

TABLE OF TRAIN SPEEDS			
Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

WATCH INSPECTORS

LOCATION	NAME
Milwaukee.....	Ritz Jewelers
Milwaukee.....	Milton H. Kloph
Milwaukee.....	R. Borgstaller
Milwaukee.....	J. Goldman
Milwaukee.....	J. Grandlich
Milwaukee.....	Fred Luser
Milwaukee.....	Rudolph Koch
Milwaukee.....	Floyd F. Whaley
Waukesha.....	J. J. Smith
Edgerton.....	Karl Temple
Madison.....	Condon Jewelers.
Richland Center.....	Mrs. Charles Spidel
Boscobel.....	L. B. Nice
Prairie du Chien.....	Ritchie's Jewelry Store
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.....	Comays
Ladd.....	S. M. Kern

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

MADISON DIVISION

TIME TABLE No. 10

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

Sunday, Sept. 27, 1959

For the government and information
of employees only

S. F. PHILPOT, **W. F. PLATTENBERGER,**
Assistant Superintendent. Assistant Superintendent.

K. R. SCHWARTZ,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

W. E. SWINGLE, **V. E. GLOSUP,**
Assistant General Manager. General Manager.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS				TIME TABLE No. 10 Sept. 27, 1959	Distance from Janesville	Telegraph calls	SEE RULE 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	SECOND CLASS							
	11	117							681	163						
	Passenger	Passenger							Time Freight	Time Freight						
	Daily	Daily							Daily Ex. Monday	Daily Ex. Sunday						
L	P. M. 9:20	L	A. M. 11:27	JANESVILLE (C. & N. W. Crossing) 2.7	0.0	BE	BHJKOPRTV WXYZ	Continuous	L	A. M. 6:30 1:30	L	A. M. 3:30				
	9:24		11:31	(C. & N. W. Crossing) ANDERSON 1.8	2.7		I	No Office		1:35		3:35				
	9:30		11:37	SOUTH WYE 0.6	7.5		JXR	No Office	A	1:45		3:45				
f	9:32		11:38	(C. & N. W. Crossing) MILTON JCT. 7.2	8.1	MJ	IJPRXY	7:00 a.m. to 4:00 p.m. Ex. Sat. & Sun.				3:50				
s	9:44	s	11:50	EDGERTON 9.8	15.3	D	PX	7:00 a.m. to 4:00 p.m. Ex. Sat. & Sun.				4:10				
s	9:59	s	12:04	STOUGHTON 8.4	25.1	SN	P	7:00 a.m. to 10:30 p.m. Except Sunday				4:30				
f	10:08	f	12:15	MCFARLAND 6.3	33.5	FD	P	7:00 a.m. to 4:00 p.m. Ex. Sat. & Sun.				4:50				
	10:15		12:22	MONONA TOWER (C. & N. W. Crossing) 0.6	39.8		IP	No Office				5:05				
A	10:20	A	12:25	MADISON	40.4	RD	BHJKMOPRT VWXZ	Continuous			A	5:30 A. M.				

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Janesville and Monona Tower, Madison.

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

South Wye is a register station for No. 681 and for No. 117 Sunday only.

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

Milton Jct. is register station for No. 11, only.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Car Capacity
Nine Springs	3.1 miles east of Madison	5
Madison Pipe Line Terminal	5.2 miles east of Madison	16
Wadhams Oil	5.6 miles east of Madison	4

FIRST SUBDIVISION—EASTWARD

FIRST CLASS				TIME TABLE No. 10 Sept. 27, 1959	Distance from Madison	Capacity in Cars		SECOND CLASS									
	118	22				630	690	166									
	Passenger	Passenger				Time Freight	Time Freight	Time Freight									
	Daily	Daily				Daily Ex. Sun. and Monday	Sunday only	Daily Ex. Sunday									
A	P. M. 5:59	A	A. M. 8:00	JANESVILLE (C. & N. W. Crossing) 2.7	40.4		Yard	A	A. M. 6:30 1:15	A	P. M. 1:35	A	P. M. 6:50				
	5:50		7:50	(C. & N. W. Crossing) ANDERSON 4.8	37.7				1:05		1:25		6:40				
	5:43		7:43	SOUTH WYE 0.6	32.9				L	12:55	L	1:15		6:32			
	5:42	f	7:42	(C. & N. W. Crossing) MILTON JCT. 7.2	32.3	51	10						6:30				
s	5:32	s	7:29	EDGERTON 9.8	25.1	60	100						6:18				
s	5:22	s	7:18	STOUGHTON 8.4	15.3	56	120						6:02				
f	5:12	f	7:08	MCFARLAND 6.3	6.9		54						5:48				
	5:06		7:01	MONONA TOWER (C. & N. W. Crossing) 0.6	0.6								5:37				
L	5:05 P. M.	L	7:00 A. M.	MADISON	0.0		Yard					L	5:30 P. M.				

Passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD—SECOND SUBDIVISION—EASTWARD

SECOND CLASS		FIRST CLASS	Capacity in cars		Telegraph calls	Distance from Madison	TIME TABLE No. 10 Sept. 27, 1959 STATIONS	Distance from Marquette	See Rule 6A	Office Hours Also see Pages 9-10 For Other Assigned Hours	FIRST CLASS	SECOND CLASS	
95		11	Sidings	Other tracks							22	96	
Way Freight	Passenger	Passenger			Daily	Yard	RD	MADISON (Ill. Cent. Crossing) 6.6	98.6	BLJKMOPRTV WZZ	Continuous	A. A. M.	A. P. M.
Monday Wednesday Fri. only	Daily	Daily	95	96									
L A. M. 22 6.45	L P. M. 10.45									A A. M. 95 s 6.30	A P. M. 1.45		
7.05	s10.58	71	44	KA	6.6	MIDDLETON 8.0	92.0	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 6.19	1.20		
7.25	11.08		42	CS	14.6	CROSS PLAINS 4.8	84.0	P	7:20 a.m. to 4:20 p.m. Except Sat. & Sun.	5.58	1.00		
7.35	11.14		26	RH	19.4	BLACK EARTH 3.5	79.2	P	9:00 a.m. to 10:00 a.m. Except Sat. & Sun.	5.52	12.40		
7.45	s11.19	36	50	MZ	22.9	MAZOMANIE 6.1	75.7	JPWXY	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	f 5.47	12.20		
8.00	11.26		22		29.0	ARENA 7.2	69.6	P	No Office	5.40	11.40		
8.20	s11.35	47	60	SX	36.8	SPRING GREEN 6.6	61.8	P	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	f 5.31	11.15		
9.00	s11.53	47	50	LR	43.4	LONE ROCK 6.4	55.2	JPRX	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 5.23	10.45		
9.20	A. M. f12.03		30		49.8	AVOCA 5.9	48.8	P	No Office	5.06	10.00		
9.50	s12.13	47	28	US	55.7	MUSCODA 6.4	42.9	P	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	f 4.59	9.50		
10.20	f12.23	47	40	BV	62.1	BLUE RIVER 7.8	36.5	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	4.46	9.20		
11.15	s12.39	67	66	BX	69.9	BOSCobel 5.8	28.7	P	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	s 4.35	8.45		
11.35	12.46		20		75.7	WOODMAN 4.3	22.9	P	No Office	4.26	8.25		
11.50	s12.55	20	34	UZ	80.0	WAUZEKA 10.5	18.6	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	s 4.19	8.10		
P. M. 12.15	1.07		20		90.5	BRIDGEPORT 4.2	8.1	P	No Office	4.04	7.45		
			10	J	94.7	CRAWFORD (C. B. & Q. Crossing) 2.1	3.9	IPV	Continuous.				
1.00	s 1.17		81	DU	96.8	PRAIRIE DU CHIEN 0.6	1.8	PX	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	s 3.54	7.30		
					97.4	DRAWBRIDGE-B-378 1.1	1.2	I					
					98.5	DRAWBRIDGE-B-380 0.1	0.1	IX					
A 1.40	A s 1.30		Yard	WS	98.6	(C. M. St. P. & P. Crossing) MARQUETTE 0.8		BKOPRTWZZ	Continuous	L 3.40	L 6.40		
A 1.45	A. M.				99.4	MARQUETTE YARD				A. M.	L 6.30		

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

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

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

Lone Rock is register station for first class trains only.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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—FIFTH SUBDIVISION—EASTWARD

5

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Brodhead	TIME TABLE No. 10 Sept. 27, 1959 STATIONS	Distance from New Glarus	SEE RULE 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	THIRD CLASS	
	591	Way Freight	Daily Ex. Sunday	Sidings	Other tracks							592	Way Freight
L	A. M. 7.00					HD	0.0	BRODHEAD 7.0	22.6	HJX	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	A	A. M. 10.30
	7.25			12	24	NY	7.0	ALBANY 9.2	15.6		9:30 a.m. to 10:30 a.m. Except Sat. & Sun.		10.05
	7.55			20	25	MC	16.2	(Ill. Cent. Crossing) MONTICELLO 6.4	6.4	V	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.		9.35
A	592 8.30 A. M.			13	23	NG	22.6	NEW GLARUS	0.0	X	8:00 a.m. to 5:00 p.m. Except Sun.	L	591 9.00 A. M.

Trains must not exceed maximum speed of 25 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—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Calamine	TIME TABLE No. 10 Sept. 27, 1959 STATIONS	Distance from Platteville	SEE RULE 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	THIRD CLASS	
	793	Way Freight	Mon. Wed. Fri. only	Sidings	Other tracks							794	Way Freight
L	A. M. 6.40						.0	CALAMINE 9.7	16.9	JXY	No Office	A	A. M. 9.15
	7.10				17		9.7	BELMONT 7.2	7.2		No Office		8.40
A	7.35 A. M.				45	DC	16.9	PLATTEVILLE	0.0	VX	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	L	8.15 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. 10 Sept. 27, 1959 STATIONS	Distance from Prairie du Sac	SEE RULE 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	THIRD CLASS	
	233	Way Freight	Tues. Thurs. Sun. only	Sidings	Other tracks							218	Way Freight
L	A. M. 9.45					MZ	0.0	MAZOMANIE 9.3	9.3	JPRWXY	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	A	P. M. 12.35
A	10.15 A. M.				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 with six wheel truck diesels must not exceed maximum speed of 20 miles per hour on curves, and 25 miles per hour on tangent track.
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.

