8137
Chicago.....§ Wescott & Wescott, Oculists	122 So. Michigan Ave.....Wabash 2177	58 E. Washington St.....State.....0609
Chicago.....L. F. McBride, Aurist	6112 W. Washington Blvd.....Hopkins 0178	208 E. Wisconsin Ave.....Daly.....3221
Chicago.....H. A. Hooper, Dentist	2118 E. Kenilworth Pl.....Lakeside 4505	208 E. Wisconsin Ave.....Daly.....3221
Milwaukee.....§ T. R. Lillis, M. D.	2708 North 38th St.....Kil.....0673	758 N. 27th St.....West.....0219
Milwaukee.....§ G. W. Fox, Assistant	2708 North 38th St.....Kil.....0673	208 E. Wisconsin Ave.....Daly.....3221
Milwaukee.....§ Dr. H. O. Zurhede	2708 North 38th St.....Kil.....0673	208 E. Wisconsin Ave.....Daly.....3221
Milwaukee.....Drs. Gordon & Spraul, Oculists	Residence 610 Honey Creek Parkway, Phone Bluemound 3210	Office 636 W. Wisconsin Ave., Phone Marquette 1188
Milwaukee.....Dr. F. D. Murphy, Medical Consultant	Residence 610 Honey Creek Parkway, Phone Bluemound 3210	Office 636 W. Wisconsin Ave., Phone Marquette 1188
Madison.....§ Dr. James A. Jackson	440 N. Paterson.....Badger 5070	Jackson Clinic.....Badger.....7700
Madison.....Dr. C. K. Schubert, Oculist	111 E. Gorham.....Fair.....2266	No. 1 So. Pinckney St.....Fairchild.....900
Janesville.....§ Dr. A. H. Pember	703 Court St.....2667	500 W. Milwaukee St.....663
Janesville.....§ Dr. T. W. Nisum	602 Milwaukee Ave.....1117	500 W. Milwaukee St.....663
Janesville.....Dr. T. O. Nisum	632 Mineral Point Ave.....1463	500 W. Milwaukee St.....663
Janesville.....Dr. W. A. Munn	632 South Main St.....426	19 South Main St.....3110
Waukesha.....Dr. W. B. Campbell	121 East Ave.....969R	831 No. Grand Ave.....969W
Waukesha.....Dr. F. M. Scheele	436 Wisconsin Ave.....1250	263 W. Broadway.....781J
Eagle.....Dr. J. J. Fitzgerald	Eagle, Wis.....292	Eagle Hospital, Jerico St.....291
Palmyra.....Dr. C. A. Dodson	Cor. Main & Troy.....481	Cor. Main & Troy.....481
Whitewater.....Dr. J. F. Dunn	301 Main St.....34R	102-2nd St.....34W
Milton.....Dr. G. S. Crosley	323 Main St.....581	323 Main St.....581
Edgerton.....Dr. B. L. Cleary	210 Albion St.....149	210 Albion St.....149
Edgerton.....Dr. A. T. Shearer	208 Bentley Pl.....93	208 Bentley St.....93
Stoughton.....Dr. H. A. Keenan	Stoughton.....465	204 Prospect Ave.....468
Mazomanie.....Dr. I. Schults	Mazomanie.....88	Mazomanie.....100
Spring Green.....Dr. Frank Noe	Spring Green.....457P	Lexington St.....127A
Richland Center.....Dr. Gideon Benson	119 No. Sheldon St.....127R	119 No. Sheldon St.....127A
Boscobel.....Dr. C. S. Hayman	203 E. Oak St.....13B	1032 Wisconsin Ave.....13X
Wauzeka.....Dr. L. K. Rauehschwalbe	Wauzeka.....43P2	Wauzeka.....43P11
Viola.....Dr. George Parke	Harrison & Turner.....66J2	Harrison & Turner.....66
LaFarge.....Dr. J. I. Esch	La Farge.....30	LaFarge.....30
Prairie du Chien.....Dr. C. A. Armstrong	159 No. Minnesota St.....196	159 No. Minnesota St.....196
Orfordville.....Dr. G. W. Belting	Orfordville.....8R2	Orfordville.....8R3
Brodhead.....Dr. E. J. Mitchell	Brodhead.....72R3	Brodhead.....72R2
Monroe.....Dr. L. A. Moore	2020-9th St.....222	2020-9th St.....210
Monroe.....Dr. W. G. Bear	1817-11th St.....185	1817-11th St.....84
Shullsburg.....Dr. S. A. Ennis	Iowa St.....69J	Water St.....69W
Gratiot.....Dr. C. P. Banfield	Gratiot.....39R	Gratiot.....39W
Darlington.....Dr. R. B. Quinn	200 E. Mary St.....252	Q. & M. Hospital, 504 Wells St.....180
Platteville.....Dr. W. Cunningham	204 Market St.....70	303 Main St.....600
Mineral Point.....Dr. H. D. Ludden	111 So. Iowa St.....341R5	111 So. Iowa.....341R2

