

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



MADISON DIVISION

No. 364 TIME TABLE

Takes Effect Sunday, September 30, 1900

At 3:00 o'clock /

Central Time

FOR THE GOVERNMENT AND INFORMATION

B. E. TERPNING,
GENERAL SUPERINTENDENT.

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

S. ONLY.

A. J. WORTHMAN,
SUPERINTENDENT.

SPEED TABLE		
Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	42
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
80.....	0	45
85.....	0	42
90.....	0	40

FIRST CLASS										Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from North Yard	Subdivision 1 STATIONS			Communicating Station	Capacity of Siding	Telegraph Calls	FIRST CLASS									
							515	511	529				620	517	501				507	514	528	506	617	520	502	516	508	522
							The Victory	Duluth Superior Limited	Madison Passenger	MOTOR Madison Passenger	Madison Passenger	The Viking	North Western Mail	The Victory	Chicago Passenger	Chicago Limited	MOTOR Lancaster Passenger	Chicago Limited	The Viking	Chicago Passenger	Chicago Passenger	Chicago Passenger						
							DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	DAILY	DAILY	Daily except Sunday	Sunday only						
							PM 9.50	PM 6.15	PM 4.00		PM 12.30	AM 9.30	AM 1.55	AM 6.30	AM 9.15	AM 11.05		AM 11.30	PM 6.30	PM 7.40	PM 9.00	PM 8.40						
														CHICAGO														
														NORTH YARD	CS		B D											
														SOUTH Y														
														TOWER EA														
														CALEDONIA	CS	66	A D											
														ROSCOE		41												
														TOWER DO		47												
														BELOIT	CS	21	B T											
														TOWER BW		57												
														AFTON	CS	52	F N											
														JANESVILLE	CS		J											
														LEYDEN		43												
														FELLOWS		45												
														EVANSVILLE	CS	47	V N											
														BROOKLYN	CS	30	B K											
														OREGON	CS	30	R N											
														SYENE														
														TOWER MX	CS		MX											
														MADISON	CS		M Z											
														MONONA YARD	CS		MY											
														MENDOTA		38												
														WAUNAKEE	CS	50	NE											
														DANE		37												
														LODI	CS		BO											
														OKEE														
														MERRIMAC	CS	37	MC											
														DEVILS LAKE														
														BARABOO	CS		B											
														NORTH FREEDOM	CS		N F											
														ABLEMANS	CS		AM											
														REEDSBURG	CS	82	R G											
														LAVALLE	CS	40	VE											
														WONEWOC	CS	50	WO											
														UNION CENTER	CS	25	UC											
														ELROY	CS	37	RC											
														ST. PAUL														
														MINNEAPOLIS														

No. 507 will stop at Afton on Sunday.

No. 511 will stop on signal at Wonewoc to receive revenue passengers for Eau Claire and beyond, and to discharge revenue passengers from Chicago and Milwaukee and beyond.

No. 501 will stop on signal at Lodi to receive revenue passengers for La Crosse and beyond and Eau Claire and beyond and will not exceed forty (40) miles per hour passing Oregon to receive U. S. Mail from catcher crane and thirty (30) miles per hour passing station at Wonewoc.

No. 502 will stop on signal at Reedsburg to receive revenue passengers for Chicago and beyond, and at Evansville to receive revenue passengers for Chicago.

No. 529 will stop on signal at Afton to receive parcel post mail and to discharge revenue passengers from Chicago. Stop at Brooklyn and Oregon to discharge revenue passengers from Harvard and beyond.

No. 506 and 520 will stop on signal at Ablemans, North Freedom, Merrimac, Dane, Waunakee and Mendota to receive revenue passengers for Madison and beyond; stop at Mendota to discharge revenue passengers from Eau Claire and beyond; stop at Oregon and Brooklyn to discharge revenue passengers from beyond Madison, and on signal to receive revenue passengers for Janesville and beyond.

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 by train order.

MAD 3

Between Evansville and Afton all extra trains in either direction will run via Hanover unless otherwise directed by train order.
That section of Tower DO siding, between the east and west cross-over switches, will be used for the meeting and passing of trains.
No. 921 is superior to No. 930 and No. 936.

