

CHICAGO & NORTH WESTERN RAILWAY



MADISON DIVISION



No. 329 TIME TABLE No. 329

Takes Effect Sunday, December 15, 1929

**At 12:01 o'clock A. M.
Central Time**

SMOKE
is fuel wasted

**SAVE
COAL**

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON
ASS'T GEN'L SUPERINTENDENT.

A. J. WORTHMAN,
SUPERINTENDENT.

WESTWARD

BETWEEN NORTH YARD AND ELROY

FIRST CLASS											FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
				515	507	908	614	517	620	917	513	519																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

No. 517 will stop at Devils Lake to discharge revenue passengers from Chicago and beyond.

No. 515 will not carry passengers except sleeping car passengers Chicago to Elroy.

No. 529 will take siding in meeting No. 517.

That section of Tower DO siding, between the east and west cross-over switches, will be used for the meeting and passing of trains.

Between Evansville and Afton all Extra Trains in Either Direction will run via Hanover unless otherwise directed.

Train order signal at Madison governs movement of trains on sub-division 1 only. Trains on sub-divisions 4 and 5 starting from Madison proper must not leave Madison without Clearance Form A.

Trains receiving a clear block at Roscoe, Poplar Grove, North Yard or Argyle will understand the block is clear to yard limits only at Caledonia, and will be governed by the special rule within the yard limits.

MAD. 3

FIRST CLASS

Trains receiving a clear block at Roscoe, Poplar Grove, North Yard or Argyle will understand the block is clear to yard limits only, at Caledonia, and will be governed by the special rule within the yard limits.

Train order signal at Madison governs movement of trains on subdivision 1 only. Trains on subdivisions 4 and 5 starting from Madison proper must not leave Madison without Clearance Form A.
Trains receiving a clear block at Roscoe, Poplar Grove, North Yard or Argyle will understand the block is clear to yard limits only, at Caledonia, and will be governed by the special rule, within the yard limits.

BETWEEN BELTON AND MADISON

MAD. 5

WESTWARD										EASTWARD												
THIRD CLASS.			SECOND CLASS.			FIRST CLASS.				Station Numbers.	Fuel, Water, Wye and Turn Table Stations.	Distance from Milwaukee.	Sub-Division 4 STATIONS									
		669			679			611	601				617	FIRST CLASS.			SECOND CLASS.			THIRD CLASS.		
		Way Freight			Time Freight			Madison Passenger	Galena & Lancaster Passenger	Galena & Lancaster Passenger												
		Daily except Sunday			DAILY			DAILY	Daily except Sunday	DAILY										Daily except Sunday		
								PM	AM	AM	0			CHICAGO								
								6.25	10.05	7.25	550			MILWAUKEE								
		AM			PM			PM	AM	AM		9.2		BELTON	CS	MJ	AM	PM	PM	AM		
		6.05			9.43			6.53	10.20	7.45		14.2		CALHOUN			9.50	3.05	6.53	3.45		
		6.20			10.00			6.59	10.26	7.51	1305			WAUKESHA			9.42	2.56	6.45	3.20		
		7.00			10.25			7.09	10.34	8.01	1308	WY	19.6	WAUKESHA	CS	48	9.33	2.48	6.34	2.30		
		7.35			11.00			7.21	10.46	8.13	1311		27.6	WALES	CS	43	9.21	2.32	6.23	2.15		
		8.13			11.22			7.27	10.51	8.19	1313	Y	32.6	DOUSMAN	CS	45	9.13	2.23	6.16	1.35		
		8.28																		1.15		
		9.05			11.47			7.34	10.58	8.27	1315	FW	38.5	SULLIVAN	CS	SU	9.05	2.14	6.09	1.30		
		9.35			12.10			7.40	11.05	8.34	1317		44.0	HELENVILLE	CS	HN	8.58	2.05	6.02	1.05		
		10.55			12.45			7.52	11.15	8.48	1318	WY	49.1	JEFFERSON JUNCTION	CS	41	8.48	1.55	5.56	12.45		
		11.10			1.10			8.02	11.25	8.58	1321		56.0	LAKE MILLS	CS	36	8.38	1.41	5.46	12.05		
		11.45			1.30			8.09	11.32	9.06	1323		61.5	LONDON	CS	31	8.31	1.33	5.39	10.30		
																				9.40		
		12.25																		9.25		
		12.45			1.45			8.14	11.37	9.10	1327	W	64.8	DEERFIELD	CS	38	8.26	1.28	5.35	11.25		
		1.18			2.10			8.24	11.45	9.19	1330		71.5	COTTAGE GROVE	CS	CG	8.18	1.18	5.27	11.05		
		1.55			2.35			8.36	11.58	9.31			80.5	TOWER PD.			8.07	1.07	5.17	10.30		
		2.00 PM			2.45 AM						0913	FWY TT	81.0	MONONA YARD	CS	MY				10.20 PM		
								8.45 PM	12.05 PM	9.40 AM	913		82.0	MADISON	CS	MZ	8.00 AM	1.00 PM	5.10 PM	8.00 AM		
		Daily except Sunday			DAILY			DAILY	Daily except Sunday	DAILY										Daily except Sunday		
		669			679			611	601	617							610	614	620	670	668	

TRAINS BETWEEN BELTON AND NATIONAL AVENUE AND MILWAUKEE WILL BE COVERED BY MILWAUKEE DISTRICT TERMINAL TIME TABLE.

East WYE Switch at Hall's Siding one mile east of Waukesha must be kept lined up for the WYE. This serves as deraill to protect main line.

Train order signal at Madison governs movement of trains on subdivision 1 only. Trains on subdivisions 4 and 5 starting from Madison proper must not leave Madison without a Clearance Form A.

No. 601 will stop on signal at Wales to receive revenue passengers for Madison and beyond.

No. 610 will stop on signal at Cottage Grove, Deerfield, London, Sullivan, Dousman and Wales to receive revenue passengers for Milwaukee and beyond, and at West Allis to discharge revenue passengers from Madison and beyond.

No. 611 will stop at Dousman, Sullivan, London, Deerfield and Cottage Grove to discharge revenue passengers from Milwaukee and beyond, on signal to receive revenue passengers for Madison and beyond, and at Wales to discharge revenue passengers from Waukesha and beyond, and to receive revenue passengers for Madison and beyond.

No. 620 will stop at West Allis to discharge revenue passengers, and will stop on signal at Helenville and Sullivan Sundays only to receive revenue passengers for Milwaukee and beyond.

BETWEEN TOWER MX AND LANCASTER

WESTWARD.												EASTWARD.																							
THIRD CLASS.						FIRST CLASS.						Sub-Division 5 STATIONS Time Table 329 December 15th, 1929												FIRST CLASS.						THIRD CLASS.					
			635	633	629				619		601	617	Station Numbers.	Fuel, Water, Wye and Turntable Stations.	Distance from Madison	Communicating Stations.	Capacity Passing Track.	Telegraph Calls.	614	620		622					628	634							
			Way Freight	Way Freight	Way Freight				MOTOR Milwaukee Passenger		MOTOR Galena & Lancaster Passenger	MOTOR Lancaster Passenger							MOTOR Milwaukee Passenger	MOTOR Madison Passenger	MOTOR Galena Passenger	Way Freight	Way Freight		Daily except Sunday	Daily except Sunday		Daily except Sunday				Daily except Sunday	Daily except Sunday		
			Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday		Daily except Sunday	Daily except Sunday							PM 12.10	PM 4.40							Daily except Sunday	Daily except Sunday							
											PM 1.32	AM 8.00	913						MADISON	CS	MZ														
			AM 8.38		AM 5.18						PM 1.36	AM 8.04							TOWER MX	CS	MX							PM 1.12	PM 3.02						
			\$ 8.40		\$ 5.20						\$ 1.40	\$ 8.05	1333		0.4				SOUTH MADISON	CS	20							1.10	\$ 3.00						
			\$ 9.00		\$ 5.45						\$ 2.00	\$ 8.25	1336		9.8				VERONA	CS	VA							12.50	\$ 2.30						
			\$ 9.20		\$ 6.00						\$ 2.14	\$ 8.34	1338		15.7	W			RILEY'S								12.30	\$ 2.14							
			\$ 9.30		\$ 6.10						\$ 2.19	\$ 8.40	1340		18.1				KLEVENVILLE	CS	BF						12.25	\$ 1.45							
			\$ 10.00		\$ 6.40						\$ 2.30	\$ 8.54	1341		22.1	W			MOUNT HOREB	CS	MR						12.10	\$ 1.20							
			\$ 10.15		\$ 6.55						\$ 2.42	\$ 9.04	1343		27.1				BLUE MOUNDS	CS	UN						11.48	\$ 12.45							
			\$ 10.30		\$ 7.10						\$ 2.55	\$ 9.14	1344		31.2	FW			BARNEVELD	CS	BN						11.35	\$ 12.25							
			\$ 11.59		\$ 7.25						\$ 3.13	\$ 9.24	1346		35.9				RIDGEWAY	CS	RA						11.20	\$ 11.59							
			\$ 12.30		\$ 8.15						\$ 3.31	\$ 9.42	1348		46.0	W			DODGEVILLE	CS	DG						11.00	\$ 11.35							
			\$ 12.55		\$ 8.35						\$ 3.46	\$ 9.56	1350		53.5				EDMUND	CS	DU						10.40	\$ 11.00							
			\$ 1.15		\$ 9.10						\$ 3.50	\$ 10.01	1349		55.4				WHITSON		25						10.35	\$ 10.50							
			\$ 1.45		\$ 9.25						\$ 3.53	\$ 10.06	1351		56.9				COBB	CS	CO						10.30	\$ 10.40							
			\$ 2.10	AM 9.10	\$ 9.55				AM 9.40		\$ 4.02	\$ 10.16	1353		61.4	FWY			MONTFORT JUNCTION								10.16	10.30							
			\$ 2.25		AM						\$ 4.05	\$ 10.25	1355		62.4				MONTFORT	CS	42	MF					10.05	\$ 9.45							
			\$ 4.10	AM 9.20					AM		PM		1378		68.4				PRESTON	CS								\$ 9.30							
			\$ 4.25										1379		72.4	Y			LANCASTER JUNCTION									\$ 9.21							
			\$ 4.35																																
													1383		74.9	W			FENNIMORE	CS	26	FE						\$ 9.15							
			\$ 4.45																																
			\$ 4.55										1379		72.4	Y			LANCASTER JUNCTION									\$ 9.00							
			\$ 5.05										1380		75.4				STITZER	CS		SI						\$ 8.50							
			\$ 5.15										1381		80.4				LIBERTY									\$ 8.38							
			\$ 5.25										1382		84.4	FWTT			LANCASTER	CS	30	CA						8.30							
			PM																																
			Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday		Daily except Sunday	Daily except Sunday							Daily except Sunday	Daily except Sunday		Daily except Sunday					Daily except Sunday	Daily except Sunday							
			635	633	629				619		601	617							614	620		622					628	634							

