

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

WATCH INSPECTORS

LOCATION	NAME
Milwaukee.....	Joseph N. Jawson
Milwaukee.....	Milton H. Kloth
Milwaukee.....	H. Hammersmith
Milwaukee.....	Jas. Wellstein
Waukesha.....	J. J. Smith
Edgerton.....	Karl Temple
Madison.....	E. W. Parker, Inc.
Madison.....	Ray W. Nelson
Richland Center.....	Mrs. Charles Speidel
Boscobel.....	L. B. Nice
Prairie du Chien.....	L. Cornelius
McGregor.....	C. F. Sauegling
Janesville.....	Dewey & Bandt
Brodhead.....	C. E. Doolittle
Platteville.....	Nash Jewelry Co.
Mineral Point.....	Graves Jewelers
Beloit.....	J. W. Anderson
Savanna.....	E. Winkler
Racine.....	Wiegand Bros.
Rockford.....	Cornays
Ladd.....	S. M. Kern

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

MADISON DIVISION

**TIME
TABLE
No. 1**

Taking effect at 12:01 A.¹/₂M.
Central Standard Time

Sunday, October 30, 1955

For the government and information
of employes only

S. F. PHILPOT,
Assistant Superintendent.

G. J. BARRY,
Assistant Superintendent.

G. H. ROWLEY,
Superintendent.

C. A. NUMMERDOR,
General Superintendent of Transportation.

F. G. MCGINN,
Assistant General Manager.

J. J. O'TOOLE,
General Manager.

WESTWARD—SECOND SUBDIVISION—EASTWARD

SECOND CLASS			FIRST CLASS	Capacity in cars		Telegraph calls	Distance from Madison	TIME TABLE No. 1 Oct. 30, 1955 STATIONS	Distance from Marquette	See Rule 6A	Office Hours Also see Page 10	FIRST CLASS	SECOND CLASS		
33	233	95	11	Stidings	Other tracks							22	32	96	218
Mixed	Way Freight	Way Freight	Passenger			Daily	Yard	RD	MADISON (Ill. Cent. Crossing) 6.6	98.6	BHJKMOPRTV WXZ	Continuous	Passenger	Mixed	Way Freight
Daily Ex. Sunday	Mon. Wed. Fri. only	Tues. Thurs. Sun. only	Daily	Daily Ex. Sunday	Mon. Wed. Fri. only								Mon. Wed. Fri. only		
L A.M. 11:00	L A.M. 7:30	L 22 A.M. 6:45	L A.M. 12:50									A 95 A.M. 6:30	A A.M. 10:00	A P.M. 3:45	A P.M. 2:15
s 11:14	7:55	7:05	12:59	71	44	KA	6.6	92.0	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	f 6:19	s 9:34	3:20	1:45	
s 11:30	8:30	7:25	1:08		42	CS	14.6	84.0	P	7:20 a.m. to 4:20 p.m. Except Sat. & Sun.	f 6:07	s 9:18	3:00	1:20	
s 11:41	8:45	7:35	1:13	31	26	RH	19.4	79.2	P	7:30 a.m. to 4:30 p.m. Except Sat. & Sun.	f 6:01	s 9:08	2:40	1:05	
s 11:50	A 32 A.M. 8:58	7:45	s 1:18	36	50	MZ	22.9	75.7	JPXY	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	f 5:55	s 8:58	2:20	L 233 12:45 P.M.	
f 12:02 P.M.		8:00	1:25		22	RA	29.0	69.6	P	No Office	f 5:43	8:40	1:40		
s 12:18		32 8:20	s 1:33	47	60	SX	36.8	61.8	P	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	f 5:33	s 8:20	95 1:15 P.M.		
s 12:30		9:00	s 1:43	47	60	LR	43.4	55.2	PXY	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 5:23	s 8:00	33 12:30		
s 12:44		9:20	f 1:52	37	30	VA	49.8	48.8	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	f 5:06	s 7:37	11:40		
s 12:58		9:50	s 2:01	47	28	US	55.7	42.9	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	f 4:59	s 7:19	11:25		
s 1:10		10:20	f 2:10	47	40	BV	62.1	36.5	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	s 4:46	s 7:02	11:00		
s 1:27		11:15	s 2:25	67	66	BX	69.9	28.7	P	12:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 4:35	s 6:45	10:30		
s 1:38		11:35	2:31	36	20	G	75.7	22.9	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	s 4:26	s 6:28	10:10		
s 1:45		11:50	s 2:37	80	44	UZ	80.0	18.6	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 4:19	s 6:18	9:55		
s 2:05		12:15 P.M.	2:49	29	20	BG	90.5	8.1	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	4:04	s 5:55	9:30		
					10	J	94.7	3.9	IPV	Continuous.					
s 2:20		1:00	s 3:15		81	DU	96.8	1.8	PX	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	s 3:54	s 5:40	9:15		
							97.4	1.2	I						
							98.5	0.1	IX						
A 2:45 P.M.		A 1:40 P.M.	A 22 3:40 A.M.			WS	98.6		BKOPRTWXZ	Continuous	L 11 3:40 A.M.	L 5:15 A.M.	L 8:30 A.M.		
		A 1:45 P.M.					99.4						L 8:20 A.M.		