BETWEEN BELTON AND MADISON

WESTWARD					Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from Milwaukee	Subdivision 4			Communicating Stations	Capacity of Siding	Telegraph Calls	EASTWARD			
THIRD CLASS	SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS	THIRD CLASS							
669	679	621	611	601				610	620	670				668			
Way Freight	Time Freight	Madison Passenger	Madison Passenger	Madison Passenger				Milwaukee Passenger	Milwaukee Passenger	Milwaukee Stock Freight				Way Freight			
Monday Wednesday Friday	Daily except Sunday	Sunday Only	Daily except Sunday	DAILY				DAILY	DAILY	Daily except Sunday	Tuesday Thursday Saturday						
		PM 6.00	PM 4.15	AM 8.00	0			AM 11.59	PM 9.00								
		7.45	7.25	10.40	550			10.00	7.00								
AM 6.05	PM 9.43	PM 8.04	PM 7.42	AM 10.56		9.2	CHICAGO.....	AM 9.40	PM 6.39	AM 3.45	PM 2.30						
\$ 6.20	10.00	8.10	7.48	11.03	1305	14.2	CALHOUN.....	9.35	6.33	3.20	\$ 2.15						
\$ 7.00	10.25	\$ 8.19	\$ 7.56	\$ 11.12	1308	WY 19.6	WAUKESHA.....	\$ 9.28	\$ 6.26	3.00	\$ 2.00						
\$ 7.35	11.00	8.29	8.07	\$ 11.24	1311	27.6	WALES.....	\$ 9.16	6.13	2.20	\$ 1.30						
\$ 8.10	11.15	8.35	8.14	11.29	1313	Y 32.6	DOUSMAN.....	\$ 9.07	6.07	1.50	\$ 1.10						
\$ 8.58	11.30	8.42	\$ 8.21	11.36	1315	38.5	SULLIVAN.....	\$ 8.58	6.00	1.30	\$ 12.50						
\$ 9.15	11.45	8.48	8.28	\$ 11.43	1317	44.0	HELENVILLE.....	8.51	5.53	1.05	\$ 12.30						
\$ 10.40	12.45	\$ 8.54	\$ 8.34	11.52	1318	WY 49.1	JEFFERSON JUNCTION.....	\$ 8.45	\$ 5.45	12.45	12.10						
11.00	1.05	\$ 9.03	\$ 8.44	12.02	1321	56.0	LAKE MILLS.....	\$ 8.37	\$ 5.37	12.05	10.30						
12.20	1.20	9.10	8.51	12.08	1323	61.5	LONDON.....	\$ 8.29	5.29	11.40	\$ 9.30						
\$ 12.50	1.30	9.14	8.55	\$ 12.12	1327	W 64.8	DEERFIELD.....	\$ 8.25	\$ 5.25	11.25	\$ 9.20						
\$ 1.15	1.50	9.21	9.02	\$ 12.22	1330	71.5	COTTAGE GROVE.....	\$ 8.18	5.17	11.05	\$ 9.00						
1.35	2.10	9.31	9.12	12.34		80.5	TOWER PD.....	8.06	5.06	10.30	8.30						
	2.45 AM				0913	FWY TT 81.0	MONONA YARD.....			10.20 PM							
1.45 PM		9.45 PM	9.25 PM	12.40 PM	913	82.0	MADISON.....	8.00 AM	5.00 PM		8.20 AM						
Monday Wednesday Friday	Daily except Monday	Sunday Only	Daily except Sunday	DAILY				DAILY	DAILY	Daily except Saturday	Tuesday Thursday Saturday						
669	679	621	611	601				610	620	670	668						

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

No. 621 on Sundays will wait at National Avenue for passengers on No. 211, and No. 511 Sundays only will wait at Madison until 9.50 PM in order to insure a connection.

East wye switch at Hall's Siding one mile east of Waukesha must be kept lined for the wye. This serves as derail to protect main line.

No. 621 will stop at Dousman, Sullivan, London, Deerfield and Cottage Grove to discharge revenue passengers from Milwaukee and beyond, and on signal to receive revenue passengers for Madison and beyond, and at Wales to discharge revenue passengers from Waukesha and beyond and on signal to receive revenue passengers for Madison and beyond.