Train order signal at Madison governs movement of trains on sub-division 1 only. Trains on sub-divisions 4 and 5 starting from Madison proper, must not leave Madison without a Clearance Form A.

No. 619 is superior to No. 614.

No. 601 is superior to No. 622.

Nos. 601, 614, 617 and 620 will stop on signal at County Asylum one mile east of Verona to receive or discharge revenue passengers.

BETWEEN GALENA AND MONTFORT JUNCTION

WESTWARD.		EASTWARD.	
THIRD CLASS.	FIRST CLASS.	FIRST CLASS.	THIRD CLASS.
629	601	614	628
Way Freight	MOTOR Galena Passenger	MOTOR Milwaukee & Lancaster Passenger	Way Freight
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
AM 10.20	PM 4.15	AM 9.40	AM 9.10
\$ 11.45	\$ 4.25	\$ 9.28	\$ 8.50
\$ 11.59	\$ 4.35	\$ 9.16	\$ 8.15
\$ 12.15	\$ 4.46	\$ 9.04	\$ 7.35
\$ 12.40	\$ 4.57	\$ 8.52	\$ 7.10
\$ 1.20	\$ 5.10	\$ 8.40	\$ 6.50
\$ 1.45	\$ 5.20	\$ 8.28	\$ 6.30
\$ 2.05	\$ 5.30	\$ 8.18	\$ 6.15
\$ 2.45	\$ 5.37	\$ 8.10	\$ 6.05
\$ 3.00	\$ 5.45	\$ 8.01	\$ 5.50
\$ 3.10	\$ 5.50	\$ 7.55	\$ 5.40
\$ 3.15	\$ 5.53	\$ 7.51	\$ 5.33
\$ 3.20	\$ 5.56	\$ 7.49	\$ 5.30
3.20	5.56	\$ 7.49	\$ 5.30
\$ 3.25	\$ 5.59	\$ 7.47	\$ 5.25
\$ 3.30	\$ 6.03	\$ 7.43	\$ 5.20
4.00 PM	6.20 PM	7.30 AM	5.00 AM
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
629	601	614	628

All trains will approach Galena prepared to stop within vision expecting to find I. C. and C. B. & Q. Engines switching on main line.
 All trains will run between Ipswich and Platteville Jet. Switch prepared to stop within vision.
 All scheduled trains returning from Platteville to Ipswich are superior to all trains of same or inferior class going toward Platteville.

BETWEEN GALESVILLE AND TREMPPEALEAU

WESTWARD.		EASTWARD.	
THIRD CLASS.	FIRST CLASS.	FIRST CLASS.	THIRD CLASS.
37		38	
Way Freight		Way Freight	
Daily except Sunday		Daily except Sunday	
AM 9.25		AM 11.30	
10.05 AM		11.05 AM	
Daily except Sunday		Daily except Sunday	
37		38	

No. 37 is superior to No. 38.

BETWEEN ELROY AND SPARTA

MAD. 7

WESTWARD.		EASTWARD.	
THIRD CLASS.	FIRST CLASS.	FIRST CLASS.	THIRD CLASS.
567	569	514	516
Way Freight	Way Freight	Minnesota and Black Hills Express	Badger State Express
Daily ex. Sunday & Tuesday	Tuesday only	DAILY	DAILY
AM 10.15	PM 1.15	AM 3.45	PM 3.30
\$ 10.25	\$ 1.25	\$ 3.52	\$ 3.40
\$ 10.35	\$ 1.50	\$ 3.55	\$ 3.44
\$ 11.05	\$ 2.35	\$ 4.15	\$ 4.04
\$ 11.30	\$ 3.10	\$ 4.30	\$ 4.16
\$ 11.40	\$ 3.20	\$ 4.38	\$ 4.23
12.01	3.45	5.05	4.40
12.10 PM	3.50 PM	5.10 AM	4.50 PM
Daily ex. Sunday & Tuesday	Tuesday only	DAILY	DAILY
567	569	503	517

BETWEEN AFTON AND EVANSVILLE

WESTWARD.		EASTWARD.	
THIRD CLASS.	SECOND CLASS.	FIRST CLASS.	THIRD CLASS.
593	585	591	
Way Freight	Twin-Citizen	Beloit Madison Time Frt.	
Daily except Sunday	DAILY	Daily except Monday	
AM 8.00	AM 9.05	AM 4.00	
\$ 8.15	9.20	4.12	
\$ 8.25	9.30	4.20	
\$ 8.45	9.42	4.35	
9.00 AM	10.00 AM	5.10 AM	
Daily except Sunday	DAILY	Daily except Monday	
593	585	591	

Between Evansville and Afton, all Extra Trains in either direction will run via Hanover unless otherwise directed.

