

X18 At Marquette the signals governing movements over the railroad crossing are manually operated by the bridge tender.

When the Home Signal governing movements on the Madison Division main track displays a Stop-indication, authority to proceed must be obtained from the bridge tender at the draw bridge. Under such conditions, the movement must be made at restricted speed and under protection of a trainman at the crossing.

The Home Signals do not govern movements onto the draw bridge.

X19 Between Prairie du Chien and Marquette, the operation of Class L and heavier engines is prohibited.

X20 Doubleheading any class of engines over pontoon bridges B-378 Prairie du Chien and B-380 Marquette, is prohibited.

**THIRD SUBDIVISION**

Location	Maximum Speed M.P.H.	
	Psgr. Trains	Other Trains
Soo Line Crossing—Over crossing-----	20	20
Waukesha—Within city limits -----	15	15
Waukesha—C&NW RR crossing -----	20	20
Eagle—Highway crossing -----	15	15
Whitewater—Within city limits -----	15	15
Milton Junction—C&NW RR crossing--	15	15

X22 Rule 83(B) does not apply to eastward trains at Brookfield when operators are not on duty.

X23 Rule 83(B) does not apply at South Wye.

X24 At South Wye and at Milton Jet., the normal position of the junction switch is for the First subdivision.

At East Wye, the normal position of the junction switch is for movement to or from South Wye.

X25 At Waukesha, City Ordinances prohibit the sounding of the whistle within the city limits except in case of emergency or in order to prevent accidents.

**FOURTH SUBDIVISION**

Location	Maximum Speed M.P.H.	
	Psgr. Trains	Other Trains
Janesville—Between Five Points and passenger depot -----	Restricted speed	Restricted speed
Janesville—Over street crossings-----	15	15
Hanover—C&NW RR crossing -----	20	20
Brodhead—Over Clinton and Center Sts.	15	15
Monroe—Over Fourteenth Ave. -----	5	5
Monroe—Over Thirteenth Ave. -----	15	15
Class G-7 and larger engines over Bridge F-144, 0.9 miles west of Monroe -----	15	15
From Monroe to Browntown westward psgr. trains -----	35	
Browntown—Over street crossing -----	10	10
Class G-7 and larger engines over Bridge F-182, 0.8 miles west of Browntown -----	15	15
Around curve at Bridge F222, 5 miles east of Gratiot -----	25	25
Gratiot—Around curve just west of depot -----	12	12
Class G-7 and larger engines over Bridge F-270, 0.5 miles east of Darlington -----	15	15
Darlington—Over street crossings-----	10	10
Calamine—Within yard limits -----	Restricted speed	

X27 Rule 83(B) does not apply at Calamine.

**FIFTH SUBDIVISION**

Location	Maximum Speed M.P.H.	
	Psgr. Trains	Other Trains
At Brodhead — Over Clinton St. ....	15	15

**SEVENTH SUBDIVISION**

Location	Maximum Speed M.P.H.	
	Psgr. Trains	Other Trains
Class G-6 and larger engines and loads with gross weight in excess of 150,000 lbs., over bridge F-428, 7.2 miles east of Belmont .....	15	15

X30 At Calamine, Rule 83(B) does not apply.

**EIGHTH SUBDIVISION**

X31 At Bridge B-428-B located 1 mile east of Sauk City-Prairie Du Sac cars with gross weight in excess of 210,000 pounds, must not be handled over this bridge without special permission.

**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

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

**MADISON DIVISION**

**TIME TABLE No. 16**

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

**Sunday, March 27, 1949**

For the government and information  
of employes only

**F. R. DOUD**  
Superintendent.

**J. L. BROWN,**  
General Superintendent of Transportation.

**W. J. WHALEN,**  
Assistant General Manager.

**L. F. DONALD,**  
General Manager

FIRST SUBDIVISION — WESTWARD

TIME TABLE No. 16 March 27, 1949	Distance from Janesville	Telegraph calls	Capacity in cars		See Rule 6-A	Office open week days	FIRST CLASS				
			Sidings	Other tracks			3	801	117	601	11
							Passenger Daily	Passenger Daily Except Sun.	Passenger Daily	Passenger Daily	Passenger Daily
<b>JANESVILLE</b> (C. & N. W. CROSSING)	0.0	BE		Yard	BCHJKRTV WXYZ	Continuous	L 12.32AM	L 9.05AM	L 11.49AM	L 6.00PM	L 8.49PM
<b>UPPER YARD</b> (C. & N. W. CROSSING)	0.8			Yard	PX	No Office	12.34	9.08	11.51	6.02	8.51
<b>ANDERSON</b> (C. & N. W. CROSSING)	1.9		16		M	No Office	12.37	9.12	11.53	6.04	8.53
<b>SOUTH WYE</b> (C. & N. W. CROSSING)	4.8				JX	No Office	12.43	A 9.21AM	11.58	A 6.14PM	8.59
<b>MILTON JCT.</b> (C. & N. W. CROSSING)	0.6	MJ	51	16	IJRXY	Continuous	12.44		f 11.59		f 9.01
<b>EDGERTON</b> (C. & N. W. CROSSING)	7.2		60	100	X	7:00 AM to 10:00 PM	f 12.53		s 12.11PM		s 9.13
<b>STOUGHTON</b> (C. & N. W. CROSSING)	9.8		56	120	HW	Continuous	f 1.04		s 12.25		s 9.28
<b>MCFARLAND</b> (C. & N. W. CROSSING)	8.4		54			8:00 AM to 5:00 PM	1.13		s 12.34		f 9.38
<b>MONONA TOWER</b> (C. & N. W. CROSSING)	6.3	FD			I	Continuous	1.20		12.41		9.46
<b>MADISON</b> (C. & N. W. CROSSING)	0.6	MX			BCHJKMRTV WXZ	Continuous	As 1.24AM		As 12.45PM		As 9.49PM

Passenger trains must not exceed maximum speed of 75 miles per hour; Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour; other trains 45 miles per hour.