No. 620 will stop at Cottage Grove, London and Dousman on signal to receive revenue passengers for West Allis and beyond, and to discharge revenue passengers from Madison and beyond.

No. 611 will stop at Dousman to discharge revenue passengers from West Allis and beyond, and on signal to receive revenue passengers for Madison and beyond.

BETWEEN TOWER MX AND LANCASTER

WESTWARD				Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from Tower MX	Subdivision 5 STATIONS Time Table 364 September 25th, 1938	Communicating Stations	Capacity of Siding	Telegraph Calls	EASTWARD			
THIRD CLASS		FIRST CLASS									FIRST CLASS		THIRD CLASS	
635	633	617									620		632	634
Way Freight	Way Freight		MOTOR Lancaster Passenger								MOTOR Madison Passenger		Way Freight	Way Freight
Daily except Sunday	Daily except Sunday		Daily except Sunday								Daily except Sunday		Daily except Sunday	Daily except Sunday
			AM 7.50	913			MADISON	C S		M Z	PM 4.25			
AM 6.15			AM 7.53				TOWER MX 9.8	C S		M X	4.12		PM 1.52	
\$ 6.40			\$ 8.12	1336		9.8	VERONA 5.9	C S		V A	\$ 3.53		\$ 1.25	
\$ 6.55			\$ 8.22	1338	W	15.7	RILEY'S 3.4				\$ 3.41		\$ 1.05	
\$ 7.05			\$ 8.27	1340		18.1	KLEVENVILLE 4.0				\$ 3.34		\$ 12.55	
\$ 7.30			\$ 8.40	1341	W	22.1	MOUNT HOREB 5.0	C S		M R	\$ 3.25		\$ 12.45	
\$ 7.45			\$ 8.50	1343		27.1	BLUE MOUNDS 4.1				\$ 3.15		\$ 12.20	
\$ 8.05			\$ 8.59	1344	F W	31.2	BARNEVELD 5.7	C S		B N	\$ 3.04		\$ 12.05	
\$ 8.30			\$ 9.10	1346		36.9	RIDGEWAY 9.1	C S		R A	\$ 2.52		\$ 11.50	
{ \$ 8.55 9.45			\$ 9.29	1348	W	46.0	DODGEVILLE 7.5	C S	30	D G	\$ 2.34		\$ 11.20	
\$ 10.10			\$ 9.41	1350		53.5	EDMUND 3.4	C S		D U	\$ 2.19		\$ 10.50	
\$ 10.35			\$ 9.49	1351		56.9	COBB 4.5	C S		C O	\$ 2.10		\$ 10.35	
\$ 10.46	AM 9.00		\$ 10.00	1353	F W Y	61.4	MONTFORT JUNCTION 1.0				2.00		AM 9.35 10.20	
\$ 11.10	9.05 AM		\$ 10.05	1355		62.4	MONTFORT 6.0	C S	42	M F	\$ 1.57		\$ 10.05	
\$ 11.25			\$ 10.15	1378		68.4	PRESTON 4.0				\$ 1.44		\$ 9.05	
\$ 11.35			\$ 10.22	1379	Y	72.4	LANCASTER JUNCTION 2.5				\$ 1.37		\$ 8.50	
\$ 12.05			\$ 10.27	1383		74.9	FENNIMORE 2.5	C S	26	F E	\$ 1.32		\$ 8.40	
\$ 12.15			\$ 10.38	1379	Y	72.4	LANCASTER JUNCTION 4.0				\$ 1.23		\$ 8.20	
\$ 1.15			\$ 10.50	1380		76.4	STITZER 4.0				\$ 1.15		\$ 8.10	
f 1.30			f 11.00	1381		80.4	LIBERTY 4.0				f 1.08		\$ 7.55	
2.00 PM			11.15 AM	1382	FWTT	84.4	LANCASTER 4.0	C S	20	C S	1.00 PM		7.45 AM	
Daily except Sunday	Daily except Sunday		Daily except Sunday								Daily except Sunday		Daily except Sunday	
635	633		617								620		632 634	

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

All scheduled trains toward Fennimore from Lancaster Junction are superior to all trains of the same or inferior class returning from Fennimore to Lancaster Junction.