BETWEEN NEW BUTLER AND ADAMS YARD

WESTWARD												Station Numbers.	Fuel, Water, Wye and Turn Table Stations.	Distance from Milwaukee.	Sub-Division 2					Communicating Stations.	Capacity Passing Tracks.	Telegraph Calls.	EASTWARD													
THIRD CLASS	SECOND CLASS						FIRST CLASS								FIRST CLASS								SECOND CLASS						THIRD CLASS							
425			281	483	289	495	479	411	405	407	401				403	404	412	406	408				402	284	478	282	480	482	296			426				
Way Freight			Flambo	Chief	Ashland & Penn. Div. Time Freight	Iroquois	Northwest	Rochester Minnesota Special	North Western Limited	MOTOR Local Passenger	The Viking				North American	North American	Rochester Minnesota Special	North Western Limited	MOTOR Local Passenger				The Viking	Pelican	Stock Time Freight	Ojibwa	Easter-ner	Spartan	Winne-bago			Way Freight				
Monday Wednesday Friday			Daily except Sunday	DAILY	Tuesday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY		DAILY	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Monday	DAILY	DAILY	DAILY	DAILY	DAILY			Tuesday Thursday Saturday									
				AM 9.00			PM 9.00	PM 8.00	PM 6.30	PM 12.01	AM 10.30	PM 10.00								PM 11.35		PM 10.15		AM 6.00												
								10.15	9.00	3.35	12.30	12.10	550																							
AM 7.20			PM 9.45	PM 3.00	AM 7.00	AM 2.00	AM 4.45						5716	FWYT	14.70	L	NEW BUTLER	1.31	A	CS		YD				AM 3.30	PM 1.30	PM 1.40	PM 5.00	AM 12.01	AM 12.30			PM 3.05		
7.30			9.55	3.10	7.10	2.10	4.55	PM 10.41	PM 9.25	PM 4.04	PM 12.51	AM 12.31	5715		14.00		TOWER BJ	8.02		CS		BJ		AM 3.42	AM 4.44	AM 5.17	AM 9.52	PM 4.50	3.10	1.20	1.30	4.45	11.50	12.20		2.50
7.50								10.52	9.36	4.19	1.01	12.42	5723		22.02		SUSSEX	3.28		CS		73 W X		3.27	4.30	5.07	9.37	4.39						2.25		
7.57								10.57	9.41	4.24	1.05	12.46	5725		25.30		BARK PIT	1.20						3.23	4.24	5.03	9.31	4.34						2.10		
8.05								10.59	9.43	4.27	1.07	12.48	5727		26.51		KEESUS	3.06						3.21	4.22	5.01	9.28	4.32						2.05		
8.20								11.03	9.47	4.32	1.11	12.52	5731		29.57		NORTH LAKE	5.16		CS		NR		3.17	4.16	4.57	9.22	4.28						1.55		
8.40								11.11	9.55	4.43	1.17	12.58	5736		34.73		MAPLETON	3.73		CS		MP		3.09	4.06	4.50	9.11	4.20						1.25		
9.00								11.16	10.00	4.52	1.22	1.02	5739	W	38.46		ASHIPPUN	6.21		CS		66 E 69 W AP		3.04	4.00	4.45	9.04	4.15						1.10		
9.25								11.24	10.09	5.04	1.29	1.09	5746		44.67		LEBANON	6.78		CS		NE		2.56	3.50	4.37	8.53	4.07						12.45		
10.00			11.30 PM	4.25	9.40 AM	3.40	6.10	11.35	10.20	5.16	1.41	1.24	5752	FWY	51.45		CLYMAN JCT.	5.12		CS		CJ		2.45	3.40	4.28	8.41	3.58	1.40 AM	10.00	11.00 AM	1.25	10.10	10.50 PM	12.15	
10.15				4.40		4.13	6.22	11.42	10.27	5.26	1.48	1.32	5758		56.57		NORTH LOWELL	6.47		CS		100 WR		2.35	3.32	4.13	8.29	3.48		9.35		1.10	9.35		11.30	
10.55				4.52		4.30	6.36	11.50	10.35	5.37	1.57	1.40	5764		63.04		SO. BEAVER DAM	7.58		CS		100 SB		2.27	3.24	4.05	8.17	3.39		9.05		12.55	9.20		10.55	
11.15				5.06		4.45	6.52	11.59	10.45	5.48	2.07	1.48	5772	W	70.62		SO. RANDOLPH	8.37		CS		100 ND		2.18	3.15	3.54	8.02	3.30		8.35		12.40	9.05		10.15	
11.45				5.18		5.00	7.06	12.10	10.55	5.59	2.16	1.56	5778		76.90		FRIESLAND	8.86		CS		100 FR		2.11	3.08	3.46	7.50	3.22		8.10		12.25	8.50		9.50	
12.10				5.30		5.10	7.18	12.18	11.03	6.10	2.23	2.03	5784		82.86		ENGLE	9.96				100		2.03	3.00	3.37	7.34	3.14		7.45		12.10	8.20		9.15	
12.25				5.40		5.20	7.28	12.25	11.07	6.16	2.27	2.06	5787	W	85.81		DALTON	10.34		CS		100-1 100-2 DT		1.55	2.56	3.33	7.28	3.10		7.34 7.15		12.01	8.05		9.00	
12.35				5.50		5.30	7.44	12.33	11.15	6.27	2.34	2.13	5792		91.15		SIDING NO. 2	11.43				100		1.48	2.49	3.26	7.18	3.03		6.37		11.48	7.45		8.45	
12.45				6.00		5.40	7.57	12.41	11.22	6.38	2.40	2.19	5797		95.96		GLENOAK	12.19		CS		100 GK		1.43	2.43	3.20	7.07	2.57		6.10		11.37	7.30		8.30	
12.55				6.10		5.55	8.15	12.49	11.29	6.48	2.48	2.25		101.17		EAST SIDING	13.06				100		1.37	2.37	3.14	6.56	2.48		5.55		11.27	7.17		8.15		
12.57				6.15		5.57	8.17	12.51	11.30	6.50	2.49	2.26	5803		102.03		BUFFALO	14.48		CS		BO		1.36	2.36	3.13	6.54	2.47		5.47		11.25	7.15		8.10	
1.07				6.30		6.10	8.35	12.59	11.36	7.02	2.54	2.31	5807	W	106.51		OXFORD	15.52		CS		100W 69W OX		1.31	2.31	3.08	6.45	2.42		5.33		11.15	7.02		7.55	
1.25				6.47		6.34	8.55	1.05	11.43	7.14	3.02	2.38	5813		112.03		BROOKS	16.35		CS		100 BK		1.25	2.19	3.02	6.34	2.35		5.15		11.05	6.47		7.40	
1.37				7.10		6.47	9.15	1.19	11.51	7.27	3.11	2.54	5818		117.35		GRAND MARSH	17.07		CS		100 GC		1.19	2.12	2.54	6.24	2.28		4.53		10.55	6.35		7.25	
1.55				7.27		7.00	9.30	1.35	12.04 12.09	7.40 PM	3.22 3.17	3.10 3.17	5825	FWTT	124.45		ADAMS	18.00		CS		DS		1.07 1.02	2.00	2.40 2.35	6.10 AM	2.15 2.10		4.30		10.35	6.10		7.10	
2.00 PM				8.00 PM		7.05 AM	10.00 AM	1.50 AM	12.15 AM		3.29 PM	3.27 AM			125.45	A	ADAMS YARD	19.00		CS		90 FS		12.55 AM	1.50 AM	2.30 AM		2.08 PM		4.20 AM		10.30 AM	6.00 PM		7.05 AM	
Monday Wednesday Friday			Daily except Sunday	DAILY	Tuesday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY												DAILY	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Monday	DAILY	DAILY	DAILY	DAILY	DAILY	Tuesday Thursday Saturday	
425			281	483	289	495	479	411	405	407	401	403												404	412	406	408	402	284	478	282	480	482	296		426

No. 401 will stop at North Lake, South Randolph, Dalton, Glenoak and Oxford to discharge revenue passengers from Milwaukee and beyond; on signal at Dellwood to receive or discharge revenue passengers to or from points where regularly scheduled to stop; at South Randolph, North Tomah and Tunnel City to receive revenue passengers for Sparta and beyond; at North Tomah and Tunnel City to discharge revenue passengers from Milwaukee and beyond and from points on or via the C. St. P. M. & O. Ry., except Wyeville proper; and on signal at Clyman Jct., South Randolph and Dalton to receive revenue passengers for Eau Claire and beyond and at Clyman Jct. and Dalton for Sparta and beyond.

No. 402 will stop on signal at Tunnel City and North Tomah to receive revenue passengers for points on or via the C. St. P. M. & O. Ry., except Wyeville proper, and for points where regularly scheduled to stop east of Adams; and to discharge revenue passengers from Sparta and beyond; at Dellwood to receive or discharge revenue passengers to or from points where regularly scheduled to stop; at Oxford, Glenoak, Dalton, South Randolph and Clyman Jct. to discharge revenue passengers from points west and north of Wyeville where regularly scheduled to stop and to receive revenue passengers for Milwaukee and beyond; at North Lake on Sunday only, to receive revenue passengers for Milwaukee and beyond.

No. 403 will stop on signal at South Beaver Dam to receive revenue passengers for Eau Claire and beyond.

No. 404 will stop at South Randolph and South Beaver Dam to discharge revenue passengers from beyond Eau Claire, and on signal to receive revenue passengers for Milwaukee and beyond.

No. 405 will stop on signal at South Randolph, Dalton and Necedah to receive revenue passengers for Eau Claire and beyond.

No. 406 will stop at Necedah and South Beaver Dam to discharge revenue passengers from Eau Claire and beyond; on signal at South Beaver Dam to receive revenue passengers for Milwaukee and beyond.

No. 411 will stop on signal at Clyman Jct., South Randolph, Friesland, Dalton, Glenoak, North Tomah and Tunnel City to receive revenue passengers for Sparta and beyond, and to discharge revenue passengers from Milwaukee and beyond; at stations west of Sparta to discharge revenue passengers from Milwaukee and beyond.

No. 412 will stop on signal at Trempealeau, West Salem, Tunnel City, North Tomah and South Beaver Dam to receive revenue passengers for Milwaukee and beyond; at Tunnel City to discharge revenue passengers from La Crosse and beyond, daily except Sunday; at Tunnel City to discharge revenue passengers from Sparta and beyond, Sundays only; at North Tomah to discharge revenue passengers from La Crosse and beyond; at any station Wyeville to Milwaukee to discharge revenue passengers from Rochester and beyond.

No. 404 will take siding in meeting No. 403 and No. 405.

No. 412 will take siding in meeting No. 403.

Unless otherwise instructed, the east passing track at Oxford will be used as passing track for the meeting and passing of trains.

Eastward trains will use passing track No. 1, and westward trains will use passing track No. 2 at Dalton when required to take siding.

The track on south side of main line between Adams and Adams Yard will be the passing track for meeting and passing of trains at Adams Yard.

TRAINS BETWEEN TOWER BJ AND MILWAUKEE WILL BE GOVERNED BY MILWAUKEE DISTRICT TERMINAL TIME TABLE.
All trains and light engines will approach Adams Yard, Clyman Jct. and Tower BJ prepared to stop within vision, expecting to find main line occupied.

MAD. 9

W are superior to all trains going toward La Crosse.
No. 412 will stop on signal at Trempealeau, West Salem, Tunnel City, North Tomah and South Beaver Dam to receive revenue passengers for Milwaukee and beyond; at Tunnel City to discharge revenue passengers from LaCrosse and beyond, daily except Sunday; at Tunnel City to discharge revenue passengers from Sparta and beyond, Sundays only; at North Tomah to discharge revenue passengers from La Crosse and beyond; at any station Wyville to Milwaukee to discharge revenue passengers from Rochester and beyond.
No. 404 will take siding in meeting No. 403 and No. 405.
No. 412 will take siding in meeting No. 403.
Eastward scheduled trains will go into LaCrosse backing up and will be pulled by special engine.
Westward scheduled trains will head into LaCrosse and will be pulled out by special engine.
The siding east of West Salem and the east passing track at Necedah will be used for the meeting and passing of trains.
The track on south side of main line between Adams and Adams Yard will be the passing track for meeting and passing of trains at Adams Yard.

The track on south side of main line between Adams and Adams Yard will be the passing track for meeting and passing of trains at Adams Yard.

General Rules governing Employees of the Operating Department, dated December 1st, 1929, are issued in book form.

Every Employee, whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

The following Signs when placed before the figures of the schedule indicate:

S—Regular stop.
F—Flag stop to receive or discharge passengers or freight.
L—Leave. A—Arrive.

When placed before the figures of the schedules the following will indicate:

M—Meals. L—Luncheon.
Other letters will indicate flag stops as specified by time table.