WESTWARD—NINTH SUBDIVISION—EASTWARD

THIRD CLASS				Capacity in cars		Telegraph calls	Distance from Lone Rock	TIME TABLE No. 10 Sept. 27, 1959 STATIONS	Distance from Richland Center	See Rule 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	SECOND CLASS	
	395	Freight	Daily Ex. Sunday	Sidings	Other tracks							396	Freight
L	A. M. 10.45					LR	0.0	LONE ROCK 5.8	15.5	JPRX	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	A	A. M. 9.50
	11.00				14		5.8	GOTHAM 3.9	9.7		No Office		9.35
	11.10				17		9.7	TWIN BLUFFS 5.8	5.8		No Office		9.25
A	11.30 A. M.				17	100	15.5	RICHLAND CENTER	0.0	BRWX	7:45 a.m. to 4:45 p.m. Except Sat. & Sun.	L	9.10 A. M.

Trains must not exceed maximum speed of 20 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
Rule 83(B) does not apply at Richland Center and Lone Rock when operator not on duty.

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

TENTH SUBDIVISION—WESTWARD

THIRD CLASS		SECOND CLASS				Distance from Milwaukee	Telegraph calls	TIME TABLE		SEE RULE 6-A	Office Hours Also see Page 9-10 For Other Assigned Hours	FIRST CLASS	
95	75	367	65	365	No. 10			25	Passenger				
Way Freight	Time Freight	Time Freight	Time Freight	Time Freight	Sept. 27, 1959	Daily							
Mon. Wed. Fri. only	Daily	Daily	Daily	Daily	STATIONS	Daily							
	L A. M. 4.30		L P. M. 6.30		MILWAUKEE 23.2	L P. M. 5.05							
	L A. M. 7.30	L A. M. 5.50	L P. M. 8.00		STURTEVANT 2.5	L P. M. 5.38							
	7.40	5.55	8.05		SYLVANIA 5.0								
	8.15	6.05	8.15		UNION GROVE 3.0	s 5.48							
	²⁶ 8.44	6.10	8.20		KANSASVILLE 8.0	f 5.52							
	9.02	6.20	8.30		(Soo Line Crossing) BURLINGTON TOWER 1.0	6.02							
	10.02	6.28	8.38		BURLINGTON 3.9	s 6.08							
	10.15	6.32	8.42		LYONS 2.8	f 6.13							
	11.15	6.50	9.00		SPRINGFIELD 7.1	6.17							
	P. M. 12.01	6.57	9.07		ELKHORN 5.4	s 6.29							
	12.10	7.02	9.12		DELANAN 4.0	s 6.35							
	⁸⁶ 12.20	7.06	9.16		DARIEN 2.5	f 6.43							
	12.35	7.14	9.24		(C. M. St. P. & P. Crossing) BARDWELL 6.2	6.47							
	12.45	7.22	9.31		CLINTON JCT. (C. & N. W. Crossing) 5.0	f 6.54							
	12.50	7.27	9.36	L P. M. 9.05	PORTERS 3.6	7.00							
					BELOIT JCT. 0.9	7.05							
					ST. PAUL AVENUE 0.5	7.07							
					BELOIT (C. & N. W. Crossing) 0.5	s 7.27							
	A 1.00	⁹⁶ 8.00	L A. M. 9.30	A 9.20	WEST YARD 2.5	7.29							
	-P. M.-	8.04	A 9.40	-P. M.-	ROCKTON 6.7	f 7.32							
		8.13	-A. M.-		SHIRLAND 6.9	f 7.39							
		8.22			DURAND 4.4	f 7.47							
		8.30			DAVIS 2.9	f 7.55							
		8.35			ROCK CITY 3.4	f 7.59							
		8.40			DAKOTA 7.7	f 8.03							
		9.10			FREERPORT (C. & N. W. Crossing) 7.3	s 8.24							
		9.25			FLORENCE 5.8	8.34							
		9.35			SHANNON 3.2	f 8.44							
	A ⁸⁶ 9.40		A ⁶⁸ 11.35		KITTREDGE 21.0	A 8.55							
	A A. M. 12.30		A P. M. 2.30		SAVANNA	A 9.20							
	P. M.		A. M.			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

This time-table confers no authority between Kittredge and Savanna; D. & I. Division First District time-table and rules govern.
This time-table confers no authority between Sturtevant and Milwaukee. Milwaukee Division First District time-table and rules govern.
Manual Block System is in use between Sturtevant and Beloit Jct. and between Rockton and Kittredge. Rule 319(A) applies at Sturtevant.
Centralized Traffic Control System is in use between Beloit Jct. and St. Paul Avenue, and between west end of West Yard and Rockton. Automatic Block System is in use between Beloit Jct. and Rockton.

Sturtevant is register station only for Nos. 95 and 96, and for first class trains. First class trains when not displaying signals for a following section may register by register ticket.
West Yard is a register station for first and second class trains and for trains starting and terminating.
First and second class trains when not displaying signals for a following section, may register by register ticket.
Rule 83(B) does not apply at Beloit Jct.
Freerport is a register station for first class trains only.