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

Manual Block System is in use between Janesville and Madison.  
 Rule 319-A applies at Janesville, South Wye, Milton Jct. and Madison.  
 Symbol R shown at Milton Jct., applies only to trains with initial or terminal station at Milton Jct.  
 No. 11 stop at McFarland to let off revenue passengers from Chicago and to pick up revenue passengers for west of Marquette.

No. 3 will stop at Edgerton and Stoughton to let off passengers from Chicago and to pick up passengers destined Calmar and beyond.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

NAME	LOCATION	CAR CAPACITY
Nine Springs	3.1 miles east of Madison	8

FIRST SUBDIVISION — EASTWARD

TIME TABLE No. 16 March 27, 1949	Distance from Madison	FIRST CLASS				
		22	20	210	118	700
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Except Sun.
<b>JANESVILLE</b> (C. & N. W. CROSSING)	40.4	As 6.31AM	As 8.53AM	As 10.30AM	As 5.59PM	A 8.15PM
<b>UPPER YARD</b> (C. & N. W. CROSSING)	0.8					
<b>ANDERSON</b> (C. & N. W. CROSSING)	1.9	6.22	8.46	10.20	5.50	8.03
<b>SOUTH WYE</b> (C. & N. W. CROSSING)	4.8	6.14	8.41	L 10.13AM	5.43	L 7.54PM
<b>MILTON JCT.</b> (C. & N. W. CROSSING)	0.6	6.12	f 8.40		5.42	
<b>EDGERTON</b> (C. & N. W. CROSSING)	7.2	s 6.02	s 8.30		s 5.32	
<b>STOUGHTON</b> (C. & N. W. CROSSING)	9.8	s 5.49	s 8.17		s 5.22	
<b>MCFARLAND</b> (C. & N. W. CROSSING)	8.4	5.36	f 8.08		5.12	
<b>MONONA TOWER</b> (C. & N. W. CROSSING)	6.3	5.28	8.01		5.06	
<b>MADISON</b> (C. & N. W. CROSSING)	0.6	L 5.26AM	L 8.00AM		L 5.05PM	

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour, other trains 45 miles per hour.

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

FIRST SUBDIVISION — WESTWARD

TIME TABLE No. 16 March 27, 1949	SECOND CLASS				
	63	163	941	925	921
	Time Freight Daily Except Mon.	Time Freight Daily	Way Freight Mon. Wed. Fri. Only	Time Freight Daily Except Sun.	Time Freight Daily Except Sun.
<b>JANESVILLE</b> (C. & N. W. CROSSING)		L 3.45AM	L 10.30AM	L 7.30PM	L 9.45PM
<b>UPPER YARD</b> (C. & N. W. CROSSING)					
<b>ANDERSON</b> (C. & N. W. CROSSING)		3.50	10.45	7.41	10.05
<b>SOUTH WYE</b> (C. & N. W. CROSSING)		4.00	A 10.55AM	7.50	10.15
<b>MILTON JCT.</b> (C. & N. W. CROSSING)	L 1.13AM	4.15		A 8.00PM	A 10.20PM
<b>EDGERTON</b> (C. & N. W. CROSSING)	1.30	4.40			
<b>STOUGHTON</b> (C. & N. W. CROSSING)	1.50	5.05			
<b>MCFARLAND</b> (C. & N. W. CROSSING)	2.30	5.36			
<b>MONONA TOWER</b> (C. & N. W. CROSSING)	2.50	6.05			
<b>MADISON</b> (C. & N. W. CROSSING)	A 3.30AM	A 6.30AM			

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour, other trains 45 miles per hour.

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

FIRST SUBDIVISION — EASTWARD

TIME TABLE No. 16 March 27, 1949	SECOND CLASS				THIRD CLASS	
	72	930	166	68	74	
	Time Freight Daily Except Mon.	Way Freight Tues. Thur. Sat. Only	Time Freight Daily Except Sun.	Time Freight Daily Except Sun.	Time Freight Daily Except Sun.	
<b>JANESVILLE</b> (C. & N. W. CROSSING)	A 2.45AM	A 2.30PM	A 6.50PM		A 8.30PM	
<b>UPPER YARD</b> (C. & N. W. CROSSING)						
<b>ANDERSON</b> (C. & N. W. CROSSING)	2.00	2.10	6.40		8.25	
<b>SOUTH WYE</b> (C. & N. W. CROSSING)	1.35	L 2.00PM	6.32		8.17	
<b>MILTON JCT.</b> (C. & N. W. CROSSING)	L 1.30AM		6.30	A 11.35PM	L 8.15PM	
<b>EDGERTON</b> (C. & N. W. CROSSING)			6.18	11.10		
<b>STOUGHTON</b> (C. & N. W. CROSSING)			6.02	10.50		
<b>MCFARLAND</b> (C. & N. W. CROSSING)			5.48	10.28		
<b>MONONA TOWER</b> (C. & N. W. CROSSING)			5.37	10.10		
<b>MADISON</b> (C. & N. W. CROSSING)			L 5.30PM	L 10.05PM		

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour, other trains 45 miles per hour.

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

No. 930 will carry passengers.