The following signs when placed elsewhere indicate:

F—Fuel. W—Water.
T—Turn table. Y—Wye.
CS—Communicating station.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under conditions above mentioned delays are expected, and it should be understood by all that 'Safety' is the first consideration.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions, which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

SPECIAL RULES

Standard Time, Rule 3. 1. Clocks showing Central Standard time are located at

North Yard	Elroy	New Butler
Janesville	Winona	Adams
Madison	Milwaukee	Adams Yard
Baraboo	National Ave.	
	Galena	

Superior Direction. 2. **EASTWARD** trains are superior to **WESTWARD** trains of the same class.

Two Track District. 3. **Two tracks are in operation between Evansville and Elroy, Wisconsin and Clyman Jct.**

Registry Stations. In two track districts extra freight trains will run without train orders.

4. Train registers are located at

North Yard	Winona	National Ave.
Caledonia	Sparta	Belton
Afton	Wyeville	Montfort
Janesville	Adams Yard (For Freight Trains Only)	Montfort Jct.
Evansville	Adams	Lancaster
Madison	Clyman Jct.	Lancaster Jct.
Monona Yard	New Butler	Ipswich
Baraboo		Galena
Elroy		

Register at Train Dispatcher's office at Adams for all passenger trains and for westward freight trains terminating at east yard and for Nos. 473 and 474. Operator at Adams Yard will obtain from Train Dispatcher a transfer of register of all first class and such freight trains as register at Adams Dispatcher's office, and enter in full in register at Adams Yard.

At Madison for trains to and from Subdivisions No. 1 and 4 originating and terminating at Madison.

At Monona Yard for all trains to and from Subdivisions No. 1 and 4 originating and terminating at Monona Yard.

First class trains may register with Blank R at Baraboo and with station baggageman at National Avenue. First class trains and eastward freight trains with Blank R at Belton. All trains with Blank R at Clyman Jct. and Wyeville.

Nos. 507, 519, 503, 510, 508 and 516 will register with Blank R at Afton, and No. 510 with Blank R at Caledonia.

Trains originating at Madison and Monona Yard, operating on Subdivision No. 5 from Tower MX, will obtain at Madison or Monona Yard, a train order register check on over-due trains on Subdivision No. 5 at Tower MX.

Trains originating or terminating at Monona Yard will secure orders and clearance on train order signal at Tower MY in accordance with Rule No. 83.

Westward second class and inferior trains originating at New Butler will obtain at New Butler train order register check on first class trains due at Tower BJ.

Trains will not be required to obtain Clearance Form A at Belton and Tower BJ when train order signal is clear.

Trains will not be required to obtain Clearance Form A at originating point when same is a non-communicating station or office is closed.

FREIGHT TRAINS CARRYING PASSENGERS

5. The following freight trains only will be permitted to carry a limited number of passengers, provided with proper transportation:

GOING WEST

No. 593, between Afton and Evansville.
No. 635, between Mt. Horeb and Lancaster.
No. 629, between Montfort Jct. and Platteville.
No. 425, between New Butler and Adams.
No. 37, between Trempealeau and Galesville.
No. 473, between Adams and Sparta.
No. 569, between Elroy and Sparta.
No. 567, between Elroy and Sparta.

GOING EAST

No. 426, between Adams and New Butler.
No. 474, between Sparta and Adams.
No. 566, between Sparta and Elroy.
No. 568, between Sparta and Elroy.
No. 38, between Galesville and Trempealeau.
No. 592, between Evansville and Beloit.
No. 634, between Lancaster and Montfort.

6. Bulletin Boards are located as follows:

Bulletin Boards.

	For Conductors, Trainmen and Yardmen.	For Enginemen.
North Yard	Telegraph Office	Roundhouse
Caledonia	Telegraph Office	Roundhouse
Janesville	Telegraph Office	Roundhouse
So. Janesville	Telegraph Office	Roundhouse
Madison	Trainmen's Room	Roundhouse
Monona Yard	Yard Office	Roundhouse
Baraboo	Trainmen's Room	Roundhouse
Elroy	Telegraph Office	Roundhouse
LaCrosse	Freight Office	Freight Office
Winona	Trainmen's Room	Roundhouse
Sparta	Telegraph Office	Telegraph Office
Adams Yard	Telegraph Office	Roundhouse
Clyman Jct.	Interlocking Tower	Roundhouse
New Butler	Telegraph Office	Roundhouse
Milwaukee	Telegraph Office	Roundhouse
National Ave.	Telegraph Office	Roundhouse
Montfort	Telegraph Office	Roundhouse
Galena	Telegraph Office	Roundhouse
Lancaster	Telegraph Office	Roundhouse

Freight Train Inspection.

7. All freight trains will stop and train crew will make inspection of their train at following points:

EASTWARD

Baraboo	Ipswich.	Caledonia.	Ipswich.
Monona Yard.	Tower WJ.	Beloit.	Jefferson Jct.
Evansville.	Sparta.	Evansville.	Clyman Jct.
Beloit.	Wyeville.	Monona Yard.	Dalton.
Jefferson Jct.	Adams.	Baraboo.	Adams.
Mt. Horeb.	Dalton.	Mt. Horeb.	Sparta.
Dodgeville.	Clyman Jct.	Dodgeville.	Tower WJ.
Montfort.		Montfort.	

WESTWARD

Caledonia.	Ipswich.
Beloit.	Jefferson Jct.
Evansville.	Clyman Jct.
Monona Yard.	Dalton.
Baraboo.	Adams.
Mt. Horeb.	Sparta.
Dodgeville.	Tower WJ.
Montfort.	

Time Tables.

8. Conductors and Enginemen running between Caledonia and Harvard—Janesville and Clyman Jct.—Winona and Winona Shops—Milwaukee District Terminal (between Milwaukee and New Butler, either direction) and Elroy and Minneapolis must provide themselves with copies of Wis., Lake Shore, Minn. Div., Milw. District Terminal and C., St. P., M. & O. Line (Eastern Div.) current Time Tables and be governed by them.

9. Special Engine used for hauling Passenger trains from Tower WJ to La Crosse will have the right to use the main track between Tower WJ and La Crosse as an Extra. Conductors and Enginemen on extras or work extras between Tower WJ and La Crosse, must get orders against this Engine.

10. The main track between Janesville passenger station and Madison Division switch will be used jointly by the Lake Shore, Wisconsin

and Madison Division trains. Trains and engines will run prepared to stop within vision.

The normal position of the Lake Shore Division junction switch at Janesville, will be for the Madison Division main line and the normal position of the switch at the end of the two tracks just east of the Lake Shore Division junction will be for westbound trains. Switch tenders are on duty at end of two tracks from 3.45 a. m. to 9.15 p. m. daily.

At Sparta.

11. Main track between Sparta station and Tower MR, will be used in common by main and branch line trains. The normal position of the junction switch at Tower MR will be for Winona-Adams line. All trains will run prepared to stop within vision. All trains from Elroy Line, approaching junction switch at Tower MR will come to a full stop and comply with Rule 98 before using main line.

At Elroy.

12. No. 1 track east of and adjacent to Omaha main track, from extreme east end of old yard to new Omaha yard will be available for passage of engines and trains of both roads. All trains will enter Elroy Yard, expecting to find tracks occupied. Switches must be lined up for Omaha main and No. 1 tracks.

Air Brakes. Rule 1073.

13. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five (85%) per cent of total number of cars.

Table showing maximum number of cars that can be hauled in a train with air brakes not in operation.

Total number of cars in a train including caboose.	Maximum number of cars with air brakes not in operation.
1 to 6 inclusive	0
7 " 13 "	1
14 " 19 "	2
20 " 26 "	3
27 " 33 "	4
34 " 39 "	5
40 " 46 "	6
47 " 53 "	7
54 " 59 "	8
60 " 66 "	9
67 " 73 "	10
74 " 79 "	11
80 " 86 "	12
87 " 93 "	13
94 " 99 "	14

14. EQUATED TONNAGE RATINGS

DISTRICT	Equated Car Factor	CLASS OF ENGINES.					
		J	Z	E R-1	R	S-2	C-3 C-5
Westward							
North Yd. to Janesville	7	3000	2385	1450	1325	1100	
Afton to Evansville	5	2450	2060	1275	1175	925	
Janesville to Madison	7	3000	2385	1450	1325	1100	
Madison to Baraboo	5	2300	1735	1100	1050	800	
Baraboo to Elroy	13	5065	4385	2675	2400	1875	
Elroy to Wyeville	7	2500	2300	1700	1625	1300	
Elroy to Sparta	3			675	600	475	
Eastward							
Sparta to Elroy	3			675	600	475	
Wyeville to Elroy	5	2500	2300	1700	1625	1300	
Elroy to Baraboo	12	5065	4385	2675	2400	1875	
Baraboo to Madison	5	2250	1735	1100	1050	800	
Madison to Brooklyn	7	2400	1980	1225	1100	865	
Brooklyn to Janesville	7	4000	1980	1225	1100	865	
Janesville to North Yd.	7	2750	2300	1400	1300	1025	
Evansville to Afton	6	2580	2225	1350	1275	1000	
Westward							
National Ave. to Wales	5		1630	975	850	685	
Wales to Jefferson Jct.	8		2825	1775	1625	1250	
Jefferson Jct. to Mo. Yd.	7		2600	1575	1450	1150	
Mo. Yd. to Klevenville	5			1100	1050	800	
Klevenville to Mt. Horeb	3			775	650	525	
Mt. Horeb to Montfort	5			1100	1050	800	
Montfort to Lancaster	3			575	500	400	
Montfort to Galena	5					925	
Galena to Trempealeau	5						315
Eastward							
Galena to Montfort	4			900	760	625	
Lancaster to Monona Yd.	5			1125	975	775	
Monona Yd. to National Av.	7			2440	1575	1450	
Westward							
New Butler to Adams	7	2900	2605	1650	1350		
Adams to Wyeville	8	4150	3690	2450	2200		
Wyeville to Winona	7	2800	2605	1650	1350		
Eastward							
Winona to Wyeville	7	2800	2605	1650	1350		
Wyeville to Adams	8	4275	3850	2500	2250		
Adams to New Butler	10	3700	3040	1900	1650		
Trempealeau to Galesville	5						335

La Crosse Line.