Passenger trains must not exceed maximum speed of 59 miles per hour. Freight trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Madison and Mazomanie.
Rule 319-A applies at Madison.

No. 22 stop at Muscoda, Spring Green and Mazomanie, to let off passengers from Calmar and points beyond, and on Sundays only to let off passengers from west of Marquette.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

Name	Location	Car Capacity
Erdman	2.9 miles east of Middleton	19
Fitzpatrick	3.0 miles east of Middleton	11
Raemisch	0.7 miles west of Middleton	19

WESTWARD—NINTH SUBDIVISION—EASTWARD

THIRD CLASS	SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Lone Rock	TIME TABLE No. 1 Oct. 30, 1955 STATIONS	Distance from Richland Center	See Rule 6-A	Office Hours Also see Page 10	SECOND CLASS	THIRD CLASS
395	333	Stidings	Other tracks							396	318
Mixed	Mixed	Daily Ex. Sunday	Mondays only	LR	0.0	LONE ROCK 5.8	15.5	PRXY	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	Mixed	Mixed
Mondays only	Daily Ex. Sunday									Daily Ex. Sunday	Mondays only
L P.M. 3:15	L P.M. 12:15									A A.M. 9:50	A P.M. 395 2:45
f 3:30	f 12:30				5.8	GOTHAM 3.9	9.7		No Office	f 9:35	f 2:30
s 3:40	s 12:40				9.7	TWIN BLUFFS 5.8	5.8		No Office	s 9:25	s 2:15
A 3:55 P.M.	A 1:00 P.M.			RN	15.5	RICHLAND CENTER	0.0	BRWTX	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	L 9:10 A.M.	L 2:00 P.M.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Richland Center when operator not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Car Capacity
Asylum Spur	2.6 miles east of Richland Center	2

WESTWARD—FIFTH SUBDIVISION—EASTWARD

5

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Brodhead	TIME TABLE No. 1 October 30, 1955 STATIONS			Distance from New Glarus	SEE RULE 6-A	Office Hours Also see Page 10	THIRD CLASS		
		591	Way Freight	Sidings	Other tracks										506	Way Freight
		L A. M. 8.00	Daily Ex. Sunday			HD	0.0	BRODHEAD 7.0	22.6	BEJRTX	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	A P. M. 1.20				
		8.40		12	24	NY	7.0	ALBANY 9.2 (Ill. Cent. Crossing)	15.6		7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	1.00				
		9.25		20	25	MC	16.2	MONTECELLO 6.4	6.4	V	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	12.40				
		A 9.50 A. M.		13	23	NG	22.6	NEW GLARUS	0.0	RTX	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	L 12.15 P. M.				

Trains must not exceed maximum speed of 20 miles per hour.
Rule 83(B) does not apply at Brodhead when operator not on duty if train order signal indicates proceed, as per Rule 200-C.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Gratiot	TIME TABLE No. 1 October 30, 1955 STATIONS			Distance from Shullsburg	SEE RULE 6-A	Office Hours Also see Page 10	THIRD CLASS		
		665	Way Freight	Sidings	Other tracks										666	Way Freight
		L A. M. 10.00	Tues. Thurs. Sat. only			GF	0.0	GRATIOT 6.3	11.5	JRXY	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	A P. M. 12.50				
		10.30			8		6.3	DUNBARTON 5.2	5.2		No Office	12.20 P. M.				
		A 10.55 A. M.			30	BF	11.5	SHULLSBURG	0.0	RX	7:00 a.m. to 4:00 p.m. Except Sun. & Mon.	L 11.55 A. M.				

Trains must not exceed maximum speed of 15 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
Rule 83(B) does not apply at Gratiot when operator not on duty if train order signal indicates proceed, as per Rule 200-C.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Calamine	TIME TABLE No. 1 October 30, 1955 STATIONS			Distance from Platteville	SEE RULE 6-A	Office Hours Also see Page 10	THIRD CLASS		
		767	Way Freight	Sidings	Other tracks										794	Way Freight
		L A. M. 7.15	Mon. Wed. Fri. only			Q	0.0	CALAMINE 9.7	16.9	JXY	No Office	A A. M. 11.15				
		7.43			38	J	9.7	BELMONT 7.2	7.2		7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	10.30				
		A 8.05 A. M.			45	DC	16.9	PLATTEVILLE	0.0	RTVX	7:30 a.m. to 4:30 p.m. Except Sat. & Sun.	L 10.00 A. M.				