TENTH SUBDIVISION—EASTWARD

THIRD CLASS			SECOND CLASS				TIME TABLE No. 10 Sept. 27, 1959			Capacity in cars		FIRST CLASS		
96			368		366		86		68		26			
Way Freight			Time Freight		Time Freight		Time Freight		Time Freight		Passenger			
Tues. Thurs. Sat. only			Daily		Daily		Daily		Daily		Daily			
							A P. M.		A A. M.		A A. M.			
							3.00		5.20		S 9.45			
A A. M.											A A. M.			
11-55											S 9.01			
11-45											8-57			
11-30											S 8-50			
11-15											f ⁹⁵ 8.44			
10-50											8-34			
10-15											S 8-30			
10-01											f 8-22			
9-40											8-18			
9-20											S 8-09			
8-58											S 7-56			
8-50											f 7-44			
8-38											f 7.40			
8-26											f 7.32			
8-20			A A. M.								f 7.22			
8-20			1.45								7.18			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.16			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10						S 7.01			
L ⁷⁵ 8.00			L 1.30		A A. M.						S 7.01			
-A. M.-			-A. M.-		4.10									

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Rockton	TIME TABLE No. 10 Sept. 27, 1959 STATIONS	Distance from Oglesby	SEE RULE 6-A	Office Hours Also see Page 9-10 For Other Assigned Hours	SECOND CLASS		THIRD CLASS	
475	367	363	Sidings	Other tracks							364	366	474	
Time Freight	Time Freight	Time Freight	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
Daily Ex. Sunday	Daily	Daily												
L A. M. 9:40										6:45 a.m. to 3:45 p.m. Except Sat. & Sun.		A A. M. 4:01		
10:10										No Office			3:20	
A 10:20 A. M.		L P. M. 10:00		Yard	RF	15.1	ROCKFORD	90.9	BIKPRVXZ	7:15 a.m. to 11:15 p.m.	A A. M. 3:45	L 3:05 A. M.		
						16.1	(Ill. Cent. Crossing)	89.9						
						19.9	CAMP GRANT	86.1						
						20.9	NEW MILFORD	85.1						
	11:20	A 11:00 P. M.		Yard	DJ	26.9	DAVIS JCT.	79.1	JKPRWY	Continuous	L 3:00 A. M.		2:05 A. M.	
							(C. G. W. Crossing)							
						29.4	HOLCOMB	76.6						
						33.7	KINGS	72.3						
						38.2	FLAG CENTER	67.8						
						41.3	(C. & N. W. Crossing) ROCHELLE	64.7						
	L P. M. 12:20					46.8	STEWART JCT.	59.2	JP	No Office			A P. M. 11:30	
	12:40				SB	51.7	SCARBORO	54.3	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.			10:50	
	12:59					57.5	ROXBURY (C. B. & Q. Crossing)	48.5	P	No Office			10:25	
	1:15					63.0	WELLAND	43.0	P	No Office			10:01	
						68.9	I. C. JUNCTION EAST	37.1						
						69.3	(C. B. & Q. Crossing) I. C. JUNCTION WEST	36.7						
	3:30			Yard	MD	69.4	MENDOTA	36.6	JPVX	8:00 a.m. to 5:00 p.m. 8:30 p.m. to 10:30 p.m. Except Sat. & Sun.			9:15	
						73.0	PETERSTOWN	33.0		No Office				
	3:45					75.7	FITCHMOOR	30.3		No Office			7:30	
						81.4	N. Y. C. JCT. EAST	24.6						
L A. M. 8:00	A 4:00 P. M.			Yard	JC	81.8	(C. B. & Q. Crossing) LADD	24.2	BJKPRVX	8:00 a.m. to 4:00 p.m. 5:00 p.m. to 1:00 a.m. Except Sunday		L 7:15 P. M.	A P. M. 4:00	
						81.9	N. Y. C. JCT. WEST	24.1						
A 8:30						84.7	SEATONVILLE JCT.	21.3		No Office			L 3:50	
						87.8	HOWE	18.2						
						88.1	DEPUE JUNCTION	17.9						
					MN	91.3	MORONTS	14.7						
L 9:30						95.5	GRANVILLE JCT.	10.5	JPV	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.			A 2:50	
10:01						97.8	STANDARD	8.2		No Office			2:30	
10:15						101.2	CEDAR POINT	4.8	P	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.			2:20	
A 10:30 A. M.				Yard	OG	106.0	OGLESBY	0.0	RPZ	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.			L 2:00 P. M.	

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Rockford and Stewart Jct., C. B. & Q. time-table and rules govern.

This time-table confers no authority between I. C. Jct. East of Mendota and I. C. Jct. West of C. B. & Q. tower Mendota; I. C. time-table and rules govern.

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

Rule 83(B) does not apply at Rockton if train order signal indicates proceed as per Rule 200C.

This time-table confers no authority between N. Y. C. Jct. East of Ladd and N. Y. C. Jct. West of Ladd; N. Y. C. time-table and rules govern.

This time-table confers no authority between Seatonville Jct. and Granville Jct.; N. Y. C. time-table and rules govern.

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

WESTWARD—TWELFTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Janesville	TIME TABLE No. 10 Sept. 27, 1959	Distance from Beloit Junction	See Rule 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	SECOND CLASS		
Time Freight	Daily	Sidings	Other tracks	368							Time Freight	Daily	
	365												
		L P. M. 8.15		Yard	BE		JANESVILLE 5.7	14.0	BHIJKOPRTV WXYZ	Continuous		A A. M. 2.20	
						5.7	AFTON (C. & N. W. Crossing)	8.3	IP	No Office			
			40			10.1	JONES SIDING 4.4	3.9		No Office			
		8.59				12.8	JOINT SWITCH 2.7	1.2	P	No Office		1.50	
		A 9.05 P. M.				14.0	BELOIT JCT. 1.2	0.0	JPX	No Office		L 1.45 A. M.	