At Janesville.

Cars loaded with merchandise will be rated at seven (7) tons per car, plus the actual weight of the car.

Equated tonnage will automatically take care of all light or empty car haul.

In figuring equated tonnage, an equated car factor is given which is an allowance to be made for each car, dead engine and tender hauled in a train, caboose excepted. This factor is to be multiplied by the number of cars, dead engines and tenders in the train and the result added to the actual tonnage to make the equated tonnage allowed.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars, use even ton weights for each car. When the odd weight is over 1000 pounds it will be counted as one ton; when the odd weight is less than 1000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engine-man, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

Conductors will show actual gross tonnage, not equated tonnage, on their detail reports and on switch lists.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

With trains of over forty (40) cars, exclusive of cabooses, double-heading is prohibited, except as hereinafter stated. Double-headers may be run in any district providing the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as double-header if practicable.

In making out waybills, Agents will insert the *Gross Weight in Tons* (car and contents) of each carload shipment on the waybill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without waybills, Conductors and Agents will make careful estimates of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

15. ESTIMATED WEIGHTS OF PASSENGER EQUIPMENT.

	TONS		TONS
Coaches, steel	51	Baggage cars, steel	52
Coaches, broad vestibule	40	Mail cars	37
Coaches, non-vestibule	32	Mail cars, steel	55
Sleeping cars, steel	70	Chair cars	50
Com. observat'n sleepers, steel	70	Chair cars, steel	70
Pass. baggage and mail cars	30	Buffet cars	55
Passenger and baggage cars	30	Dining cars	55
Pass. and baggage cars, steel	49	Dining cars, steel	50
Baggage and mail cars	33	Parlor cars	50
Baggage and mail cars, steel	58	Parlor cars, steel	63
Com. dynamo buffet cars, steel	70	Milk cars	25
Dynamo baggage cars	50	Business cars	50
Baggage cars	33	Sleeping cars	63

Sprinkling Hogs. Rule 731.

16. Conductors will see that Rule 731 is observed, and that record is kept in train book showing stations at which each car of hogs is sprinkled, and condition of hogs when taken and left. Hog sprinkling devices are located at:

Winona,	Clyman Jct.	Strawbridge,
Tower WJ	Reedsburg,	Montfort Jct.
Wyeville,	Baraboo,	Dodgeville,
Adams,	Monona Yard,	Riley's.
Dalton,	Footville,	

Ash pans may be cleaned at the following places:

Cleaning Ash Pans.

17. STATION. LOCATION.

Afton.	Coal platform
Evansville.	Stand pipe.
Waukesha.	Stand pipe.
Sullivan.	Coal platform.
Jefferson Jct.	East of stand pipe.
Barneveld.	Coal platform.
Montfort.	Coal shed.
Ipswich.	West of Coal platform.
Strawbridge.	Water tank.
Sparta.	Stand pipe.
Tower WJ	Water tank.
Dalton.	Stand pipe.
Clyman Jct.	Stand pipe.

Track Scales.	18. Location.	Length.	Capacity.
	Beloit.....	40 Ft	80 Tons
	Madison.....	40 "	100 "
	Monona Yd.....	40 "	80 "
	Baraboo.....	40 "	100 "
	La Crosse.....	46 "	150 "
	Adams.....	40 "	100 "
	New Butler.....	40 "	100 "
	Waukesha.....	46 "	150 "
	Ipswich.....	40 "	80 "
	So. Beloit.....	40 "	80 "

19. YARDING CARS.

Jefferson Junction. MADISON DIVISION:—
Westward Trains—Place West cars on Outside Wye; place East cars on Outside or West Wye.
Eastward Trains—Place West cars on North Wye; place East cars on Outside Wye.

LAKE SHORE DIVISION:—
Eastward Trains—Place West cars on West Wye; place East cars on Outside Wye.
Westward Trains—Place East cars on Outside or North Wye; place West cars on Outside Wye.

Clyman Junction. Inside Wye to be kept clear for passenger trains.
Place East cars for Lake Shore Division on SOUTH track and run around.
Place West cars for Lake Shore Division on NORTH track and North Wye.
Place East cars for Madison Division on TRACK NO. 2.
Place West cars for Madison Division on track No. 1.
Place Clyman Junction proper on No. 3 track.
Place bad order cars on short track between No. 1 and 2 tracks, in material yard.

Wyeville Yard. Keep track No. 6 clear for meeting or passing of trains. Place C., St. P., M. & O. Ry. cars on track No. 7. Place C. & N. W. Ry. cars on track No. 8.

Tower WJ (Medary). Tower WJ Medary—Place east cars on pump track and west cars on west wye.

20. SPEED RESTRICTIONS. MAXIMUM SPEED OF TRAINS THAT MUST NOT BE EXCEEDED AT ANY POINT.

SUB-DIV.	BETWEEN	SPEED PER HOUR	
		Passenger	Freight
No. 1.....	North Yard and Caledonia.....	35	25
No. 1a.....	Caledonia and Elroy.....	60	35
No. 1b.....	Afton and Evansville.....	50	30
No. 2.....	Elroy and Sparta.....	50	30
No. 3.....	New Butler and Adams.....	60	35
No. 3a.....	Adams and Winona.....	60	35
No. 4.....	Trempealeau and Galesville.....	20	20
No. 5.....	Madison and Belton.....	60	35
No. 6.....	Tower MX and Lancaster.....	50	25
	Montfort Jct. and Galena.....	45	25
	Hazel Green Jct. and Hazel Green.....	15	12

SPEED RESTRICTIONS—CONTINUED

LOCATION	LIMITS	Maximum Speed (miles per hour)	
		Psgr.	Frt.
East of Madison			
Between Caledonia and Roscoe.....	Curve 1½ miles east of Roscoe.....	35	20
Between Beloit and Afton.....	Between 2 and 4 miles west of Beloit.....	45	30
Janesville.....	Curve ¼ mile east of Afton.....	35	25
Between Brooklyn and Syene.....	Over Junction switch, Afton Line.....	10	10
Between Syene and So. Madison.....	Bet. 1 mile east and ½ mile west Oregon, westward.....	40	25
	Bet. Syene and ½ mile west of Syene, westward.....	40	25
West of Madison			
Between Waunakee and Dane.....	Between Dane and 3 miles east, eastward.....	50	30
Merrimac.....	Merrimac Bridge.....	15	15
Between Devils Lake and Merrimac.....	Two Curves at Devils Nose, 2 miles east of Devils Lake, and long Curve between 3 and 4 miles east of Devils Lake.....	40	20
Between Devils Lake and Baraboo.....	Wine Cellar Curve, ¼ mile west of Devils Lake, westward.....	25	15
Between Baraboo and Reedsburg.....	Over switch east end passenger station, eastward.....	10	10
Between Reedsburg and Lavale.....	1½ miles east and 1½ miles west of Ablemans.....	20	15
Between Lavale and Wonevoo.....	Between Lavale and 1 mile east.....	35	20
Between Wonevoo and Union Center.....	Both curves just west of Lavale.....	35	15
Between Union Center and Sparta.....	Curve ¼ mile west of Wonevoo.....	35	25
Between Sparta and Kendalls.....	Between Tunnel No. 1 and Tower MR.....	40	30
	Through Tunnels Nos. 1, 2 and 3.....	15	15
East of Madison			
Between Wales and Waukesha.....	Between 1¼ and 3¼ miles east of Wales.....	30	15
Between Deerfield and Cottage Grove.....	Koshkonong Creek Bridge No. 1190, 1½ miles west of Deerfield.....	50	25
West of Madison			
Between Blue Mounds and Barneveld.....	Between Blue Mounds and Barneveld, westward.....	30	20
Between Mt. Horeb and Klevenville.....	Mt. Horeb Hill. Eastward.....	30	25
Between Dodgeville and Ridgeville.....	Curve 3 miles east of Dodgeville.....	25	15
Between Ipswich and Platteville.....	Chapman Crossing 1¼ miles east of Platteville.....	10	10
Between Galena and Cuba City.....	Between Cuba City and Galena.....	35	25
	Johnson Street Crossing—Galena.....	8	8
	Curves between 1¼ mile east and 1½ miles west of Millbrig.....	15	10
Montfort Jct.....	Over West Switch Galena Line. Eastward.....	15	15
Between Stitzer and Lancaster Jct.....	Schoolhouse Curve 2¼ miles west of Stitzer.....	20	15
Sparta Line			
Winona.....	Draw Bridge over Mississippi River.....	15	15
Between Trempealeau and Pine Creek.....	Curve 4 miles west of Trempealeau.....	40	25
Lytle.....	West End passing track.....	20	20
Between Lytle and Trempealeau.....	Bridge 673, ¼ mile west of Lytle.....	30	30
Between Trempealeau and Galesville.....	Parkers Crossing 1¼ miles east of Galesville.....	6	6
Between Tower WJ and LaCrosse.....	St. Andrews st. crossing (Rubber Mills). Curves West Salem to 1¼ miles west of West Salem.....	10	10
Between West Salem and Tower WJ.....	West Salem.....	40	35
Between Bangor and West Salem.....	Reverse Curve 1 mile west of Bangor.....	40	35
Between Tunnel City and Sparta.....	Around Curve and over Bridge 1 mile west of Camp McCoy.....	35	20
Between Buffalo and East Siding.....	Buffalo Lake Bridge ¼ mile east of Buffalo.....	40	25
Between Glenoak and Siding No. 2.....	First Curve about 1 mile east of Glenoak.....	40	30
Between Engle and Friesland.....	First two Curves east of Engle, westward.....	40	20

21. RESTRICTIONS OVER CROSSOVERS, ETC.

The speed of a train moving over a crossover, turnout from main track to siding or to diverging route at a junction, must not exceed ten miles per hour, except when moving over diverging main route at each of the following points at which speed shown below will govern:

Belton.....	25 miles per hour
Tower RO (Elroy).....	15 " " "
Tower WJ (Medary).....	15 " " "

Speed Over Interlocking Plants.