Trains must not exceed maximum speed of 20 miles per hour.
Rule 83(B) does not apply at Calamine.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Mazomanie	TIME TABLE No. 1 October 30, 1955 STATIONS			Distance from Prairie du Sac	SEE RULE 6-A	Office Hours Also see Page 10	THIRD CLASS		
		233	Way Freight	Sidings	Other tracks										218	Way Freight
		L A. M. 9.45	Mon. Wed. Fri. only			MZ	0.0	MAZOMANIE 9.3	9.3	JPRXY	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	A P. M. 12.35				
		A 10.15 A. M.		20	55	SA	9.3	SAUK CITY—PRAIRIE DU SAC	0.0	R	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	L 12.01 P. M.				

Trains must not exceed maximum speed of 20 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
Rule 83(B) does not apply at Sauk City-Prairie du Sac when operator not on duty.

TENTH SUBDIVISION—EASTWARD

FIRST CLASS			TIME TABLE No. 1 October 30, 1955	Distance from Savanna	Capacity in cars		SECOND CLASS				THIRD CLASS		
26	Passenger	Daily			STATIONS	Sittings	Other tracks	368	366	86	68	96	
								Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	
								Daily	Daily	Daily	Daily	Tues. Thurs. Sat. only	
A s	A. M. 9.45		MILWAUKEE 23.2	156.9				A P. M. 3.00	A A. M. 5.20				
A s	9.15 A. M.		STURTEVANT 2.5	133.7	90	Yard		A 1.50 P. M.	A 3.55 A. M.	A P. M. 1.00			
s	9.02		SYLVANIA 5.0	131.2		19		1.40	3.42	12.55			
s	8.56		UNION GROVE 3.0	126.2	71	39		1.30	3.33	12.45			
f	8.49		KANSASVILLE 8.0 (Soo Line Crossing)	123.2	40	8		1.25	3.28	12.20			
s	8.39		BURLINGTON TOWER 1.0	115.2	99	17		1.15	3.15	12.01 P. M.			
f	8.27		BURLINGTON 3.9	114.2		30							
f	8.23		LYONS 2.8	110.3		22		1.05	3.07	10.27			
f	8.23		SPRINGFIELD 7.1	107.5		22		1.00	3.02	10.11			
s	8.14		ELKHORN 5.4	100.4	90	75		12.45	2.51	9.45			
s	8.01		DELANAN 4.0	95.0	48	60		12.35	2.44	26 9.01 7.30			
f	7.49		DARIEN 2.5	91.0		18		12.25	2.38	75 7.15			
s	7.45		(C. M. St. P. & P. Crossing) BARDWELL 6.2	88.5		Yard		95 12.20	2.33	7.01			
f	7.37		CLINTON JUNCTION (C. & N. W. Crossing) 5.0	82.3	90	19		12.14	2.24	6.30			
s	7.27		PORTERS 3.6	77.3	68			12.04 P. M.	2.14	6.13			
s	7.23		BELOIT JUNCTION 0.9	73.7			A A. M. 2.25	11.59	2.09	6.08			
s	7.20		ST. PAUL AVENUE 0.5	72.8									
s	7.05		BELOIT (C. & N. W. Crossing) 0.5	72.3	40	Yard	2.20	11.55	2.05	6.05			
s	7.01		WEST YARD 2.5	71.8	90	Yard	L 2.15 A. M.	A A. M. 4.10	11.52	2.00	L 6.01 A. M.		
f	6.56		ROCKTON 6.7	69.3	58	25		L 4.01 A. M.	10.59	1.25			
f	6.48		SHIRLAND 6.9	62.6	70	23		10.50	1.15				
f	6.39		DURAND 4.4	55.7	90	26		10.40	1.05				
f	6.33		DAVIS 2.9	51.3	61	25		10.30	12.55				
f	6.29		ROCK CITY 3.4	48.4		15		10.25	12.50				
f	6.24		DAKOTA 7.7	45.0	70	25		10.20	12.45				
s	6.10		FREEPORT (C. & N. W. Crossing) 7.3	37.3	130	Yard		75 10.05	65 12.30 A. M.				
f	5.52		FLORENCE 5.8	30.0	65	18		9.45	11.55				
f	5.46		SHANNON 3.2	24.2		35		9.35	11.45				
L	5.40 A. M.		KITTREDGE 21.0	21.0				L 9.25 A. M.	L 11.35 P. M.				
L	5.10 A. M.		SAVANNA					L 7.55 A. M.	L 10.30 P. M.				

Passenger trains must not exceed maximum speed of 59 miles per hour—other trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Kittredge.