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

INDUSTRIAL TRACK NOT SHOWN AS STATION

North Beloit..... 2.4 miles east of Jones Siding..... 83 cars

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Racine	TIME TABLE No. 10 Sept. 27, 1959	Distance from Sturtevant	SEE RULE 6-A	Office Hours Also see Pages 9-10 For Other Assigned Hours	SECOND CLASS		
Time Freight	Daily	Sidings	Other tracks	162							Time Freight	Daily	
	165												
		L P. M. 6.10		Yard			RACINE 1.8	7.4	BRXZ	No Office		A P. M. 11.45	
				Yard		1.8	RACINE JCT. (C. & N. W. Crossing)	5.6	IPVX	No Office			
						2.8	(C. N. S. & M. Crossing)	4.6	IVX	No Office			
			50	100		4.6	GATLIFF 1.8	2.8	X	No Office			
						6.1	WAXDALE (C. & N. W. Crossing)	1.3	IX	No Office			
		A 7.10 P. M.		Yard	CS	7.4	STURTEVANT 1.3		BJKPRWXY	Continuous		L 11.15 P. M.	

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

No. 1 track west of Lathrop Avenue Racine under pass will be used as siding at Gatliiff.
Connection will be operated from Sturtevant to Racine Jct. for cars arriving in Trains No. 68, and Milwaukee Divn. No. 65.

Train movements between Sturtevant and Racine will be in accordance with Rule 93.

R. R. COCHRAN
H. M. HARRIS
N. D. OWEN
Train Dispatchers

I. A. KURTH
W. J. McDONNELL
W. L. MEILLER

A. C. MORRISSEY
Chief Dispatcher

F. J. LOVE
Assistant Trainmaster

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAY
Edgerton.....			10:30 a.m. to 1:30 p.m.
Stoughton.....			{ 10:00 a.m. to 1:00 p.m. 4:45 p.m. to 7:45 p.m.
Prairie du Chien.....	8:00 a.m. to 10:00 a.m.		1:30 p.m. to 4:30 p.m.
Waukesha.....	10:01 a.m. to 12:01 p.m.		11:00 a.m. to 2:00 p.m.

(Continued next page)

OFFICE HOURS NOT OTHERWISE SHOWN (Continued)

STATION	SATURDAY	SUNDAY	HOLIDAY
Monroe.....	10:01 a.m. to 12:01 p.m.	.....	1:30 p.m. to 4:30 p.m.
Mineral Point.....	.....	.....	7:00 a.m. to 10:00 a.m.
Elkhorn.....	{ 8:00 a.m. to 10:00 a.m. 5:00 p.m. to 7:00 p.m. }	5:00 p.m. to 7:00 p.m.	5:00 p.m. to 7:00 p.m.
Delavan.....	{ 7:45 a.m. to 9:45 a.m. 5:00 p.m. to 7:00 p.m. }	.....	7:45 a.m. to 9:45 a.m. 5:00 p.m. to 7:00 p.m.
Rockford.....	.....	.....	7:15 a.m. to 11:15 p.m.
Mendota.....	8:30 p.m. to 10:30 p.m.	8:30 p.m. to 10:30 p.m.	8:30 p.m. to 10:30 p.m.
Beloit.....	.....	.....	6:45 p.m. to 7:45 p.m.
Ladd.....	.....	5:00 p.m. to 1:00 a.m.	8:00 a.m. to 4:00 p.m. 5:00 p.m. to 1:00 a.m.

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

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

Holidays includes, New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on Day set by Proclamation.

YARD LIMITS AT

Brookfield.....	Extend from depot to 5240 feet west of depot.	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 5776 feet west of connection switch at Five Points on the Twelfth subdivision.
Waukesha.....	Extend from 700 feet east of Soo Line crossing 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 switch at Fertilizer Plant spur track.	Monroe.....	Extend from 2000 feet east of east switch to 2000 feet west of west switch of Iron 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.	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.
Edgerton.....	Extend from 2000 feet east of feed yard switch to 2000 feet west of west switch of siding.	Mineral Point.....	Extend from 2000 feet east of east switch to end of main track.
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.	New Glarus.....	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.	Platteville.....	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.	Sauk City—Prairie du Sac.....	{ Extend from 2000 feet east of east switch at Sauk City 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.	Richland Center.....	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 D&I Division Second District 2800 feet west of west switch of Marquette Yard.	Freeport.....	Extend from 2000 feet east of east switch of siding to 7000 feet west of west switch of siding.
Racine.....	Extend from 1500 feet west of Gatliff to end of main track at Racine.	Rockford.....	Extend from connection with CB&Q, 426 feet west of C&NW overhead bridge to 1181 feet east of east switch of siding at Halsted, located three miles east of passenger station at Rockford.
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 Gatliff on Thirteenth subdivision.	Mendota.....	Extend from I. C. Junction east to 4745 feet east. Extend from I.C. Junction west to 7505 feet west.
Rockton-Beloit.....	Extend from the junction switch at Rockton to 5142 feet west on the Eleventh Subdivision and to 3100 feet west on the Tenth Subdivision and to 3065 feet east of Beloit Jct. on the Tenth Subdivision and to 2000 feet east of Joint Switch on the Twelfth Subdivision.	Ladd.....	Extend from N.Y.C. Junction east to 5900 feet east. Extend from N.Y.C. Junction west to 5000 feet west. Extend from east and west wye switches.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