TIME TABLE No. 16 March 27, 1949	Distance from Madison	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS			
			Sidings	Other tracks	3	33	11	233	95		
					Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Way Freight Daily Except Sun.	Way Freight Daily Except Sun.		
<b>MADISON</b> (ILL. CENT. CROSSING) 6.6		RD		Yard	L 1.34AM	L 9.50AM	L 10.00PM		L 9.15AM <sup>32</sup>	L 7.20AM	
<b>MIDDLETON</b> 8.0	6.6	KA	71	44	1.44	s 10.20	10.09		9.35	7.40	
<b>CROSS PLAINS</b> 4.8	14.6	CS		42	1.52	s 10.37	10.18		9.50	8.00	
<b>BLACK EARTH</b> 3.5	19.4	RH	31	26	1.56	s 10.47	10.22		10.10	8.10	
<b>MAZOMANIE</b> 6.1	22.9	MZ	36	50	1.59	s 10.57	s 10.29		A 10.20AM	8.20 <sup>32</sup>	
<b>ARENA</b> 7.8	29.0	RA	37	22	2.05	s 11.10	10.36			8.35	
<b>SPRING GREEN</b> 6.6	36.8	SX	47	60	2.12	s 11.22	s 10.46			8.55	
<b>LONE ROCK</b> 6.4	43.4	LR	47	60	s 2.25	s 11.50	s 11.02			9.35	
<b>AVOCA</b> 5.9	49.8	VA	37	30	2.33	s 12.01PM	f 11.11			9.55	
<b>MUSCODA</b> 6.4	55.7	US	47	28	2.38	s 12.12	s 11.21			10.30	
<b>BLUE RIVER</b> 7.8	62.1	BV	47	40	2.44	s 12.27 <sup>96</sup>	f 11.31			11.00	
<b>BOSCOBEL</b> 5.8	69.9	BX	67	66	s 2.56	s 12.42	s 11.46			11.30 <sup>96</sup>	
<b>WOODMAN</b> 4.3	75.7	G	36	20	3.03	s 12.52	11.53			12.15PM <sup>96</sup>	
<b>WAUZEKA</b> 10.5	80.0	UZ	80	44	3.07 <sup>22</sup>	s 1.05 <sup>95</sup>	s 12.01AM			12.45 <sup>93</sup> 1.40	
<b>BRIDGEPORT</b> 4.2	90.5	BG	75	20	3.19	s 1.23	12.14			2.00	
<b>CRAWFORD</b> (O. R. & Q. CROSSING) 2.1	94.7	J		10							
<b>PRAIRIE DU CHIEN</b> 0.6	96.8	DU		90	s 3.40	s 1.40	s 12.30			2.10	
<b>DRAWBRIDGE-B-378</b> 1.1	97.4										
<b>DRAWBRIDGE-B-380</b> (C. M. ST. P. & P. CROSS) 0.1	98.5										
<b>MARQUETTE</b> 0.8	98.6	WS		Yard	As 3.55AM	As 2.00PM	As 12.48AM		A 2.30PM <sup>118</sup>		
MARQUETTE YARD	99.4								A 2.35 PM		

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour, other trains 45 miles per hour.

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

Manual Block System is in use between Madison and Mazomanie.

No. 95 Mondays only, will handle Chicago stock from Avoca west to Marquette for D. & I. Division No. 68.

Rule 319-A applies at Madison.

This time-table confers no authority between Marquette and Marquette Yard; I. & D. Division time-table and rules govern.

No. 11 stop at Avoca and Blue River, to let off revenue passengers from Madison and East and to pick up revenue passengers for west of Marquette.

TIME TABLE No. 16 March 27, 1949	Distance from Marquette	See Rule 6A	Office open week days	FIRST CLASS			SECOND CLASS		
				22	32	118	96	218	
				Passenger Daily	Passenger Daily Except Sun.	Passenger Daily	Way Freight Daily Except Sun.	Way Freight Daily Except Sun.	
<b>MADISON</b> (ILL. CENT. CROSSING) 6.6	98.6	BCHJKM RTVWXX	Continuous	As 5.11AM	As 9.15AM <sup>233</sup>	As 4.38PM	A 4.25PM	A 3.15PM	
<b>MIDDLETON</b> 8.0	92.0		7:50 AM to 4:50 PM	4.55	s 8.58	4.28	4.10	3.00	
<b>CROSS PLAINS</b> 4.8	84.0		7:55 AM to 4:55 PM	4.45	s 8.38	4.20	3.55	2.35	
<b>BLACK EARTH</b> 3.5	79.2		8:00 AM to 5:00 PM	4.38	s 8.28	4.15	3.45	2.20	
<b>MAZOMANIE</b> 6.1	75.7	DHJWXY	7:45 AM to 11:45 PM	f 4.33	s 8.20 <sup>95</sup>	4.11	3.35	L 2.00PM	
<b>ARENA</b> 7.8	69.6		8:00 AM to 5:00 PM	4.26	s 8.06	4.05	3.20		
<b>SPRING GREEN</b> 6.6	61.8		8:00 AM to 5:00 PM	f 4.17	s 7.49	f 3.56	3.05		
<b>LONE ROCK</b> 6.4	55.2	CHJWXY	8:00 AM to 4:00 PM 11:00 PM to 7:00 AM	s 4.07	s 7.35	s 3.48	2.45		
<b>AVOCA</b> 5.9	48.8		8:00 AM to 5:00 PM	3.50	s 7.18	3.39	1.40		
<b>MUSCODA</b> 6.4	42.9		8:00 AM to 5:00 PM	f 3.42	s 7.03	f 3.33	1.10		
<b>BLUE RIVER</b> 7.8	36.5		8:00 AM to 5:00 PM	3.33	s 6.48	3.27	12.27PM <sup>83</sup>		
<b>BOSCOBEL</b> 5.8	28.7	H	8:00 AM to 4:00 PM 11:15 PM to 7:15 AM	s 3.23	s 6.32	s 3.19	11.30 <sup>95</sup>		
<b>WOODMAN</b> 4.3	22.9		8:00 to 5:00 PM	3.13	s 6.17	3.12	11.15		
<b>WAUZEKA</b> 10.5	18.6	HW	7:00 AM to 4:00 PM	f 3.07 <sup>3</sup>	s 6.08	3.08	11.00		
<b>BRIDGEPORT</b> 4.2	8.1		8:00 AM to 5:00 PM	2.54	s 5.48	2.58	10.30		
<b>CRAWFORD</b> (C. B. & Q. CROSSING) 2.1	8.9	IV	Continuous						
<b>PRAIRIE DU CHIEN</b> 0.6	1.8	X	8:00 AM to 5:00 PM	s 2.46	s 5.35	s 2.51	10.20		
<b>DRAWBRIDGE-B-378</b> 1.1	1.2								
<b>DRAWBRIDGE-B-380</b> (C. M. ST. P. & P. CROSSING) 0.1	0.1	X							
<b>MARQUETTE</b> 0.8		BCJKRTWXX	Continuous	L 2.32AM	L 5.15AM	L 2.42PM <sup>95</sup>	L 10.00AM		
MARQUETTE YARD							L 9.50 AM		