§Designates Salaried Company Surgeons and should be used whenever possible.
 JIndicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.
 *Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

Yard Limits at:

- Brookfield.....Extend from station to 2000 feet west of west siding switch.
- Waukesha.....Extend from 2000 feet east of east switch to 2000 feet west of C&NW transfer track switch.
- Whitewater.....Extend from 2000 feet east of Clay Products Co. switch to 2000 feet west of west siding switch.
- Milton Jct.....Extend from 2400 feet east of east switch at Milton to 2000 feet west of west siding switch.
- Milton.....Switch of siding at Milton Jct. on Brookfield-Madison Sub-Division and East Wye and Milton Jct., to 2000 feet east of South Wye on Janesville-East Wye Sub-Division.
- Janesville.....Extend from 2918 feet east of Anderson on Janesville-East Wye Sub-Division to 2000 feet west of West Yard switch on Janesville-Mineral Point Sub-Division, to 2000 feet east of Wheeler Pit, east of Janesville on Rondout-Janesville Sub-Division of Milwaukee Division First District and to 1700 feet west on Janesville-Davis Jct., Sub-Division of Milwaukee Division Second District.
- Edgerton.....Extend from 2000 feet east of east switch to 2000 feet west of west switch.
- Stoughton.....Extend from 2400 feet east of east siding switch to 2343 feet west of west siding switch.
- Madison.....Extend from 2000 feet east of Fair Grounds track switch on Brookfield-Madison Sub-Division to 2000 feet west of Olin track switch on Madison-Marquette Sub-Division and to 2860 feet east of C&NW crossing east of Yahara River on Watertown-Madison Sub-Division and to three-fourths of a mile east of Darwin on Madison-Portage Sub-Division of LaCrosse-River Division First District.
- Mazomanie.....Extend from 2000 feet east of east switch to 2000 feet west of west switch on Madison-Marquette Sub-Division and to 2000 feet west of west switch on Mazomanie-Prairie du Sac Sub-Division.
- Prairie du Sac.....Extend from 2000 feet east of east switch at Sauk City to end of main track
- Sauk City.....at Prairie du Sac.
- Lone Rock.....Extend from 2000 feet east of east siding switch to 2000 feet west of west siding switch on Madison-Marquette Sub-Division and to 2000 feet west of "Y" switch on Lone Rock-Richland Center Sub-Division.
- Richland Center.....Extend from 2000 feet east of east switch to end of main track.
- Wauzeka.....Extend from 3000 feet east of east switch to 2000 feet west of west switch on Madison-Marquette Sub-Division and to 2000 feet west of west switch on Wauzeka-La Farge Sub-Division.
- La Farge.....Extend from 2000 feet east of east switch to end of main track.
- Prairie du Chien.....Extend from 2000 feet east of new passenger station to 2000 feet west of Junction Switch.
- Marquette.....Extend from 2000 feet east of Railroad crossing to a point on Iowa & Dakota Division 2800 feet west of West switch of Marquette Yard.
- Brodhead.....Extend from 2000 feet east of east switch to 2000 feet west of west switch on Janesville-Mineral Point Sub-Division and to 2000 feet west of Main Line switch on Brodhead-New Glarus Sub-Division.
- New Glarus.....Extend from 2000 feet east of east switch to end of main track.
- Monroe.....Extend from 2000 feet east of east switch to 2000 feet west of west switch.
- Gratiot.....Extend from 2000 feet east of east siding switch to 2000 feet west of west siding switch on Janesville-Mineral Point Sub-Division and to 2000 feet west of "Y" switch on Gratiot-Shullsburg Sub-Division.
- Shullsburg.....Extend from 2000 feet east of east switch to end of main track.
- Calamine.....Extend from 2000 feet east of east siding switch to 2000 feet west of west siding switch on Janesville-Mineral Point Sub-Division and to 2000 feet west of "Y" switch on Calamine-Platteville Sub-Division.
- Platteville.....Extend from 2000 feet east of east switch to end of main track.
- Mineral Pt.....Extend from 2000 feet east of east switch to end of main track.

G-7 A. S. class engines numbered 2852 to 2865, inclusive, must not exceed speed of 45 miles per hour.

Passenger trains hauling refrigerator cars not especially equipped for passenger service will be restricted to a maximum speed of 35 miles per hour.