LOCATION	NAME	OFFICE AND PHONE
Chicago.....	§†Raymond Householder, Chief Surgeon.....	Chicago Wesley Memorial Hospital, 250 E. Superior St., 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...§†	Robert J. Trettin, M. D.....	2525 No. 84th St., GL 3-8373. 2212 W. State St., Div. 4-6200.
Milwaukee.....	F. D. Murphy, Medical Consultant.....	536 W. Wisconsin Ave., BR 1-1188.
Milwaukee...§	Dr. R. P. Sproule, Oculist.....	1024. E State St., BR 6-3873.
	Dr. R. J. Muenzner, Asst. Oculist.....	1024. E State St., BR 6-3873.
Milwaukee...†	Dr. R. M. Stark.....	Union Depot, BRoadway 1-6120, 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.....	AL 5-4717	AL 5-6731	Mineral Point.....	*Dr. Cyrus L. White.....	226 225
Madison.....	†Dr. James P. Dean.....	AL 5-1815	AL 6-5521	Platteville.....	*Dr. W. Cunningham.....	70 600
Madison.....	Dr. Joseph C. Dean.....	CH 4-2074	AL 6-5521	Platteville.....	Dr. H. L. Doeringsfeld.....	5151 2315
Madison.....	Dr. James L. Dean.....	CE 3-1247	AL 6-5521	New Glarus.....	*Dr. E. V. Hick.....	272 168
Madison.....	†Dr. William P. Crowley.....	CE 3-0066	AL 6-6909	Richland Center...†	Dr. W. C. Edwards.....	{MI- { MI- 7-2191 { 7-2262
Madison.....	Dr. C. K. Schubert, Oculist..	CE 3-1050	AL 6-8266	Richland Center...†	Dr. Kilian H. Meyer.....	{MI- { MI- 7-2191 { 7-3262
Waukesha.....	Dr. W. B. Campbell.....	{LI- { LI- 2-3428 { 2-2535		Richland Center...†	Dr. Donald J. Taft.....	{MI- { MI- 7-4044 { 7-2721
Waukesha.....	*Dr. F. M. Scheele.....	{LI- { LI- 7-3547 { 7-5054		Sauk City.....	Dr. Harold A. Bachhuber.....	124 124
Waukesha.....	Dr. Paul E. Campbell.....	{LI- { LI- 7-4031 { 7-2535		McGregor, Ia.....†	{Dr. Donald W. Pfeiffer..... Dr. W. H. Thomas.....	18LJ 92 139 41
Whitewater.....	Dr. J. F. Dunn.....	34R	34W	Racine, Wis.....	†W. C. Roth.....	{ME- { ME- 3-8300 { 3-8300
Milton.....	Dr. M. D. Davis.....	581	581	Union Grove, Wis.,	Gordon J. Schultz.....	35 266
Edgerton.....	*Dr. Victor S. Falk.....	26	53	Burlington, Wis....	L. W. Erickson.....	3-6414 3-3513
Edgerton.....	Dr. W. C. Sumner.....	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- { EM- 2-6934 { 5-6063
Spring Green.....	Dr. Frank Nee.....	45F2	56	Beloit, Wis.....	H. A. Raube, Ass't. Surgeon...†	{EM- { EM- 2-1939 { 2-3564
Muscoda.....	*Dr. Emmett T. Ackerman...†	160R	160W	Freeport, Ill.....	*J. M. Linden.....	{ADams { ADams 2-1234 { 2-3131
Prairie du Chien...†	Dr. T. F. Farrell.....	130	166	Shannon, Ill.....	E. P. Mitchell.....	97A 97A
Janesville.....	Dr. A. H. Pember, Oculist...†	{PL- { PL- 4-9018 { 4-7781		Rockford, Ill.....	*Alexander C. Kraft.....	{TI- { WO- 7-5216 { 3-8455
Janesville.....	†Dr. T. O. Nuzum.....	{PL- { PL- 2-1344 { 4-6641		Rockford, Ill.....	*Charles A. Cibelius.....	{TI- { WO- 7-5801 { 3-8455
Janesville.....	§†Dr. Philip R. Sholl.....	{PL- { PL- 2-5296 { 4-6641		Rockford, Ill.....	Warren Miller, Oculist.....	3-7724 4-4722
Orfordville.....	Dr. E. R. McNair.....	9-4131	9-4131	Mendota, Ill.....	*R. H. Musick.....	2210 2153
Brodhead.....	*Dr. Melvin W. Stuessy.....	404	86	Ladd, Ill.....	*H. Small.....	3121 2121
Monroe.....	Dr. L. A. Moore.....	222	210	Spring Valley, Ill....	Geo. E. Kirby.....	2537 2231
Monroe.....	{Dr. N. E. Bear *Dr. W. G. Bear, Consultant...†	185	84	LaSalle, Ill.....	Wm. Scanlon.....	2437 2752
Darlington.....	Dr. E. D. McConnell.....	247	2761	Granville, Ill.....	P. V. Hartman.....	9-3411

§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.

TELEPHONES FOR EMERGENCY USE WHERE OPERATORS NOT ON DUTY, ARE LOCATED AS FOLLOWS:

DISPATCHERS TELEPHONE

Springfield..... In depot.
Elkhorn..... In depot.
Clinton Jct..... In baggage room.
Porters..... East switch of siding.
Joint Switch..... In box.
West Yard..... West end of siding.
Rockton..... West end of siding and on pole east end of siding.
Dakota..... On pole across from depot.
North Beloit..... On pole north leg wye.
Afton..... In tool house.
Janesville..... At automatic signals west of Upper Yard.
Anderson..... At home signals C. & N. W. Crossing.
Milton..... In booth on pole at west siding switch and at East Wye Switch.
Milton Jct..... In booth on pole east end of platform 1st Subdivision and at South Wye.
Edgerton..... Near Highway Trailer Co. Spur.
Stoughton..... East end of siding. West end of siding.
McFarland..... East end of siding. West end of siding.
Madison Pipe Line Ter. In box on pole by West switch.
Avoca..... In booth on pole by depot.
Mazomanie..... In booth on pole near East Wye switch.
Arena..... In booth on platform.