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains handled by Diesel engines must not exceed maximum speed of 50 miles per hour, other trains 45 miles per hour.

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

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

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

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

No. 118 stop at Muscodia for Madison, Milwaukee and Chicago passengers and at Spring Green for Milwaukee and Chicago passengers only.

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

THIRD SUBDIVISION—WESTWARD

TIME TABLE No. 16 March 27, 1949. STATIONS: MILWAUKEE, BROOKFIELD, SOO LINE CROSSING, WAUKESHA, BETHESDA, GENESEE, NORTH PRAIRIE, EAGLE, PALMYRA, WHITEWATER, LIMA CENTER, MILTON, EAST WYE, MILTON JCT., SOUTH WYE. Includes columns for First Class (21, 7), Second Class (63), and Third Class (93).

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

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

Manual Block System is in use between Brookfield and Milton Jct. Rule 319-A applies at Brookfield and Milton Jct.

No. 7 will hold for passengers from L&R Division No. 23 at Brookfield.

No. 7 will stop at Bethesda to let off passengers from Milwaukee and pick up passengers destined Milton and beyond.

This time-table confers no authority between Milwaukee and Brookfield; L&R Division time-table and rules govern.

No. 93 will carry passengers.

FOURTH SUBDIVISION—WESTWARD

TIME TABLE No. 16 March 27, 1949. STATIONS: JANESVILLE, WEST YARD, HANOVER, ORFORDVILLE, BRODHEAD, JUDA, MONROE, BROWNTOWN, SOUTH WAYNE, GRATIOT, DARLINGTON, CALAMINE, SLATEFORD, MINERAL POINT. Includes columns for First Class (21), Second Class (91, 191, 193), and Third Class (761).

Passenger trains must not exceed maximum speed of 45 miles per hour between Janesville and Monroe and 40 miles per hour between Monroe and Mineral Point; other trains 35 miles per hour between Janesville and Monroe and 30 miles per hour between Monroe and Mineral Point.

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

Nos. 91 & 193 will carry passengers.

THIRD SUBDIVISION—EASTWARD

TIME TABLE No. 16 March 27, 1949. STATIONS: MILWAUKEE, BROOKFIELD, SOO LINE CROSSING, WAUKESHA, BETHESDA, GENESEE, NORTH PRAIRIE, EAGLE, PALMYRA, WHITEWATER, LIMA CENTER, MILTON, EAST WYE, MILTON JCT., SOUTH WYE. Includes columns for First Class (8, 6), Second Class (68), and Third Class (94).

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

No. 94 will carry passengers.

Table with columns: NAME, LOCATION, CAR CAPACITY. Rows: Portz (3.2 miles west of Waukesha, 24), Williams (0.5 miles west of Bethesda, 6), Greenes (2.3 miles west of Bethesda, 5).

FOURTH SUBDIVISION—EASTWARD

TIME TABLE No. 16 March 27, 1949. STATIONS: JANESVILLE, WEST YARD, HANOVER, ORFORDVILLE, BRODHEAD, JUDA, MONROE, BROWNTOWN, SOUTH WAYNE, GRATIOT, DARLINGTON, CALAMINE, SLATEFORD, MINERAL POINT. Includes columns for First Class (6, 24), Second Class (194, 192, 92), and Third Class (760).

Passenger trains must not exceed maximum speed of 40 miles per hour between Mineral Point and Monroe and 45 miles per hour between Monroe and Janesville; other trains 30 miles per hour between Mineral Point and Monroe and 35 miles per hour between Monroe and Janesville.

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

No. 194 will carry passengers.

No. 92 connect with No. 506.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

Table with columns for Second Class (591), Capacity in cars, Time Table No. 16 (March 27, 1949), Stations (Brodhead, Albany, Monticello, New Glarus), Third Class (506), and Office open week days.

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

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

WESTWARD—SIXTH SUBDIVISION—EASTWARD

Table with columns for Second Class (665), Capacity in cars, Time Table No. 16 (March 27, 1949), Stations (Gratiot, Dunbarton, Shullsburg), Third Class (666), and Office open week days.

All trains must not exceed maximum speed of 15 miles per hour.