WESTWARD-ELEVENTH SUBDIVISION-EASTWARD

SECOND CLASS		THIRD CLASS		SEE RULE		G-A		STATIONS		October 30, 1955		Distance from Oglesby		Distance from Rockton		Capacity in cars	
Time	Freight	Time	Freight	Time	Freight	Time	Freight	Time	Freight	Time	Freight	Time	Freight	Time	Freight	Time	Freight
475	367	474	366					ROCKTON	0.0	106.0	6.45 a.m. to 3:45 p.m.	4.01	3.20	25	58	9.40	10.10
								HAUSTED	12.1	93.9	Except Sat. & Sun.						
								ROCKFORD	15.1	90.9	5:30 a.m. to 1:30 p.m.						
								NEW MILFORD	20.9	86.1	3:15 p.m. to 11:15 p.m.						
								CAMP GRANT	19.9	89.9							
								(Ill. Cent. Crossing)	16.1	89.9							
								DAVIS JUNCTION	26.9	79.1							
								(C. G. W. Crossing)	29.4	76.6	Continuous						
								HOTCOMB	33.7								
								KINGS	33.7								
								FLAG CENTER	38.2								
								(C. & N. W. Crossing)	41.3								
								HOCHTLE	41.3								
								STEWART JUNCTION	46.8	59.2	No Office						
								SCARBORO	51.7	54.3	8:00 a.m. to 5:00 p.m.						
								ROXBURY	57.5	48.5	Except Sat. & Sun.						
								(C. B. & Q. Crossing)	63.0		No Office						
								WELAND	63.0	43.0	No Office						
								I. C. JUNCTION EAST	68.9	37.1							
								(C. B. & Q. Crossing)	69.3	36.7							
								I. C. JUNCTION WEST	69.3								
								MENDOTA	69.4	36.6	8:00 a.m. to 5:00 p.m.						
								8:30 p.m. to 10:30 p.m.									
								PETERSTOWN	73.0	33.0	Except Sat. & Sun.						
								FITCHMOOR	75.7	30.3	No Office						
								N. Y. C. JCT. EAST	81.4	24.6	No Office						
								(C. B. & Q. Crossing)	81.8								
								LADD	81.8	24.2	Continuous						
								N. Y. C. JCT. WEST	81.9								
								SEATONVILLE JUNCTION	84.7	21.3	No Office						
								HOWE	87.8								
								DEPUE JUNCTION	88.1	17.9							
								MORONTS	91.3	14.7							
								GRANVILLE JUNCTION	95.5	10.5	9:00 a.m. to 6:00 p.m.						
								2:30									
								STANDARD	97.8	8.2	No Office						
								3:4									
								CEDAR POINT	101.2	4.8	8:00 a.m. to 5:00 p.m.						
								OGLESBY	106.0	0.0	8:00 a.m. to 5:00 p.m.						

Passenger trains must not exceed maximum speed of 40 miles per hour between Rockton and Rockford. Other trains 30 miles per hour between Rockton and Oglesby. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. This time-table confers no authority between Rockford and Stewart Junction, Ladd and N. Y. C. Junction West of Ladd; N. Y. C. Junction East of Granville Junction; N. Y. C. time-table and rules govern. This time-table confers no authority between I. C. Junction East of Mendota and I. C. Junction West of C. B. & Q. tower Mendota; I. C. time-table and rules govern. Rule 83(B) does not apply at Rockford when operators not on duty. Rule 83(B) does not apply at Rockton if train order signal indicates proceed as per Rule 200C.

BUS SCHEDULES

A.M. 6:00	A.M. 9:15	A.M. 9:45	P.M. 5:10	P.M. 5:40	P.M. 7:50	P.M. 8:20	A.M. 7:50	A.M. 6:50	A.M. 10:30	P.M. 6:20	P.M. 8:37	P.M. 9:00
Rockton	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford	Rockford

Between Rockford and Davis Junction

secure Clearance Form A at Rochelle. Rule 83(B) does not apply at Stewart Junction. Westward trains must

OFFICE HOURS NOT OTHERWISE SHOWN (Continued)

STATION	SATURDAY	SUNDAY	HOLIDAY
Monroe	10:00 a.m. to 12:00 p.m. 2:30 p.m. to 4:30 p.m.		8:00 a.m. to 5:00 p.m.
Darlington	1:30 p.m. to 3:30 p.m.		
Mineral Point			12:01 p.m. to 3:01 p.m.
New Glarus	10:00 a.m. to 12:00 p.m.		
Elkhorn	8:00 a.m. to 10:00 a.m. 5:35 p.m. to 7:35 p.m.	5:35 p.m. to 7:35 p.m.	5:35 p.m. to 7:35 p.m.
Delavan	7:45 a.m. to 9:45 a.m. 5:35 p.m. to 7:35 p.m.		7:45 a.m. to 9:45 a.m. 5:35 p.m. to 7:35 p.m.
Beloit	6:15 p.m. to 8:15 p.m.	6:15 p.m. to 8:15 p.m.	6:15 a.m. to 8:15 p.m. 6:15 p.m. to 8:15 p.m.
Mendota	8:30 p.m. to 10:30 p.m.	8:30 p.m. to 11:30 p.m.	8:30 p.m. to 10:30 p.m.