BLOCK TELEPHONE

Sturtevant..... West switch of siding.
Union Grove..... West switch of siding.
Burlington..... In depot.
Springfield..... In depot and on pole two and one-half miles west.
Delavan..... In baggage room.
Porters..... On pole one mile east and in box east end siding.
West Yard..... On pole one-half mile west.
Shirland..... In depot.
Durand..... In depot.
Davis..... On pole across from depot.
Rock City..... On pole across from depot.
Dakota..... On pole across from depot.
Florence..... On pole across from depot.
Shannon..... On pole two and one-half miles east.
Beloit Jct..... Outside depot in bay window.
Latham Park..... In building at switch.
Halsted..... On pole.
Rockford..... On pole at west switch of siding.
At round house, freight office, and 16th Ave.

OTHER TELEPHONES

Janesville..... In box at switch Wheeler P. 5.
On pole at Sig. 95-3 (Milwaukee Division Dispr.).
On relay house Rock River Intelg. (Milw. Dispr.).
On pole Eastern Ave. (Chev. Plant).
On pole at East Wye.
In booth east end west yard (Arch St.).
Old yard office west yard.
In booth on pole five points.
On pole east end upper yard.
In Carman's shanty, St. Marys Ave.
In box eastward home signal C. & N. W. Crossing.
On shanty at C. & N. W. westward home signal.
Madison..... In booth at East Lakeside Street.
In booth at Jct. Switch Doty Street.
In booth on pole east of Broom Street.
In booth on pole Franklin St. (L. & R. Dispr.).
Baldwin St. (L. & R. Dispr.).
In Yard Clerks office, Bready St.
In booth across from Oscar Mayer switch shanty (L. & R. Dispr.).
In switch shanty Garver Plant.
In flag shanty University Ave.
In booth at University Barns.
In booth at Highland Ave.

WAUZEKA—MARQUETTE BLOCK PHONE

M.P. 224..... In booth on pole.
Bridgeport..... In booth on pole by depot.
Prairie du Chien Jct. On pole west of Fertilizer plant.
At Pontoon B-378.
At Pontoon B-380 in engine room.

BROOKFIELD—WAUKESHA BLOCK PHONE

Soo Line Crossing..... In shanty.
Waukesha..... In scale house.
Genesee..... In booth on pole by depot.
Palmyra..... In booth on pole opposite section house.
Connects with depot.
Lima Center..... In booth on pole by station sign. Connects with Milton—Whitewater.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

G1 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 draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G2 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.

G3 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.

G4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the 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 employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G5 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.

G6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

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

G10 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.

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

G11 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.

G12 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.

G13 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

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

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

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

G14 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 pickled up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G15 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 at stations when available.

G16 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.

G17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen — Miles City — Deer Lodge — Othello All Trains
St. Paul..... Freight trains only
Minneapolis..... Passenger trains only

G18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G19 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.

G20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G21 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G22 When diesel-electric or electric engines are handled dead in train, the following will apply:

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

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

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

When a 44 ton diesel engine is being handled dead in freight train, it must be placed 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 diesel engine on 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.

G23 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the engine 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.

G24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

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

GENERAL SPEED RESTRICTIONS

G25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

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

The following diesel engines either dead in train or operating under own power:

1670 and 1671, 2000 to 2006 AB (New Nos. 820 and 821, 690 AB to 696 AB) .	50
1610 to 1635 (New Nos. 960 to 985).....	45
1600 to 1603 (New Nos. 980 to 983).....	40
1699 to 1709 (New Nos. 990 to 997).....	30

G26 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.

G27 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.

G28 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.

G29 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.

G30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of 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 engines 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.

X-1 Trains handling wrecker 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
First Subdivision	30	25
Second Subdivision	30	25
Third Subdivision	30	25
Fourth Subdivision	25	15
Fifth Subdivision	15	10
Seventh Subdivision	15	10
Eighth Subdivision	15	10
Ninth Subdivision	15	10
Tenth Subdivision	40	30
Eleventh Subdivision	25	20
Twelfth Subdivision	25	20
Thirteenth Subdivision	25	20

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.

	On Tangent Track	On Curves
First Subdivision	30	25
Second Subdivision	30	25
Third Subdivision	30	25
Fourth Subdivision	20	15
Fifth Subdivision	20	15
Seventh Subdivision	20	15
Eighth Subdivision	20	15
Ninth Subdivision	20	15
Tenth Subdivision	35	25
Eleventh Subdivision	20	15
Twelfth Subdivision	20	15
Thirteenth Subdivision	20	15

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turn-outs 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) SPRING SWITCHES

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

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

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

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

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

Station	Location	Normal Position
Madison	At west end of L&R Div. double track	For Eastward track
Madison	At Jct. 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

X3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

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

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

"Speed Test Section" signs are located as follows:

Madison Division.....None

X-4 Five minute fuses should be used in automatic block system territory and on First, Fifth, Seventh, Eighth and Ninth subdivisions and 10 minute fuses on other subdivisions.