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

WATCH INSPECTORS

- List of watch inspectors including Milton H. Kloph, H. Hammersmith, Jas. Wellstein, Paul Krumenacher, A. A. Alseth, M. J. Zangl, E. W. Parker, Inc., Ray W. Nelson, Mrs. Charles Speidel, Rich. Center, L. B. Nice, L. Cornelius, G. S. Underkoller, Dewey & Bandt, C. E. Doolittle, Nash Jewelry Co., Graves Jewelers.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

Table with columns for Third Class (767), Second Class (721), Capacity in cars, Time Table No. 16 (March 27, 1949), Stations (Calamine, Belmont, Platteville), Second Class (706), Third Class (766), and Office open week days.

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

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

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

Table with columns for Second Class (233), Capacity in cars, Time Table No. 16 (March 27, 1949), Stations (Mazomanie, Sauk City—Prairie du Sac), Third Class (218), and Office open week days.

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

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

WESTWARD—NINTH SUBDIVISION—EASTWARD

Table with columns for Third Class (395), Second Class (333), Capacity in cars, Time Table No. 16 (March 27, 1949), Stations (Lone Rock, Gotham, Twin Bluffs, Richland Center), Second Class (396), Third Class (318), and Office open week days.

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

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

BUS SCHEDULE LONE ROCK—RICHLAND CENTER

Table showing bus schedules for Westward and Eastward directions between Lone Rock and Richland Center, including times for Daily, Ex. Sun., and specific routes.

TELEPHONES FOR EMERGENCY USE AT BLIND SIDINGS AND STATIONS, WHERE OPERATORS NOT ON DUTY, ARE LOCATED AS FOLLOWS:

- List of emergency telephone locations and connections, including Soo Line Crossing, Waukesha, Palmyra, Lima Center, Milton, East Wye, Two Miles East of Edgerton, Edgerton, First Pole East of Mile Post 111, Madison (Eastside), Madison (Eastside), Baldwin Street, Franklin Street, Madison (Westside), Mazomanie, Prairie du Chien, Prairie du Chien—East Pontoon B-378, Marquette—West Pontoon B-380, South Wye, Anderson, and Janesville.

SUNDAY HOURS AT STATIONS

Table listing Sunday hours for various stations including Brookfield, Waukesha, Whitewater, Milton, Madison, Spring Green, Richland Center, Lone Rock, Muscoda, Boscobel, Edgerton, Stoughton, Monona Tower, Crawford, Prairie du Chien, Janesville, Monroe, and Mineral Point.

**HOLIDAY ASSIGNMENTS  
FOR AGENTS AND OPERATORS**

Waukesha	8:00 AM to 4:00 PM	6:00 PM to 8:00 PM
North Prairie	8:45 AM to 10:45 AM	8:00 AM to 11:00 AM
Whitewater	8:00 AM to 11:00 AM	5:30 PM to 8:00 PM
Palmyra	9:30 AM to 11:30 AM	9:00 AM to 12 noon
Milton	5:45 PM to 7:45 PM	Continuous
Milton Jct.	Continuous	8:00 AM to 11:00 AM
Edgerton	2:00 PM to 10:00 PM	Continuous
Stoughton	Continuous	Continuous
Monona Tower	Continuous	7:30 AM to 4:30 PM
Madison	Continuous	7:45 AM to 3:45 PM
Middleton	7:30 AM to 4:30 PM	3:45 PM to 6:45 PM
Mazomanie	7:45 AM to 3:45 PM	8:00 AM to 5:00 PM
Spring Green	8:00 AM to 5:00 PM	8:00 AM to 4:00 PM
Lone Rock	8:00 AM to 4:00 PM	11:00 PM to 7:00 AM
Richland Center	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM
Muscoda	2:45 PM to 4:45 PM	8:00 AM to 4:00 PM
Boscobel	8:00 AM to 4:00 PM	11:15 PM to 7:15 AM
Crawford	Continuous	Continuous
Prairie du Chien	8:00 AM to 5:00 PM	9:30 AM to 5:30 PM
Janesville	Continuous	8:00 AM to 5:00 PM
Brodhead	9:30 AM to 5:30 PM	8:00 AM to 5:00 PM
Monroe	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM
Darlington	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM
Platteville	8:00 AM to 5:00 PM	6:45 AM to 3:45 PM
Mineral Point	6:45 AM to 3:45 PM	

**TONNAGE RATINGS**

STATIONS	G6	G7	G8	K1	F5	L3	L2B	L2A
	Eng.	Eng.	Eng.	Eng.	Eng.	Eng.	Eng.	L2R
<b>EASTWARD</b>								
Marquette to Madison	1500	2375		2600	2875			
Madison to Eagle	1225	1625		1850	1950	3800	2900	2700
Eagle to Milwaukee	1675	2275		2500	2600	4500	3800	3600
Milton Jct. to Janesville	1000	1400		1600	1700	3000	2400	2200
Mineral Point to Browntown	1025	1800						
Browntown to Monroe	625	800						
Monroe to Janesville	1175	1300	1500					
<b>WESTWARD</b>								
Milwaukee to Brookfield	900	1300		1400	1700	3100	2800	2600
Brookfield to North Prairie	1000	1400		1500	1800	3500	2800	2600
North Prairie to Milton Jct.	1350	1750		1850	1950	3800	3250	3050
Milton Jct. to Madison	1500	2450		2650	2800	4100	3650	3450
Madison to Marquette	1800	2450		3100	3300			
Janesville to Milton Jct.	850	1250		1360	1600	3100	2450	2250
Janesville to Brodhead	1050	1300	1500					
Brodhead to Monroe	950	1300	1500					
Monroe to Gratiot	1200	1300	1500					
Gratiot to Mineral Point	1300	1800						