Waukesha, through yard limits, 15 M. P. H.

Eagle, Highway 59 just west of depot, 15 M. P. H.

Whitewater,

Through station limits, 15 M. P. H.

Clay Products Co. track, K-1 engines, 10 M. P. H.

Edgerton, curve 1.5 miles east of depot, 55 M. P. H.

Stoughton, station limits, 40 M. P. H.

Madison, city limits, 15 M. P. H.

Mazomanie, street crossing at depot, 15 M. P. H.

The speed of engines must not exceed 25 Miles per hour over the swing span of bridge B-260 west of Lone Rock and B-256 east of Spring Green.

Boscobel, Wisconsin Ave., Walnut, Church and Park Streets, 15 M. P. H.

Pontoon Bridges, between Prairie du Chien and Marquette, 4 M. P. H.

La Farge Line, Cars handled must not exceed 215,000 pounds.

Boscobel Highway, 1.5 miles north Wauzeka, eastward trains, 10 M. P. H.

Bridges F-14 and F-16, just east of Janesville, N-1, N-2, L-2 B and L3 engines, 10 M. P. H.

Janesville, all street crossings, 15 M. P. H.

Brodhead, Clinton and Center streets, 15 M. P. H.

Monroe to Juda, Eastward, passenger trains 30, freight trains, 20 M. P. H.

Monroe, 14th Avenue, just east of depot, train must be under full control prepared to stop if crossing is not protected by flagman."

First crossing west of depot, 15 M. P. H.

Bridge F-144, .9 mile west of Monroe, G-7 and larger engines, 15 M. P. H.

Monroe to Browntown, Westward, passenger trains 35, freight trains 20 M. P. H.

Browntown, street crossing just west of depot, 10 M. P. H.

Bridge F-182, .8 mile east Dill, G-7 and larger engines, 15 M. P. H.

Bridge F-222, .5 miles east Gratiot, 7 degree curve, 25 M. P. H.

Bridge F-270, .5 mile east Darlington, G-7 and larger engines, 15 M. P. H.

Darlington, all street crossings, 10 M. P. H.

Bridge F-428, 7.2 miles east of Belmont, G-6, G-7 engines and cars loaded 150,000 pounds and over, 15 M. P. H.

Ordinances prohibit the sounding of whistles within the corporate limits of the cities of Madison and Waukesha.

SUNDAY HOURS—Subject to change by bulletin and when so changed all concerned will note change in pencil on their copy of time table.

Brookfield.....Continuous	Monroe...3:00pm to 5:00pm	Lone Rock...2:30pm to 4:30pm
Whitewater...5:45pm to 7:45pm	Mineral Point...1:30pm to 3:30pm	Boscobel...2:30pm to 4:30pm
Milton...9:30am to 11:30am	Edgerton...4:25pm to 5:50pm	Wauzeka...2:00pm to 4:00pm
6:00pm to 8:00pm	Stoughton...12 M to 8:00am	Prairie du Chien...2:00pm to 4:00pm
Milton Jct...12:00 Midnight to 7:00am	8:00am to 10am	Crawford.....Continuous
10:00am to 12 Noon	4:00pm to 12 M	Marquette.....Continuous
Janesville.....Continuous	Monona Tower...Continuous	
	Madison.....Continuous	

Bridges in track elevation territory in the Chicago Terminals and North on Milwaukee Division from Pacific Junction will not clear a man riding on the side of a car.

**Bridge and Tunnel Clearances
Dimensions for Car Loading**

Territory.....	Height Above Top of Rail 8' wide	Obstruction
Bardwell-Janesville.....	16'4"	Bridge A—530
Milwaukee-Madison.....	21'4"	Bridge B—8½—B—68½
		Bridge B—88¾
Madison-Marquette.....	19'6"	Bridge B—198½—B—256
		Bridge B—378
Wauzeka-La Farge.....	16'8"	Tunnel
Janesville-Mineral Point.....	17'8"	Bridge F—182

SPECIAL RULES *Continued from Page 4*

Movements over the railroad crossing at Marquette are governed by manually controlled color light type dwarf home signals displaying indications in accordance with Rules 602-A and 602-G.

These signals are located approximately 100 feet from the crossing and on the right hand side of track except that the signal governing westward movements on the D&I Division main track and the signal governing eastward movements on the D&I Division siding are located on the left hand side of track.

Trains or engines will approach the crossing under control prepared to stop before reaching the crossing, but when the home signal indicates "PROCEED", they may proceed over the crossing at a speed not in excess of 10 miles per hour.