22. The maximum speed of any train over an interlocking plant will be thirty miles per hour, with the following exception:

Tower BJ, straight routes.....	35 miles per hour
Grand Crossing.....	20 " " "
Tower RO (Elroy).....	15 " " "
Evansville.....	25 " " "

Speed of Light Engines

23. Light engines, or engines with cabooses only, must not exceed 15 miles per hour over any street or highway crossing, in any city, town or village.

Class Z or J Engines

All freight trains, in either direction, operated by class "Z" or "J" engines, must not exceed a speed of thirty-five (35) miles per hour at any time between Monona Yard and Belton; ten (10) miles per hour over Mississippi River Bridge and six (6) miles per hour moving on any passing or industry track between Wyeville and Winona and between Monona Yard and Belton.

Speed of Wrecking Outfit.

The speed of steam wrecking outfits, unless otherwise instructed, must not exceed thirty-five (35) miles per hour between North Yard and Sparta and between Wisconsin and Winona; thirty (30) miles per hour between Madison and Belton, and twenty (20) miles per hour between South Madison, Lancaster and Galena.

Whistle sounded Rule 14 (1).

24. For prevention of accidents at grade crossings, whistle signals will be sounded whenever or wherever, in your judgment, an accident may be averted.

It is of the utmost importance that you carefully observe conditions at every crossing and be on the alert to properly warn the public, extreme care being necessary in two or more track territories when approaching a crossing where another train is also approaching the same crossing or is just about to clear the same crossing.

In addition to the above, your attention is directed to the necessity of ringing the locomotive bell, starting at the whistling post and continuing until the engine has passed the highway crossing.

Every possible precaution must be taken, when approaching highway crossings, to prevent an accident.

Reverse Movement Two Track Districts

25. Whenever any train is operated against the current of traffic speed of such train will be restricted to not exceed twenty (20) miles per hour at any point.

Trains in both directions, those operating against the current of traffic and those operating with the current of traffic in territory which is made single track, will approach terminals of single track operation at a speed of not to exceed ten (10) miles per hour.

Further, a train moving in the reverse direction in two track district must not exceed ten (10) miles per hour over dangerous highway crossings, including crossings equipped with wig wags or within the limits of any city.

Ordinances Sounding Whistle Madison and Waukesha

26. Sand must not be used over spring switches.
27. Railroad Companies shall not cause or allow the whistle of any Locomotive Engine to be sounded within the City Limits of Madison and Waukesha, except such as may be absolutely necessary to prevent injury to persons and to property.

Excessive Curvature.

28. On account of excessive curvature, freight equipment longer than fifty feet in length will not be moved between the following points without specific instructions to cover:—
Montfort Junction to Galena.
Montfort to Fennimore and Lancaster.

29. Trains approaching and passing through tunnels between Kendalls and Sparta.

Before passing through tunnels, the cars in all passenger trains will be lighted and all ventilators and windows closed. Speed must not exceed fifteen miles per hour.

During the season that tunnel doors are closed and watchmen are on duty (bulletin notice of which will be issued), the following will govern:

The engine whistle will be sounded, as per rule 14 (m), one-eighth of a mile before reaching the tunnels, and as per rule 14 (g) just after entering them.

At tunnels Nos. 1 and 2, watchmen will display a red flag by day and in addition a red light by night, immediately after a train passes in, and for a period of fifteen (15) minutes thereafter, and then display a white flag by day, and in addition a white light by night.

At tunnel No. 3 watchmen will display a red flag by day and in addition a red light by night, immediately after a train passes in, until notified by the watchman at the opposite end that the entire train has passed out.

When there is no train in the tunnel and the way is clear, the watchman will display a white flag by day, and in addition a white light by night.

Care must be exercised to know that the last car or engine, carrying markers, has passed out before notifying the watchman at the opposite end.

30. BLOCKING.

Automatic. Janesville to Elroy. Belton and Wisconsin to Wyeville.

Manual Rules 302A to 373, govern between

North Yard and Janesville.....	Continuous.
Afton and Evansville.....	"
Elroy and Sparta.....	"
Wyeville and Winona.....	"
Belton and Tower PD.....	7.00 A. M. to 7.00 P. M.
Lancaster and So. Madison.....	7.00 " " 5.00 "
Galena and Montfort Junction.....	7.00 " " 5.00 "

Time Spacing. Rule 91. Except as above, Rules 380 to 382, inclusive, govern.

Trains will be spaced ten minutes apart excepting a freight train must not follow a passenger train within 15 minutes between:
Belton and Madison.....7.00 P. M. to 7.00 A. M.
Lancaster and So. Madison.....5.00 " " 7.00 "
Galena and Montfort Jct.....5.00 " " 7.00 "

Telephone. Conductors will obtain and clear the block by telephone at following stations:

West End North Yard.....	from North Yard.
Tower DO.....	" Beloit.
Tower BW.....	" Beloit.
East End Evansville Yard.....	" Evansville.
Tower MR.....	" Sparta.
G.B. & W. Switch Onalaska.....	" Onalaska.
Calhoun.....	" Belton.
Federal Steel Works Switch.....	" Waukesha.
Fargo Spur Switch, Lake Mills.....	" Lake Mills.
Tower CS.....	" Madison.
Rileys.....	" Verona.
Rileys.....	" Klevenville.
East Wye Montfort Jct.....	" Montfort.
Lancaster Jct.....	" Fennimore.
Strawbridge.....	" Galena.
Hazel Green Jct. }	"

Special telephones in waiting rooms at—

Sussex	Bangor	So. Madison	Ablemans
Keesus	Sparta	Oregon	Reedsburg
North Lake	Foresman	Mendota	La Valle
Ashippun	Tunnel City	Waunakee	Waukesha
Lebanon	North Tomah	Dane	Union Center
Onalaska	Brooklyn	Devils Lake	Norwalk
Lytles	Syene	No. Freedom	Rileys
Klevenville	Whitson	Cobb	

in booths at east end of passing tracks at Bluff Siding, Pine Creek, West Salem and in watchman's shanty both ends Tunnels Nos. 1, 2 and 3, connected with train dispatcher's telephone circuit, and in block offices at Calhoun, between Waukesha and Wales, 4 miles west of Waukesha and between Cottage Grove and Tower PD, 5 miles west of Cottage Grove to permit trainmen to communicate with train dispatcher.

Montfort Jet. and Lancaster Jet. will be considered telephone block stations. All trains must clear and obtain the block by telephone.

Manual Block Rules will not prohibit switch engines and trains from occupying the main track between yard limit boards, at the following stations:

Caledonia.	Evansville.	Wyeville.	Waukesha.
Beloit.	Madison.	Sparta.	Montfort.
Afton.	Monona Yard.	Tower WJ.	
Janesville.	Elroy.	Jefferson Jct.	

providing they clear the time of all regular trains as provided by rules.

A clear block entitling any train to pass to or through the stations above named does not indicate that the main track at such points is clear, but trains accepting block must approach and pass through these stations under full control.

Trains receiving a clear block at Platteville will consider it clear to the junction switch.

31. COMMUNICATING STATION OFFICE HOURS

STATION	DAILY EXCEPT SUNDAY	SUNDAYS
Caledonia	Continuous	Continuous
Roscoe	8.00 AM to 5.00 PM	Closed
Tower DO	7.30 AM to 4.30 PM	Closed
Beloit	Continuous	Continuous
Afton	Continuous	Continuous
Footville	Continuous	Continuous
Tower VY	7.00 AM to 4.00 PM	Closed
Brooklyn	Continuous	Continuous
Oregon	6.15 AM to 3.15 PM	Closed
Tower MX	Continuous	Continuous
Madison	Continuous	Continuous
Tower MY	Continuous	Continuous
Mendota	7.00 AM to 3.00 PM	7.20 AM to 9.20 AM 12.45 PM to 2.45 PM
Waunakee	8.00 AM to 5.00 PM	Closed
Dane	7.45 AM to 4.45 PM	Closed
Lodi	8.00 AM to 5.00 PM	Closed
Merrimac	8.00 AM to 5.00 PM	Closed
Baraboo	Continuous	Continuous
North Freedom	7.30 AM to 4.30 PM	Closed
Ablemans	7.00 AM to 4.00 PM	Closed
Reedsburg	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM 10.30 PM to 6.30 AM
La Valle	8.00 AM to 5.00 PM	Closed
Waukesha	8.30 AM to 5.30 PM	Closed
Union Center	6.30 AM to 3.30 PM	Closed
Elroy	Continuous	Continuous
Kendalls	7.30 AM to 4.30 PM	1.30 PM to 4.00 PM
Wilton	7.30 AM to 4.30 PM	1.00 PM to 4.30 PM
Norwalk	3.00 AM to 5.00 PM	Closed
Waukesha	7.00 AM to 9.00 PM	7.30 AM to 10.00 AM 6.15 PM to 8.15 PM
Wales	7.30 AM to 4.30 PM	Closed
Dousman	8.00 AM to 5.00 PM	Closed
Sullivan	8.00 AM to 5.00 PM	Closed
Helenville	8.00 AM to 5.00 PM	Closed
Jefferson Jct.	Continuous	8.00 AM to 10.00 PM 5.00 PM to 8.00 PM
Lake Mills	8.30 AM to 5.30 PM	Closed
London	8.30 AM to 5.30 PM	Closed
Deerfield	8.15 AM to 5.15 PM	Closed
Cottage Grove	7.45 AM to 4.45 PM	5.00 PM to 7.00 PM