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

**YARD LIMITS AT**

Brookfield.....Extend from depot to 2000 feet west of west switch of siding.	Janesville.....Extend from 2918 feet east of Anderson on the First subdivision to 2000 feet west of west switch at West Yard on the Fourth subdivision to 2000 feet east of east switch at Wheeler Pit, No. 2 east of Janesville on the Milwaukee Division First District and to 1700 feet west on the Milwaukee Division Second District.
Waukesha.....Extend from 2000 feet east of east switch to 2000 feet west of C&NW transfer track switch.	Brodhead.....Extend from 2000 feet east of east switch to 2000 feet west of west switch on the Fourth subdivision and to 2000 feet west of the junction switch on the Fifth subdivision.
Whitewater.....Extend from 2000 feet east of east switch to 2000 feet west of west siding switch.	Monroe.....Extend from 2000 feet east of east switch to 2000 feet west of west switch.
Milton Jct.-Milton.....Extend from 2400 feet east of east switch at Milton on Third subdivision to Milton Jct. and South Wye—and on First subdivision from 2000 feet west of west siding switch at Milton Jct. to 2000 feet east of South Wye.	Gratiot.....Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on the Fourth subdivision and to 2000 feet west of wye switch on the Sixth subdivision.
Edgerton.....Extend from 2000 feet east of feed yard switch to 2000 feet west of west switch of siding.	Calamine.....Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on the Fourth subdivision and to 2000 feet west of wye switch on the Seventh subdivision.
Madison.....Extend from 2000 feet east of Fair Grounds track switch on the First subdivision to 2000 feet west of Olin track switch on the Second subdivision and to 2860 feet east of C&NW crossing east of Yahara River on the Third subdivision of L & R Division and to three-fourths of a mile east of Darwin on the L & R Division.	Mineral Point....Extend from 2000 feet east of east switch to end of main track.
Mazomanie.....Extend from 2000 feet east of east switch to 2000 feet west of west switch on the Second subdivision and to 2000 feet west of west switch on the Eighth subdivision.	New Glarus.....Extend from 2000 feet east of east switch to end of main track.
Lone Rock.....Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on the Second subdivision and to 2000 feet west of wye switch on the Ninth subdivision.	Shullsburg.....Extend from 2000 feet east of east switch to end of main track.
Prairie du Chien.....Extend from 2000 feet east of east switch to Wisconsin Coop. Farm Plant Foods, Inc., to 3760 feet west of the depot.	Platteville.....Extend from 2000 feet east of east switch to end of main track.
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.	Sauk City—Prairie du Sac.....Extend from 2000 feet east of east switch at Sauk City to west end of main track.
	Richland Center..Extend from 2000 feet east of east switch to end of main track.