When the home signal governing movements on the D&I Division main track or siding indicates "STOP" and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and operate the Time Release located in the box marked "RELEASE" which is locked with a switch lock. Instructions for operating the release are posted inside of this box. In case the operation of the Time Release does not change the indication of the home signal to "PROCEED" the trainman at the crossing, after having made certain that no immediate train or engine movement is evident on the Madison Division main track, may signal his train or engine to proceed over the crossing. Under such conditions the movement must be made at slow speed and under the protection of the trainman at the crossing.

When the home signal governing movements on the Madison Division main track indicates "STOP" authority to proceed must be obtained from the bridge tender at the drawbridge. Under such conditions the movement must be made at slow speed and under the protection of a trainman at the crossing.

These signals do not control movements onto the drawbridge.

Failure of the home signal must be promptly reported to the Chief Dispatcher from the first open telegraph office where regular stop is made.

In the movement over the following bridges cars under total load of 210,000 lbs. or more should be preceded and followed by an empty or a lightly loaded car, the speed to be in accordance with time table instructions except that a speed restriction of 15 miles per hour will prevail on certain specific bridges mentioned below:

- B 428-B East of Sauk City.....
- B 620 West of Wauzeka.....
- B 706 West of Soldiers Grove.....
- B 718 West of Readstown.....
- B 722 West of Readstown.....
- B 724 West of Readstown.....
- B 734 West of Readstown.....
- B 752 East of Viola.....

Spring switches are installed at the West end of the double track between Madison and Franklin Street and at Junction near Main St.

The Junction switch will be normally set for the Janesville Line and the switch at end of double track will be normally set for the Eastward track. Westward trains moving on double track from Franklin Street must pass through these switches with entire train or cut off cars before making reverse movement; and operate switch with hand throw stand.

Eastward trains moving to Franklin Street will stop and operate Junction switch by hand the same as formerly. Eastward trains moving against the current of traffic on the double track must also stop and operate the switch at end of double track by hand.

Movements over the spring switches will be governed by color light dwarf signals. Trains and engines may proceed at a speed not in excess of ten miles per hour without stopping when the signals so indicate.

The two unit signal located just East of Main Street governs Eastward movements. Indications: (Green over Red) for Eastward movements to Janesville Line (Green under Red) for Eastward movements on Eastward main of double track to Franklin Street.

The Westward signal on Janesville Line located about three hundred fifty (350) feet East of the Junction switch and the Westward signal on double track between Madison and Franklin Street located about five hundred (500) feet East of the Junction switch govern Westward movements approaching the Junction. The indications of these signals are in accordance with Rules 602-A and 602-G. Westward trains moving against the current of traffic on the double track will come to a stop at Stop Board East of the end of double track and movement from that point West over the Junction switch must be made only under the protection of a flag.

The color light dwarf signals do not supersede time table superiority or train orders and they do not relieve train and enginemen from protecting and obtaining proper authority for all movements nor from observing and knowing that all switches are properly set or from controlling the speed in accordance with the rules.

If a train is stopped at one of the signals and no conflicting train movement is evident, a trainman shall proceed to the Junction and, after having made certain that switches over which movement is to be made are properly set and points closed and that movement may be made with safety, may signal the train to proceed. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

A spring switch is installed at the East end of the double track between Madison and Franklin Street.

The normal position of this switch is for the Westward main track and a color light type dwarf signal with indications in accordance with Rule 602-A and 602-G located immediately East of the switch will indicate the position of the switch for Westward movement on Westward main track.

Eastward trains on Eastward main track must pass through switch with entire train or cut off cars before making reverse movement, and operate switch with hand throw stand. Westward trains on finding the dwarf signal at stop must not pass over the switch until making certain that the switch points are in proper position and fully closed.

All trains in both directions will approach the end of double track under full control and train and enginemen are not relieved from protecting and obtaining proper authority for all movements and they must control the speed of trains in accordance with the rules.

Instructions governing spring switch at the East end of Yard, Madison, approximately 1200 feet East of the depot.

The normal position of this switch is for the main line. Eastward trains trailing through this switch from the yard track to main line will make no movements in the reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand.

The color light signal located just East of the spring switch will indicate position of switch for Westward trains. Trains finding this signal at STOP, in addition to observing other rules, will examine switch to know points are fully closed and in proper position before passing over same.

Movements through this switch from yard track to main track must not exceed ten miles per hour. Main line movements over switch must not exceed twenty-five miles per hour.

Failure of the signal must be promptly reported to the Chief Dispatcher at the first open telegraph office where regular stop is made.

Trains moving between Milton and Milton Junction in either direction must not exceed 20 miles per hour with entire train while passing through main line switch at Milton Junction.

No. 601 will telephone South Wye arrival to operator, Milton Junction, daily.