	Daily Except Sunday	Sunday Only
Verona	8.00 AM to 5.00 PM	Closed
Klevenville	8.15 AM to 5.15 PM	Closed
Mt. Horeb	8.15 AM to 5.15 PM	Closed
Blue Mounds	8.30 AM to 5.30 PM	Closed
Barneveld	8.00 AM to 5.00 PM	Closed
Ridgeway	8.00 AM to 5.00 PM	Closed
Dodgeville	8.00 AM to 5.00 PM	Closed
Edmund	8.00 AM to 5.00 PM	Closed
Cobb	8.00 AM to 5.00 PM	Closed
Montfort	7.00 AM to 5.00 PM	Closed
Preston	8.00 AM to 5.00 PM	Closed
Fennimore	8.00 AM to 5.00 PM	Closed
Lancaster	6.15 AM to 3.15 PM	Closed
Stitzer	7.00 AM to 3.00 PM	Closed
Livingston	7.30 AM to 4.30 PM	Closed
Rewey	7.45 AM to 4.45 PM	Closed
Ipswich	8.00 AM to 5.00 PM	Closed
Platteville	8.15 AM to 5.15 PM	Closed
Cuba City	7.30 AM to 4.30 PM	Closed
Benton	7.00 AM to 4.00 PM	Closed
Galena	6.45 AM to 3.45 PM	Closed
Marshland	7.00 AM to 4.00 PM	Closed
Galesville	8.00 AM to 5.00 PM	Closed
Trempealeau	Continuous	2.00 AM to 7.30 AM 9.45 AM to 11.45 AM 6.00 PM to Midnight
Midway	8.45 AM to 6.35 PM	Closed
Onalaska	8.45 AM to 6.30 PM	Closed
La Crosse	Continuous	3.00 AM to 6.50 AM 10.15 AM to 12.15 PM 4.30 PM to 6.30 PM 10.00 PM to Midnight
Tower WJ	Continuous	Continuous
West Salem	Daily ex. Sun. & Mon. 12.01 AM to 7.00 PM 10.45 PM to Midnight Monday Only 4.45 AM to 7.00 PM 10.45 PM to Midnight	12.01 AM to 6.45 AM 10.45 AM to 12.45 PM 5.00 PM to 7.00 PM
Bangor	8.15 AM to 5.40 PM	Closed
Rockland	8.30 AM to 5.30 PM	8.30 AM to 10.30 AM 11.30 AM to 1.30 PM
Sparta	Continuous	4.00 PM to 6.00 PM 10.00 PM to 8.00 AM
Tunnel City	8.30 AM to 5.30 PM	Closed
North Tomah	8.30 AM to 5.30 PM	Closed
Wyeville Tower	Continuous	Continuous
Shennington	8.00 AM to 5.00 PM	Closed
Cutler	8.00 AM to 5.00 PM	Closed
Necedah	12.00 AM to 4.00 PM	12.00 AM to 4.30 AM 1.00 PM to 4.00 PM
Dellwood	7.30 AM to 4.30 PM	Closed
Adams Disprs. Office	Continuous	Continuous
Adams Yard	Continuous	Continuous
Grand Marsh	6.15 AM to 3.15 PM	Closed
Brooks	6.15 AM to 3.15 PM	Closed
Oxford	12.00 AM to 4.00 PM	12.00 AM to 3.30 AM 1.30 PM to 4.00 PM
Buffalo	6.30 AM to 3.30 PM	Closed
Glennbrook	6.45 AM to 3.45 PM	Closed
Dalton	Continuous	8.00 AM to 6.00 PM 10.00 PM to 8.00 AM
Friesland	7.30 AM to 6.00 PM	Closed
South Randolph	7.40 AM to 4.40 PM	Closed
So. Beaver Dam	Continuous	1.00 AM to 4.15 AM 1.45 PM to 4.00 PM 10.00 PM to 12.00 AM
North Lowell	7.15 AM to 4.15 PM	Closed
Clyman Jct.	Continuous	Continuous
Lebanon	8.30 AM to 5.30 PM	Closed
Ashippun	8.40 AM to 5.40 PM	Closed
Mapleton	8.45 AM to 5.45 PM	Closed
North Lake	8.45 AM to 5.45 PM	3.45 PM to 5.45 PM
Sussex	7.30 AM to 4.30 PM	Closed
Tower BJ	Continuous	Continuous
New Butler	Continuous	Continuous

32. INSTRUCTIONS TO CONDUCTORS, AGENTS AND YARD MASTERS.

No. 578 will handle live stock and other important cars from Winona, and pick up important cars at Tower WJ, filling out at Winona on through loads; will also pick up stock and time freight at Reedsburg, Baraboo, Madison and Evansville.

No. 594 will handle time freight and merchandise for Chicago, fill out with other Chicago cars; pick up at Beloit merchandise and time freight for Chicago and fill out with Chicago dead freight.

No. 670 will pick up stock for Cudahy and Milwaukee, and handle the merchandise and time freight for Jefferson Jct., Waukesha and Milwaukee.

No. 591 will handle Beloit and Madison merchandise and time freight, fill out with other cars for points north of Madison.

No. 679 will handle merchandise for Waukesha, Jefferson Junction, Monona Yard and Madison, filling out at Waukesha, National Ave., Wales and Jefferson Junction to dead freight tonnage.

No. 585 Twin Citian, Gal. Div. No. 386, will handle time freight and live stock for Beloit, Madison and C. St. P. M. & O., connecting with Omaha No. 585 at Elroy, fill on time freight at Monona Yard and Baraboo.

No. 599 will handle time freight for Winona, picks up and sets out at Evansville, Monona Yard, Baraboo, Wyeville, Sparta and LaCrosse, handles time freight, automobiles, etc., to Elroy for Omaha No. 585.

No. 586 Peorian, handles live stock and time freight for Belvidere and beyond, including Peoria and beyond, and through St. Louis gateway; fills on Madison and Janesville cars; picks up time freight at Evansville and Beloit.

No. 322 Ft. Des Moines, handles stock and time freight for south and west of Nelson in preference, picks up time freight at Beloit.

1st 480 Easterner, main tracker from Twin Cities, handles Chicago and beyond cars through.

2nd 480 Twin City Easterner, handles time freight and perishable freight for points via New Butler. Main tracker to New Butler.

No. 478 handles live stock and time freight for Chicago, picks up U. S. Yard stock, Adams to New Butler, on Mondays, Wednesdays, Thursdays and Fridays.

No. 482 continuation of Minnesota Division No. 482 to Milwaukee, picks up important cars at LaCrosse, Tower WJ, Sparta and Wyeville, picks up Cudahy and Milwaukee stock and goes through to Mitchell Yard, Milwaukee.

No. 495, Milwaukee to Winona, handles merchandise from Milwaukee for main trackers at Adams, is made up at Adams for Sparta Line, Winona and beyond.

No. 479 North West Special, main tracker from New Butler, handles Minneapolis cars on head end and balance of train straight Minnesota Transfer cars.

No. 483 Chief, main tracker from New Butler, handles Minnesota Transfer and Twin Cities cars.

Twin City Special, main tracker from New Butler with solid Minneapolis and St. Paul cars in separate blocks.

33. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULES 601A TO 672 WILL BE OBSERVED:

C. & N. W.	-	-	-	-	Evansville.
C. M. St. P. & P. and C. & N. W.	-	-	-	-	Tower MX.
Wisconsin River	-	-	-	-	Merrimac.
C. & N. W.	-	-	-	-	Tower RO (Elroy).
C. M. St. P. & P. and C. & N. W.	-	-	-	-	Tower WJ (Medary).
C. M. St. P. & P. and C. B. & Q.	-	-	-	-	Grand Crossing.
C. B. & Q.	-	-	-	-	Bluff Siding.
C. M. St. P. & P.	-	-	-	-	Tower MY (Monona Yard).
C. & N. W.	-	-	-	-	Belton.
C. & N. W.	-	-	-	-	Chase.
Kinnickinnic River	-	-	-	-	West of National Ave.
C. M. St. P. & P. and C. & N. W.	-	-	-	-	National Ave.
C. & N. W.	-	-	-	-	Tower BJ.
C. & N. W.	-	-	-	-	Clyman Junction.
C. St. P. M. & O. and C. & N. W.	-	-	-	-	Wyeville.

In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below, at restricted speed. If clear indication is given the engine or leading car must not exceed a speed of 15 miles per hour passing the home signal:

C. M. St. P. & P.	-	-	-	-	Beloit.
C. M. St. P. & P.	-	-	-	-	Afton on Janesville Line.
C. M. St. P. & P.	-	-	-	-	1.8 miles west of Sparta.
G. B. & W.	-	-	-	-	Marshland.
Mississippi River Draw-Bridge	-	-	-	-	Winona.
C. M. St. P. & P.	-	-	-	-	2.3 miles east of Madison on Sub-Div. 4.
C. & N. W.	-	-	-	-	Jefferson Junction.