YARD LIMITS AT

Brookfield	Extend from depot to 2000 feet west of siding.
Waukesha	Extend from 700 feet east of Soo Line crossing to 2000 feet west of C&NW transfer track switch.
Whitewater	Extend from 2000 feet east of east spur track.
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.
Edgerton	Extend from 2000 feet east of feed yard switch to 2000 feet west of west switch of siding.
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 1200 feet west of depot at North Madison on L & R Fourth subdivision.
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.
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.
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.
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.
Racine	Extend from 1500 feet west of Gatlift to end of main track at Racine.
Sturtevant	Extend from 700 feet west of west switch of siding on Tenth subdivision to connection switch with Milwaukee Division First District on both Chicago and Milwaukee wyes, and extend from connection switch with Milwaukee Division First District to 1500 feet west of Gatlift on Thirteenth subdivision.
Beloit	Extend from 2000 feet west of west switch of siding at West Yard to 3065 feet east of Beloit Junction to 2000 Tenth subdivision, and from Beloit Junction to 2000 feet east of Joint Switch on Twelfth subdivision.
Brookfield	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 east switch at Wheeler Pit, No. 2 east of Janesville on the Milwaukee Division First District and to 5776 feet west of connection switch at Five Points on the Twelfth subdivision.
Brohead	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.
Monroe	Extend from 2000 feet east of east switch to 2000 feet west of west switch of Iron track.
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.
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.
Mineral Point	Extend from 2000 feet east of east switch to end of main track.
New Glarus	Extend from 2000 feet east of east switch to end of main track.
Shullsburg	Extend from 2000 feet east of east switch to end of main track.
Platteville	Extend from 2000 feet east of east switch to end of main track.
Sauk City—Prairie du Sac	Extend from 2000 feet east of east switch at Sauk City to end of main track.
Richland Center	Extend from 2000 feet east of east switch to end of main track.
Freeport	Extend from 2000 feet east of east switch of siding to 7000 feet west of west switch of siding.
Rockton	Extend from the Junction switch to 5142 feet west on Eleventh subdivision.
Rockford	Extend from connection with C&D, 426 feet west of C&NW overhead bridge to 1181 feet east of east switch of siding at Halsed, located three miles east of passenger station at Rockford.
Mendota	Extend from I. C. Junction east to 4745 feet east.
Ladd	Extend from I. C. Junction west to 7505 feet west.
	Extend from N. Y. C. Junction east to 5900 feet east.
	Extend from east and west wye switches.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

LOCATION	NAME	OFFICE AND PHONE
Chicago	§†Raymond Householder, Chief Surgeon	Wesley Memorial Hospital, Delaware 7-6500. Union Station, Central 6-7600.
Chicago	§†James R. Hines, Asst. to Chief Surgeon	
Chicago	§†Frederick Wm. Munson, Asst. to Chief Surgeon	
Chicago	*Virgil Wescott, 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	53 E. Washington St., State 2-0509.
Milwaukee	§†Donald S. Thatcher, M. D.	731 W. Acacia Rd., FL 2-8782 2212 W. State St., Div. 4-6200.
Milwaukee	§†P. F. Hausmann, M. D.	2374 N. 101st St., BL 8-6212. 2324 West Kilbourn Ave., Div. 4-6200.
Milwaukee	§†Richard H. Lillie, M. D.	4973 N. Larkin St., WO 2-9523. 324 E. Wisconsin Ave., BR 2-6717.
Milwaukee	F. D. Murphy, Medical Consultant	536 W. Wisconsin Ave., MA 8-1188.
Milwaukee	§Dr. R. P. Sproule, Oculist	208 E. Wisconsin Ave., DA 8-3873.
Milwaukee	Dr. R. J. Muenzner, Asst. Oculist	208 E. Wisconsin Ave., DA 8-3873.
Milwaukee	†Dr. R. M. Stark	Union Depot, Marquette 8-6120, Ext. 246.