X-5 At Soo Line Crossing, North Prairie, Muscoda 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-6 SPEED RESTRICTIONS

(In addition to General Speed Restrictions.)

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

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-7 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-8 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-9 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-10 At Madison, City Ordinance prohibits the sounding of the whistle within city limits except in case of emergency or in order to prevent accidents.

X-11 For the handling of wide loads on Madison Division, First and Second Sub-divisions, the clearances are less than 13 feet track centers, at the following locations:

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

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

FIRST SUBDIVISION

X-13 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.....	25	25
Edgerton—Over street crossings.....	25	25
Stoughton—Over street crossings.....	40	40

X-14 All trains must move at Restricted speed between Monona Tower and Passenger Depot at Madison.

X-15 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-16 At South Wye and at Milton Jct., the normal position of the junction switch is for the First subdivision.

X-16(A) At Stoughton, diesels must not go east of highway crossing on the American Tobacco Co. track.

SECOND SUBDIVISION

X-17 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-18 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-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
Browntown—Over street crossing.....	10	10
All locomotives over Bridge F-182 0.8 miles west of Browntown.....	15	15
Gratiot—Around curve just west of depot.....	12	12
Darlington—Over street crossings.....	10	10

FIFTH SUBDIVISION

X-28 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
At Brodhead—Over Clinton Street	15	15
On tangent track between Mile Post 1.4 and Mile Post 1.9, between Brodhead and Albany	15	15
Bridge F-810, between Mile Post 8 and Mile Post 9, located between Albany and Monticello	20	20

SEVENTH SUBDIVISION

X-31 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
All engines over Bridge F-428, 2.35 miles west of Calamine	15	15
All engines over Bridge F-460, 4.23 miles east of Belmont	15	15

EIGHTH SUBDIVISION

X-33 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.

X-34 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.

X-34(A) At Sauk City-Prairie du Sac, trains and engines will be governed by the following while operating within the Badger Ordnance Works:
 Maximum permissible speed.....25 MPH
 Over highway crossings.....10 MPH
 Proper crossing whistle signal must be sounded at all crossings.
 Switches must be left lined in the position in which they were found.

NINTH SUBDIVISION

TENTH SUBDIVISION

X-35 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
On Milwaukee Wye and through turnout to Milwaukee Division, Sturtevant	13	13
Burlington Tower Soo Line RR crossing	55	35
Eastward freight trains between MP 37 and MP34 between Elkhorn and Springfield		40
Bardwell east leg of wye	5	5
All engines over Bridge 212½ located on gravel pit spur at Beloit		10
Beloit C&NWRR crossing	20	20
Freeport C&NWRR crossing	15	15

X-36 REMOTE CONTROL INTERLOCKING

Location of Remote Control Interlocking and by whom operated:
 Station Location By whom operated.
 Kittredge All switches. Signalman at Lanark.

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Madison Division at Kittredge. The upper arm, or light, governs all eastward trains.

All eastward trains moving to the Madison Division at Kittredge must receive Clearance Form A at Lanark authorized by the Train Dispatcher of the Madison Division and such clearance must show the information required by the Manual Block rules covering the block between Kittredge and the next open block station east of Kittredge on the Madison Division. Operators at Lanark must keep a Manual Block record as per Rule 315.

For the Madison Division trains and engines. At Kittredge, westward trains moving from Madison Division to the D. & I. Division—first District, after receiving a proceed indication of the governing signal, may proceed to Lanark on the WESTWARD TRACK on signal indications, but must not proceed beyond Lanark without a Clearance Form A and necessary train orders.

Operator at Lanark must not display a proceed indication of the governing signal at Kittredge for westward trains moving from Madison Division—to the D. & I. Division—First District without first obtaining authority from the Train Dispatcher of the D. & I. Division.

Operators at Lanark must not report a Westward train clear of the block at Kittredge until it is definitely known that the entire train has cleared the Manual Block territory.

X-37 Kittredge is a register station for Madison Division trains only. The Kittredge train register will be located at Lanark, and all Madison Division trains, when not displaying signals for a following section, will register at Lanark by register ticket. Attention is called to Rule 83(A).

X-38 CTC operation between Beloit Jct. and St. Paul Avenue and West Yard and Rockton is controlled by train dispatcher at West Yard.

Extra trains may be run between Beloit Jct. and St. Paul Avenue and between West Yard and Rockton without train orders when CTC operation is in use.

X-39 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-40 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.

ELEVENTH SUBDIVISION

X-41 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Trains and engines over Auburn, Kilburn, School, Jefferson, Mulberry, State, Elm, and Cedar Street crossings Rockford	15	15
All engines over Bridge E-624, Rockford freight house track only		15

X-42 A train or engine stopped by a stop indication of the approach signal to the Junction at Rockton must not proceed until signal displays a proceed indication or is authorized to proceed by the train dispatcher.

TWELFTH SUBDIVISION

X-43 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Trains and engines between Five Points and passenger depot Janesville	Restricted	Speed
Over Pearl St. Crossing, Janesville—Eastward	15	15
—Westward	10	10
Yard engines must stop and flag over crossing in both directions.		
Afton C&NWRR crossing	20	20

THIRTEENTH SUBDIVISION

X-44 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
All engines over Bridge E-0 located on Canada Spur Racine	15	15
Between home signals at interlocking CNS&M crossing, Gatliff	20	20