CROSSINGS AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED:

C. M. St. P. & P.	-	-	-	-	Janesville.
C. M. St. P. & P.	-	-	-	-	Hanover.
C. M. St. P. & P.	-	-	-	-	Madison.
Soo Line (Gates)	-	-	-	-	East of Waukesha.
C. M. St. P. & P.	-	-	-	-	West of Waukesha.
C. M. St. P. & P.	-	-	-	-	0.9 mile east of Madison on Sub-Division 4.
M. P. & N.	-	-	-	-	Whitson.
Illinois Central	-	-	-	-	Galena.
Hanover Line	-	-	-	-	Afton.
Lake Shore Division	-	-	-	-	Janesville.
Galena Line	-	-	-	-	Montfort Junction.
Fennimore Branch	-	-	-	-	Lancaster Junction.
Platteville Branch	-	-	-	-	Ipswich.
Hazel Green Branch	-	-	-	-	Hazel Green Junction.
Elroy Line	-	-	-	-	Tower MR (Sparta).

34. OVERHEAD OBSTRUCTIONS

Maximum Width and Height of Loaded Cars that will pass in Safety over the Madison Division.

BETWEEN	HEIGHT ABOVE TOP OF RAIL			STRUCTURES LIMITING HEIGHT
	9ft. Wide	10 ft. Wide	11 ft. Wide	
Belvidere and Afton	21.6	21.6	21.6	
Afton and Evansville via Hanover	17.11	17.5	16.11	Tank at Footville.
Afton and Janesville	21.4	21.4	21.4	Overhead bridge No. 95 north of Afton.
Janesville and Madison	18.5	17.10	17.3	Coal Chute, Evansville.
Madison and Baraboo	15.7	14.11	14.2	Overhead bridge No. 308 north of Lodi.
Baraboo and Elroy	17.2	16.9	16.3	Tank at Reedsburg and overhead bridge No. 872 north of Baraboo.
Elroy and Sparta.	15.2	14.7	13.8	Tunnels Nos. 1, 2 and 3.
Sparta and Winona	16.8	16.2	15.9	Bridge No. 673 North of Lytles and tank at Medary.
National Ave. & Jefferson Jct. via Chase	16.11	16.7	16.2	Overhead bridge No. 1087 at West Allis.
Jefferson Junction and Madison	16.2	15.8	15.3	Overhead bridge No. 1168 west of Lake Mills and tanks at Monona Yard.
Madison and Montfort Junction	17.4	16.11	16.5	Overhead bridge No. 1202 west of Mount Horeb and tank at Barneveld.
Montfort Junction and Galena	16.11	15.0	00.0	Bridge No. 1466 south of Buncombe, Tunnel No. 4 and tank at Galena.
Ipswich and Platteville	20.6	19.11	19.3	Standard clearance.
Montfort Junction and Lancaster	17.9	17.4	16.8	Tank at Montfort Jct.
Lancaster Jct. and Fennimore	16.10	16.5	16.0	Tank at Fennimore.
Wisconsin and Tower BJ	20.6	19.11	19.3	Standard clearance.
Tower BJ and Wyeville	17.7	16.11	16.3	Overhead bridge No. 2577 west of South Randolph and tank at Wyeville.
Wyeville and Sparta	20.2	19.11	19.3	Coal Chute at Sparta.
Belton and Tower BJ	19.1	19.1	19.0	Overhead bridge No. 2311 over North Ave. north of Belton.

No load must exceed 11 feet in width regardless of height. Train and yard crews must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the Division.

SURGEONS.

Telephones				
	Office	Res.	Surgeon	
Belvidere	R. B. ANDREWS, M.D.....	Main 64	252	Associate
Freeport, Ill....	KARL S. SNYDER, M. D.....			
May be called to any place between Caledonia, Belvidere and Freeport.				
Beloit	A. C. Helm, M.D.....	426	417	Local
Janesville....	W. H. Palmer, M.D.....	3310	103	Dist.
May be called to any place between Janesville and Caledonia.				
"	W. H. McGuire, M.D....	840	142	Assoc. Local
Evansville	J. P. GUILFOYLE, M. D...	98-2R	98-3R	Local
Madison {	PHILIP FOX, M. D.	Badger 299	Badger 633	{ Dist. Surgs.
	T. W. TORNEY, M. D.	Fairchild 1300	Badger 1325	
	A. R. TORNEY, M. D.	Fairchild 1300	Badger 1919	
May be called to any place between Brooklyn and Okee, and between London and Barneveld.				
Baraboo	ROGER CAHOON, M.D.	58-R	164 W.	Dist.
May be called to any place between Merrimac and Reedsburg.				

Ablemans.....	W. J. HUMMEL, M.D.....	9F. 21	9F. 21	Local
Reedsburg.....	O. V. PAWLISH, M.D.....	311	91-2R	Local
Elroy.....	C. A. VOGEL, M. D.....	129	49	Dist.
	C. C. VOGEL, M. D.....	129	220	Dist.
May be called to any place between La Valle and Norwalk.				
Milwaukee {	O. R. LILLIE, M.D., Daly 3231	Hopkins 178	Dist. Asst. Consult.	
	JAMES A. BACH, M.D., Broadway 998	Broadway 998		
	H. A. SIFTON, M. D., Broadway 2157	Broadway 48		
	C. A. EVANS, M. D., " 2157	Lakeside 843		
	R. Y. WHEELIHAN, M.D., Daly 3321			
May be called to any place between Milwaukee and Jefferson Jct., and to any place between Milwaukee and Wyeville.				
West Allis.....	L. A. VAN ELLS, M.D., West Allis 1803	West Allis 1737-R		Local
New Butler.....	M. R. MARKSON, M. D., Blue Mound 9619-R-3	Blue Mound 581		
Ashippun.....	C. N. STEUSSER, M. D., Mapleton 3-1	Mapleton 3-1		
So. Beaver Dam.....	A. A. HOYER, M. D.....	972-W	972-R	Local
Adams.....	C. J. RYAN, M. D.....	35-R	77	"
Necedah.....	H. C. MEYER, M. D.....	23	109	"
Eau Claire.....	H. F. DURGE, M. D.....	74	413	"
North Tomah.....	A. R. BELL, M. D.....	191-192	122	"
Sparta.....	W. T. SARLES, M. D.....	201	491	"

Sparta.....	C. M. BEEBE, M.D.....	201	416	Local
".....	S. D. BEEBE, M.D.....	201	324	"
West Salem.....	G. T. WAKEFIELD, M. D.,	24	26	"
La Crosse.....	G. J. EGAN, M.D.....	200	200-3R	Dist.
May be called to any place between LaCrosse and Summit, and any place between LaCrosse and Wyeville.				
Galesville.....	H. A. JEGI, M. D.....	36	36-2R	Local
Winona.....	E. D. KEYES, M. D.,	555	1113	Dist.
	OSWALD LEIGHT, M.D.,		582	Asst.
Benton.....	P. W. LEITZELL, M. D.....	53		Local
Platteville.....	W. CUNNINGHAM, M. D.,	600	70	"
Fennimore.....	M. A. BAILEY, M. D.....	2-S41	3-S41	"
Waukesha.....	J. B. NOBLE, M.D. and	190-W	190-R	"
	A. J. HODGSON, M. D.,		1276	"
Lake Mills.....	G. E. ECK, M. D.....	288	239	"
Dodgeville.....	D. B. HAMILTON, M. D.,	7	161	"
Montfort.....	E. A. KETTERER, M. D.,	29	2-529	"
Lancaster.....	JOSEPH GODFREY, M. D.,	Wis. 167-J	Wis. 67	"
Galena.....	E. M. BENCH, M.D.,	Main 93-R	Main 93-W	Dist.
May be called to any place between Galena and Lancaster.				

WATCH INSPECTORS.**NATIONAL RAILWAY TIME SERVICE CO.**

Chief Watch Inspector, 58 E. Washington St., Chicago, Ill.

Harvard, Ill.....	J. H. JOHNSON, Brainerd St.
Belvidere, Ill.....	R. P. KAUER, 515 So. State St.
Beloit, Wis.....	J. W. ANDERSON, 134 E. Grand Ave.
Janesville, Wis.....	DEWEY & BRANDT, 129 E. Milwaukee St.
Madison, Wis.....	E. W. PARKER, 9 West Main St.
	OLIVER OLSON, 1941 Winnebago St.
Baraboo, Wis.....	G. T. GUSTAFSON, 528 Oak St.
Elroy, Wis.....	FRED. DOLLMAN, 271 Main St.
Sparta, Wis.....	EDWARD HERBST, 112 So. Water St.
Winona, Minn.....	HASTINGS BROS., 56 West Third St.
Galesville, Wis.....	J. A. KELLMAN & SON.
La Crosse, Wis.....	GLYNN CREMER, 514 Main St.
Adams, Wis.....	M. L. CRANE, 95 Main St.
New Butler, Wis.....	H. HAMMERSMITH (Milwaukee).
	W. A. WAMPACH, 429 1/2 Farewell Ave.
	H. HAMMERSMITH, 329 Wisconsin Ave.
Milwaukee, Wis.....	J. WELLSTEIN & CO., 584 National Ave.
	MILTON H. KLOPF, 980 Kinnickinnic Ave.
	PAUL A. GREULICH, 285 National Ave.
Lancaster, Wis.....	L. H. BROOKER CO.
Galena, Ill.....	J. W. COATSWORTH & CO.

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