	Name of Surgeon	Residence Phone No.	Office Phone No.	Name of Surgeon	Residence Phone No.	Office Phone No.
Madison	†Dr. Arnold S. Jackson	5-4717	5-6731	Mineral Point	*Dr. Cyrus L. White	226 225
Madison	Dr. J. A. Hurlbut	3-5702	5-6731	Platteville	*Dr. W. Cunningham	70 600
Madison	Dr. Reg. H. Jackson	6-8803	5-6731	Platteville	Dr. H. L. Doeringsfeld	5151 2315
Madison	†Dr. James P. Dean	5-1815	6-5521	New Glarus	*Dr. Silvain J. Francois	20
Madison	Dr. Joseph C. Dean	4-2074	6-5521	Richland Center	*Dr. W. C. Edwards	15W 15R
Madison	Dr. James L. Dean	3-1247	6-5521	Richland Center	Dr. Kilian H. Meyer	15 73
Madison	†Dr. Thomas G. Allin	6-7119	6-5521	Richland Center	Dr. Donald J. Taft	441 718J
Madison	Dr. C. K. Schubert, Oculist	3-1050	6-8266	Sauk City	Dr. Harold A. Bachhuber	124 124
Waukesha	Dr. W. B. Campbell	969R	969W	McGregor, Ia.	†Dr. Donald W. Pfeiffer	18LJ 92
Waukesha	*Dr. F. M. Scheele	1250	781J		Dr. W. H. Thomas	139 41
Waukesha	Dr. Paul E. Campbell	4031	5161	Racine, Wis.	†W. C. Roth	{ME- 3-8300 {ME- 3-8300
Whitewater	Dr. J. F. Dunn	34R	34W	Sturtevant, Wis.	F. G. Peehn	6-2811 6-2811
Milton	Dr. G. E. Crosley	581	581	Union Grove, Wis.	R. W. McCracken	15X
Edgerton	Dr. Victor S. Falk	26	53	Burlington, Wis.	J. F. Bennett	335R 335W
Edgerton	Dr. A. T. Shearer	93	93	Elkhorn, Wis.	J. Howard Young	3-3271 3-3232
Stoughton	Dr. A. T. Smedal	196	423	Delavan, Wis.	Harlan M. Levin	904 620
Mazomanie	*Dr. I. Schultz	88	100	Beloit, Wis.	†W. W. Crockett	{EM- 2-6934 {EM- 5-6063
Spring Green	Dr. Frank Nee	45F2	56	Beloit, Wis.	H. A. Raube, Ass't. Surgeon	{EM- 2-1939 {EM- 2-3564
Muscoda	Dr. Emmett T. Ackerman	160R	160W	Freeport, Ill.	*J. M. Linden	MA-118 8
Boscobel	*Dr. J. R. McNamee	346	384	Shannon, Ill.	E. P. Mitchell	97A 97A
Prairie du Chien	†Dr. T. F. Farrell	130	166	Rockford, Ill.	*Alexander C. Kraft	4-8204 3-8455
Janesville	Dr. A. H. Pember, Oculist	{PL- 4-9018 {PL- 4-7781		Rockford, Ill.	*Charles A. Cibelius	3-1924 3-8455
Janesville	§†Dr. T. W. Nuzum	{PL- 2-1344 {PL- 4-6641		Rockford, Ill.	Warren Miller, Oculist	3-7724 4-4722
Janesville	§†Dr. T. J. Snodgrass	{PL- 2-4710 {PL- 4-6641		Mendota, Ill.	R. H. Musick	57 242
Orfordville	Dr. E. R. McNair	40R3	40R2	Ladd, Ill.	A. Cardenas	21 68
Brodhead	*Dr. Melvin W. Stuessy	404	86	Spring Valley, Ill.	*Horace B. Dunn	26R1
Monroe	Dr. L. A. Moore	222	210	Spring Valley, Ill.	Geo. E. Kirby	17 17
Monroe	{*Dr. N. E. Bear	185	84	LaSalle, Ill.	J. Lewis, Oculist	1870 217
	{*Dr. W. G. Bear, Consultant					
Darlington	Dr. E. D. McConnell	247	2761	LaSalle, Ill.	Wm. Scanlon	2437 713
				Granville, Ill.	P. V. Hartman	2 or 26

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

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

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

G-14 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

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

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

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

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

Bad order cars.
Switch rear "S.R." cars.

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

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible.

When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train 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.

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

G-21 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 move before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the time-table, 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 CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

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

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

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

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

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

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

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

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

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a 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 CTC territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

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

G-25 Diesel or Electric Engines with unobstructed view in either direction may be operated 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.

G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G-27 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 locomotive 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.

G-28 All Diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G-29 When two or more Diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

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

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dump cars (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars..... on branch lines.....	20
..... on main lines.....	25
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 1699 to 1709, inclusive:	
When moved dead in train.....	30
When under own power.....	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such 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 bulletins.

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

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

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without 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 figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed. These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed. Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches. Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed. Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed. Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour. If movement is through turnout, speed must be observed.