**O. S. KLINE,  
I. A. KURTH,  
R. L. MARLETT,  
W. J. McDONNELL,  
R. D. RICHTER,  
Train Dispatchers.**

**A. M. KILIAN,  
Chief Dispatcher.  
R. W. RIEDL,  
Trainmaster.**

**COMPANY SURGEONS' HOUSE AND OFFICE TELEPHONE NUMBERS**

NAME	RESIDENCE AND PHONE	OFFICE AND PHONE
Chicago.....§ †Dr. A. R. Metz, Chief Surgeon	Wesley Memorial Hospital 240 E. Superior St.	Delaware...7-6500 Union Station.....Central...6-7600
Chicago.....§ †R. Householder Ass't Chief Surgeon	Wesley Memorial Hospital Union Station	Delaware...7-6500 Central...6-7600
Chicago.....§ †Dr. Gerrit Dangremond Ass't Chief Surgeon	Wesley Memorial Hospital Union Station	Delaware...7-6500 Central...6-7600
Chicago.....§*Dr. Virgil Westcott, Oculist	30 North Michigan Ave.	Dearborn...2-3127
Chicago.....L. F. McBride, Aurist	122 So. Michigan Ave.	Wabash...2-2272
Chicago.....H. A. Hooper, Dentist	58 E. Washington St.	State...1-0509
Milwaukee.....§ †Dr. Irwin Schulz	8122 Warren Ave., Wauwatosa	208 E. Wisconsin Ave.....Daly...8-4431
Milwaukee.....§ †Dr. Donald Thatcher	208 E. Wisconsin Ave.	Daly...8-4431
Milwaukee.....§ †Dr. Paul F. Hausmann	208 E. Wisconsin Ave.	Daly...8-4431
Milwaukee.....Dr. R. P. Sproule, Oculist and Dr. Richard J. Muenzner, Ass't Oculist	208 E. Wisconsin Ave.	Daly...8-3873
Milwaukee.....Dr. F. D. Murphy Medical Consultant	610 Honey Creek Parkway Bluemound 3210	536 Wisconsin Ave.....Marquette...8-1188
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
Whitewater.....Dr. J. F. Dunn	301 Main St.	34R 102-2nd St.....34W
Milton.....Dr. G. E. 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 Place	93 208 Bentley St.....93
Stoughton.....Dr. A. T. Smedal	101 East Prospect Ave.	196 101 E. Main.....423
Madison.....†Dr. James A. Jackson	Fox Bluff Gifford	6820 Jackson Clinic.....5-6731
Madison.....Dr. J. A. Hurlbut	Shorewood Hills Gifford	3433 Jackson Clinic.....5-6731
Madison.....Dr. John T. Gallagher	4049 Cherokee Drive Gifford	6131 Jackson Clinic.....5-6731
Madison.....Dr. C. K. Schubert, Oculist	201 Virginia Terrace Gifford	1105 No. 1 So. Pinckney St.....6-8266
Mazomanie.....*Dr. I. Schultz	Mazomanie	88 Mazomanie.....100
Spring Green.....Dr. Frank Nee	Spring Green	45F2 Lexington St.....56
Muscoda.....Dr. Emmett T. Ackerman	Muscoda	160R Wisconsin Ave.....160W
Boscobel.....*Dr. C. S. Hayman	203 E. Oak St.	13B 1032 Wisconsin Ave.....13X
Prairie du Chien.....†Dr. T. F. Farrell	229 So. Michigan St.	130 323 So. Beaumont Road.....166
Janesville.....Dr. A. H. Pember, Oculist	703 Court St.	9018 508 W. Milwaukee St.....7781
Janesville.....Dr. Joseph H. Gamet, Ass't Oculist	326 Forest Park Blvd.	2-2772 508 W. Milwaukee St.....7781
Janesville.....§ †Dr. T. W. Nuzum	602 Milwaukee Ave.	5686 500 W. Milwaukee St.....6641
Janesville.....Dr. W. A. Munn	Route 3	4617 19 South Main St.....5581
Janesville.....§ †Dr. T. J. Snodgrass	1108 Racine St.	2-4710 500 W. Milwaukee St.....6641
Orfordville.....Dr. E. R. McNair	Orfordville	40R3 Orfordville.....40R2
Brodhead.....*Dr. F. D. Swan	Brodhead	72R2 1017-First Center Ave.....72R2
Monroe.....Dr. L. A. Moore	2020-9th St.	222 2020-9th St.....210
Monroe.....*Dr. N. E. Bear *Dr. W. G. Bear, Consultant	1817-11th St.	185 1817-11th St.....84
Darlington.....Dr. E. D. McConnell	Huntington St.	247 Darlington, Hospital.....504
Mineral Point.....*Dr. E. J. Hohler	309 Mineral St.	347 112 High St.....341R1
Platteville.....*Dr. W. Cunningham Dr. C. M. Schultdt, Asst.	204 Market St.	70 303 Main St.....600 303 Main St.....600
New Glarus.....*Dr. Silvain J. Francois	New Glarus	20 New Glarus.....20
Richland Center.....*Dr. Gideon Benson	119 No. Sheldon St.	127R 161 No. Central Ave.....127W
Sauk City.....Dr. Harold A. Bachhuber	Water St.	124 Water St.....124
McGregor, Ia.†.....Dr. E. C. Meggers Dr. W. H. Thomas	163 Hospital 139 McGregor	163 Hospital.....163 McGregor.....41

§ Designates Salaried Company Surgeons and should be used whenever possible.

† 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.

# SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

**G1** Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

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

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

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

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

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

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

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

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

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

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

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

**G2** The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

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

**G3** Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

**G4** Employees are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

**G5** When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent

the cars from moving before going between the cars to make the adjustments.

**G6** 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 engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all 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 engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

**G7** Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

**G8** When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

**G9** Employees must not step on track rails nor other similar objects when it can be avoided.

**G10** When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

**G11** Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

**G12** Employees are prohibited from riding:

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

On leading footboard or pilot steps while coupling engine to cars. On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

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

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

In the gangway of engines.

**G13** When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

**G14** The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

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

**G15** The provisions of Rule 815 also apply to transfer movements within yards.

**G16** All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

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

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

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

**G17** The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

**G18** Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

**G19** For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

**G20** In case of heavy rain or violent windstorm, the operator must notify the section foreman.

**G21** A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

### DEFINITIONS

**G22** Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

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

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

### CENTRALIZED TRAFFIC CONTROL

**G23** (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

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

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

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

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

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

authorize the train or engine to proceed in the following form:

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

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

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

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

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663(A), 663(B) and 663(C).

### GENERAL SPEED RESTRICTIONS

**G24** When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

**G25** Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

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

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

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

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

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

**G26** Gas-Electric Motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

**G27** Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

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

**G28** When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made when conditions require:

Type of equipment	M.P.H.
Trains handling loaded air dump cars (must stop when meeting trains on double track) .....	25
Work trains with workmen or occupied outfit cars .....	25
Lidgerwood unloaders .....	15
Scale test cars, on Branch Lines 20, on Main Line .....	25
Class I engines .....	25
Passenger trains handled or helped by freight engines with single trucks .....	60
F5 and F6 engines (on divisions or portions of divisions where authorized to be used) .....	75
K-1 engines on passenger trains (but must not be used except in extreme emergency) .....	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used) .....	50
Dead engines with side rods disconnected .....	15
Dead engines with side rods in position .....	25
Dead engines with all rods connected, pistons removed and valve motion disconnected .....	45
Engines with side rods off and main rods connected when working steam, running light or in train .....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars .....	25
Mallet type engines working steam with one main rod removed .....	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603 inclusive) .....	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive .....	40
All 44-ton Diesel engines:	
When dead in train .....	25
When under own power .....	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

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

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

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

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

G34 Spring switches:

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

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

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

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

See Rules 520 to 525 inclusive.

G34(A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G35 In addition to Consolidated Code Rule 801 about the handling of occupied outfit cars, the following will also apply on this railroad:

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

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

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

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

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

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

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

G39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for Yardmasters and Foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.

X1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Between Brookfield and Marquette.....	30 m.p.h.	25 m.p.h.
Between Milton Jct. and Mineral Point .....	25 m.p.h.	15 m.p.h.
Between Lone Rock and Richland Center .....	15 m.p.h.	10 m.p.h.
Between Mazomanie and Prairie du Sac .....	15 m.p.h.	10 m.p.h.
Between Brodhead and New Glarus.....	15 m.p.h.	10 m.p.h.
Between Gratiot and Shullsburg.....	12 m.p.h.	10 m.p.h.
Between Calamine and Belmont.....	15 m.p.h.	10 m.p.h.