G-34 (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through. G-35 In addition to Consolidated Code Rule No. 801 about handling of occupied outfit cars, the following will also apply on this Railroad: When occupied outfit cars are set on a siding, switches at each end should be spliced 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 switches spliced, the Train Dispatcher must be notified. When occupied outfit cars are standing on other than siding and the switches on each end are not spliced, a yellow signal must be displayed on outfit cars. Under such conditions, the cars must not be moved, except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen. G-36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished. G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity. G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay. Conductors will make suitable announcements to passengers on trains or arrange for brakemen and sleeping or parlor car 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 Systems should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256. G-41 Where Automatic Block and Interlocking Rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded. G-42 When flat spots develop on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the next available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment. From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH. A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly. All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use. All other Operating Rules requiring the use of a red lantern remain in effect. X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

LOCATION	On Tangent	On Curves
First Subdivision	30	25
Second Subdivision	30	25
Third Subdivision	30	25
Fourth Subdivision	30	25
Fifth Subdivision	12	10
Sixth Subdivision	12	10
Seventh Subdivision	15	10
Eighth Subdivision	15	10
Ninth Subdivision	15	10
Tenth Subdivision	15	10
Eleventh Subdivision	15	10
Twelfth Subdivision	15	10
Thirteenth Subdivision	15	10

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	30	30	25
Fifth Subdivision	12	10	10
Sixth Subdivision	12	10	10
Seventh Subdivision	15	10	10
Eighth Subdivision	15	10	10
Ninth Subdivision	15	10	10
Tenth Subdivision	15	10	10
Eleventh Subdivision	15	10	10
Twelfth Subdivision	15	10	10
Thirteenth Subdivision	15	10	10

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25
Fourth Subdivision	20	20	15
Fifth Subdivision	20	20	15
Sixth Subdivision	12	10	10
Seventh Subdivision	20	20	15
Eighth Subdivision	20	20	15
Ninth Subdivision	20	20	15
Tenth Subdivision	35	35	25
Eleventh Subdivision	20	20	15
Twelfth Subdivision	20	20	15
Thirteenth Subdivision	20	20	15

(In addition to General Speed Restrictions.)

X-7 SPEED RESTRICTIONS

X-5 Five minute fuses should be used in automatic block system territory and on First, Fifth, Sixth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-6 At Soo Line Crossings, North Prairie, Arena, Muscoda, Woodman, Sauk City, Prairie Du Sac, Fitchmoor and Kansasville the siding is also used as a house track, the train dispatcher need not be notified when cars are left on any of these sidings.

X-3 (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 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Location	Station	Location	Normal Position
East Wye Junction switch	Madison	At west end of L&R Div.	For Eastward track
Milton Junction	Madison	At east end of L&R Div.	For Westward track
Station Junction switch	Madison	At east end of train yard	For main track
West end of train yard	Madison	At west end of L&R Div.	For Eastward track

X-2 Trains handling rotary snow plows, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

LOCATION	Passenger Trains	Other Trains	Maximum Speed M.P.H.
First Subdivision	30	30	25
Second Subdivision	30	30	25
Third Subdivision	30	30	25

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
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

X-8 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.

X-9 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.

X-10 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.

X-11 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

X-12 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Janesville—Between Five Points and passenger depot.....	Restricted Speed	Restricted Speed
Janesville—Pearl St. Crossing yard engines must stop and flag over crossing in both directions.		
Janesville—Over street crossings.....	15	15
Janesville—C&NWRR crossing.....	10	10
Janesville—All locomotives over Bridge F-16, 0.2 miles west of C&NWRR crossing.....	15	15
Anderson—C&NWRR crossing.....	60	45
Milton Jct.—C&NWRR crossing.....	35	35
Edgerton—Over street crossings.....	25	25
Stoughton—Over street crossings.....	40	40

X-13 All trains must move at Restricted speed between Monona Tower and Passenger Depot at Madison.

X-14 Light type track indicator, located on the left hand side of the track West of the Westward Home Signal at Monona Tower, controlled by the Operator at Madison, will indicate to Westward trains what track they are to use at Madison.

When the following indications are displayed, trains will be governed as follows:

- Letter "M"..... Use the Main Track.
- Letter "S"..... Use the Scale Track.
- Figure 1..... Use No. 1 Track.
- Figure 2..... Use No. 2 Track.
- Figure 3..... Use No. 3 Track.
- Figure 4..... Use No. 4 Track.

When no indication is displayed, Train will stop and communicate with the Operator, from phone located on Westward Home Signal. This track indicator in no way supersedes Rules or Special Instructions applicable to this territory.

X-15 At South Wye and at Milton Jct., the normal position of the junction switch is for the First subdivision.

SECOND SUBDIVISION

X-16 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Mazomanie—Street crossing at depot.....	15	15
Boscobel—Street crossings.....	15	15
Crawford—CB&QRR crossing.....	59	45
Marquette—R. R. crossing.....	10	10

X-17 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.

X-18 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.

X-19 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.

THIRD SUBDIVISION

X-22 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Soo Line crossing—Over crossing.....	20	20
Waukesha—Within city limits.....	15	15
Waukesha—C&NWRR crossing.....	20	20
Eagle—Highway crossing.....	15	15
Whitewater—Within city limits.....	15	15
Milton Junction—C&NWRR crossing.....	15	15

X-23 All trains must move at Restricted speed between South Wye and East Wye.

X-24 At South Wye and at Milton Jct., 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 Milton Jct. on Third subdivision.