X2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Track	On Curves
Between Brookfield and Marquette.....	30 m.p.h.	25 m.p.h.
Between South Wye and Janesville.....	30 m.p.h.	25 m.p.h.
Between Janesville and Mineral Point.....	20 m.p.h.	15 m.p.h.
Between Brodhead and New Glarus.....	20 m.p.h.	15 m.p.h.
Between Gratiot and Shullsburg.....	12 m.p.h.	10 m.p.h.
Between Calamine and Platteville.....	20 m.p.h.	15 m.p.h.
Between Mazomanie and Prairie du Sac .....	20 m.p.h.	15 m.p.h.
Between Lone Rock and Richland Center .....	20 m.p.h.	15 m.p.h.

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by Special instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
East Wye .....	Junction switch
Milton Junction .....	Junction switch
Madison .....	West end of train yard

X3 (A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instruction G 34)

Station	Location	Normal Position
Madison	At west end of L&R Div. double track	For Eastward track
Madison	At Jet. with L&R Div.	For First Subdivision
Madison	At east end of train yard	For main track
Franklin Street (Madison)	At east end of L&R Div. double track	For Westward track
Franklin Street (Madison)	700 feet east of Franklin Street Depot	For Madison-Watertown Line

X4 The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First, Second, Third and Fourth subdivisions or 15 miles per hour on other subdivisions without instructions from proper authority.

X5 Five minute fuses should be used on the Fifth, Sixth, Seventh, Eighth, and Ninth Subdivisions, and ten minute fuses should be used in other territories.

X6 At Soo Line crossing, North Prairie, Arena, Muscoda, Woodman, and Sauk City-Prairie du Sac, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X7 Speed restrictions (in addition to general speed restrictions)

Location	Maximum Speed M.P.H. Psgr. Trains	Other trains and engines
Madison—Within City limits .....	15	15
Madison—IC Crossing 0.4 miles west of depot .....	15	15
Madison—C&NW Crossing 0.9 miles west of Baldwin Street on Madison-Portage Line .....	20	20
Madison—C&NW Crossing 1.6 miles east of Baldwin Street on Madison-Watertown Line .....	20	20
Franklin Street—Between east end of double track and junction of Portage and Watertown Lines .....	Restricted speed	Restricted speed
Madison—Between west end of double track and passenger depot .....	Restricted speed	Restricted speed

X8 At Madison: The normal position of the crossing gates at the IC crossing is against movements on the IC.

The normal position of the crossing gates at the C&NW crossing with the Madison-Portage Line is against the trains of the C&NW Railway.

X9 On the Madison-Portage Line, about 2 miles west of Franklin Street, an automatic Block signal is located on each side of the C&NW Ry. connection to the Oscar Mayer Packing Plant. When this signal displays Stop-indication, approaching trains or engines must come to a stop and will then proceed at restricted speed until the signal that governs opposing trains has been passed.

X10 At Madison, the normal position of the spring switch at the Junction of the L&R Third and Fourth Subdivisions and Madison First Subdivision is for the Madison First Subdivision.

When any of the signals at this point display a Stop-indication for an approaching train or engine and no conflicting movement is evident, a trainman shall proceed to the junction and after having made certain that the switches are properly lined and that the movement may be made with safety, may signal the train to proceed; under such conditions, the movement must be made at restricted speed and must be protected against conflicting movements.

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

X11 At Madison, City Ordinance prohibits the sounding of the whistle within city limits except in case of emergency or in order to prevent accidents.

FIRST SUBDIVISION

X12 Speed restrictions (in addition to General speed restrictions)	Maximum Speed M.P.H. Psgr. Trains	Other Trains
Janesville—Between Five Points and passenger depot .....	Restricted speed	Restricted speed
Janesville—Over street crossings.....	15	15
Janesville—C&NW RR crossing .....	10	10
Janesville—Class A, F-3, G-7 and larger engines over Bridge F-16, 0.2 miles west of C&NW RR crossing .....	15	15
Anderson—C&NW RR crossing .....	20	20
Milton Jet.—C&NW RR crossing .....	15	15
Edgerton—Over street crossings .....	25	25
Stoughton—Over street crossings .....	40	40

X13 Rule 83 (B) does not apply at South Wye.

X14 At South Wye and at Milton Jet., the normal position of the junction switch is for the First subdivision.

SECOND SUBDIVISION

X15 Speed restrictions (in addition to General speed restrictions)	Maximum Speed M.P.H. Psgr. Trains	Other Trains
Mazomanie—Street crossing at depot....	15	15
Boscobel—Street crossings .....	15	15
Crawford—CB&Q RR crossing .....	60	45
Marquette—RR crossing .....	10	10

X16 At Draw Bridge B-378 and Draw Bridge B-380, all trains must stop 400 feet from the pontoon, and not proceed until a proceed signal (12-c), given with a yellow flag by day and a yellow light by night, is received from the Bridge Tender. Trains must not exceed 4 miles per hour over the pontoon. If necessary to stop on the bridge, no part of the train may be left standing on the pontoon. Not more than one engine should be allowed on the pontoon at a time.

X17 Eastward trains that are to pass Mazomanie during the period that office is closed must receive a train order at the last open station before reaching Mazomanie, to show as to the condition of block "clear" or "occupied" between Mazomanie and the next open block station east of Mazomanie.