X-25 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

X-26 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Janesville—Between Five Points and passenger depot.....	Restricted Speed	Restricted Speed
Janesville—Over street crossing.....	15	15
Hanover—C&NWRR crossing.....	20	20
Brodhead—Over Clinton and Center Streets.....	15	15
Monroe—Over Fourteenth Ave.....	5	5
Monroe—Over Thirteenth Ave.....	15	15
All locomotives over Bridge F-144, 0.4 miles west of Monroe.....	25	25
From Monroe to Browntown westward passenger trains.....	35	
Browntown—Over street crossing.....	10	10
All locomotives over Bridge F-182 0.8 miles west of Browntown.....	15	15
Around curve at Bridge F-222, 5 miles east of Gratiot.....	25	25
Gratiot—Around curve just west of depot.....	12	12
All locomotives over Bridge F-270 0.5 miles east of Darlington.....	25	25
Darlington—Over street crossings.....	10	10

FIFTH SUBDIVISION

X-27 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	15	15
Other Trains	15	

X-28 Class SD-7, 1500 HP, 6-motor, EMD road switcher diesel engines may be operated Broadhead to New Glarus at a maximum speed of 20 MPH.

SIXTH SUBDIVISION

X-29 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	20	20
Other Trains	15	
Passenger Trains	15	15
Other Trains	15	

X-31 Class SD-7, 1500 HP, 6-motor, EMD road switcher diesel engines may be operated Calamine to Platteville at a maximum speed of 20 MPH.

EIGHTH SUBDIVISION

X-32 At Bridge B-428-B located 1 mile east of Sauk City-Prarie Du Sac, cars with gross weight in excess of 210,000 pounds, must not be handled over this bridge without special permission.

X-33 At Sauk City all train movements must stop short of the crossing over Phillips St. (U.S. Highway 12) and a railroad employee flag each train movement over the highway.

NINTH SUBDIVISION

TENTH SUBDIVISION

X-34 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	13	13
Other Trains	55	
Passenger Trains	40	40
Other Trains	49	
Passenger Trains	5	5
Other Trains	59	
Passenger Trains	20	20
Other Trains	10	

X-35 Kitteridge is a register station for Madison Division trains only. The Kitteridge train register will be located at Lankark, and all Madison Division trains, when not displaying signals for a following section, will register at Lankark by register ticket. Attention is called to Rule 83(A).

ELEVENTH SUBDIVISION

X-39 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	15	15
Other Trains	15	
Passenger Trains	30	30
Other Trains	15	
Passenger Trains	40	40
Other Trains	30	
Passenger Trains	30	30
Other Trains	30	

Trains and engines over Auburn, Kilburn, School, Jefferson, Mulberry, State, Elm, and Cedar Street, All engines over Bridge E-624, Rockford freight house track only. 1500 HP diesel locomotives and 2700-5400 HP diesel locomotives in the No. 70 and 80 series, between Rockton and Rockford, and between Rockford and Davis Junction (Subject to CB&G time table and Special Rules) 4000 HP passenger diesels between Rockton and Rockford, and between Rockford and Davis Junction (Subject to CB&G time table and Special Rules) All engines over Bridge V-424 located 1.3 miles west of Oglesby.

TWELFTH SUBDIVISION

X-40 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	15	15
Other Trains	15	
Passenger Trains	30	30
Other Trains	20	
Passenger Trains	20	20
Other Trains	30	

Trains and engines between Five Points and passenger depot Janesville—Eastward. Yard engines must stop and flag over crossing in both directions. Over Pearl St. Crossing, Janesville—Eastward. Over Bridge F-932 located 1.4 miles east of Jones Siding.

THIRTEENTH SUBDIVISION

X-41 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION		Maximum Speed M.P.H.
Passenger Trains	15	15
Other Trains	15	
Passenger Trains	20	20
Other Trains	20	

All engines over Bridge E-0 located on Canada Spur Between home signals at interlocking CNS&M crossing, Gatliff.

X-36 CTC operation between Beloit Junction and St. Paul Avenue and West Yard and Rockton is controlled by train dispatcher at West Yard. Special Instructions G-23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains and engines within this territory.

X-37 Before eastward trains enter Manual Block territory at Beloit Junction and before westward trains enter Manual Block territory at Rockton during the hours Rockton is closed, they must secure a train order indicating the condition of the Block, "clear", "clear except" or "occupied", between those stations and the next open block station in advance.

X-38 At Beloit, the signal protection at the crossing at State Street, just west of the depot, is arranged for automatic operation with manual control during certain hours, from the depot. There is also a manual control switch in an iron box on the side of the instrument case located south of the tracks and east of State Street, and it should be used by the trainmen to cut out the protection or to place it in operation as conditions may require for switching moves, when there is no one on duty to operate the manual control switches in the depot. Control switch is equipped with a switch lock and must be kept locked when not in use.