No. 633 is superior to No. 632.

BETWEEN GALENA AND MONTFORT JUNCTION

WESTWARD				EASTWARD			
THIRD CLASS				THIRD CLASS			
	629				628		
	Mixed				Mixed		
	Daily except Sunday				Daily except Sunday		
AM 10.05		1353	FWY	.....	AM 9.00		
\$ 10.45		1375	4.9	.....	\$ 8.40		
\$ 11.05		1374	9.7	.....	\$ 8.20		
\$ 11.20		1372	15.9	.....	\$ 8.05		
\$ 11.40		1360	21.1	.....	7.50		
\$ 12.15		1370	25.1	.....			
\$ 12.40		1369	21.1	.....	\$ 7.30		
\$ 12.50		1368	25.8	.....	\$ 7.00		
\$ 1.10		1366	28.5	.....	\$ 6.50		
\$ 1.55		1365	32.0	.....	\$ 6.35		
\$ 2.00		1364	34.2	.....	\$ 6.25		
\$ 2.04		1363	36.0	.....	\$ 6.18		
\$ 2.06		1369	36.6	.....	6.15		
			39.3	.....			
2.06			36.6	.....	\$ 6.15		
\$ 2.10		1368	37.8	.....	\$ 6.10		
\$ 2.15		1362	39.5	.....	\$ 6.05		
3.15 PM		1360	40.9	.....	5.45 AM		
Daily except Sunday				.....	Daily except Sunday		
629				.....	628		

All scheduled trains toward Platteville are superior to all trains of same or inferior class returning from Platteville to Ipswich

BETWEEN GALESVILLE AND TREMPPEALEAU

WESTWARD				EASTWARD			
SECOND CLASS				THIRD CLASS			
	39	37			38	40	
Way Freight	Way Freight			Way Freight	Way Freight		
Monday Wednesday Friday	Tuesday Thursday Saturday			Tuesday Thursday Saturday	Monday Wednesday Friday		
PM 1.20	AM 7.50	954	.....	AM 8.45	PM 2.30		
1.45 PM	8.15 AM	975	7.1	8.20 AM	2.05 PM		
Monday Wednesday Friday	Tuesday Thursday Saturday			Tuesday Thursday Saturday	Monday Wednesday Friday		
39	37			38	40		

BETWEEN ELROY AND SPARTA

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WESTWARD				EASTWARD			
THIRD CLASS				THIRD CLASS			
	569	567			501	515	
Way Freight	Way Freight			Minnesota and Dakota Passenger	Minnesota and Black Hills Express		
Tuesday only	Daily except Sun. & Tues.			DAILY	DAILY		
AM	AM			PM	AM		
10.15	8.30			2.55	3.05		
\$ 11.15	\$ 9.00			\$ 3.07	\$ 3.16		
\$ 12.35	\$ 9.30			\$ 3.26	\$ 3.35		
\$ 12.50	\$ 9.50			\$ 3.37	\$ 3.47		
\$ 1.00	\$ 10.00			3.42	3.52		
1.25 PM	10.25 AM			3.58	4.10		
PM	AM			PM	AM		
1.30 PM	10.30 AM			4.05 PM	4.20 AM		
Tuesday only	Daily except Sun. & Tues.			DAILY	DAILY		
569	567			501	515		

BETWEEN AFTON AND EVANSVILLE

WESTWARD				EASTWARD			
SECOND CLASS				FIRST CLASS			
	591				594		
	Capitol				Badger		
	DAILY				Daily except Sunday		
AM 8.25		904	Y	.....	PM 8.00		
8.40		905	5.3	.....	7.46		
8.50		906	8.6	.....	7.38		
4.00		907	12.3	.....	7.30		
4.30 AM		908	FWY	.....	7.15 PM		
DAILY				.....	Daily except Sunday		
591				.....	594		

Between Evansville and Afton, all extra trains in either direction will run via Hanover unless otherwise directed by train order.

BETWEEN TOWER BJ AND ADAMS YARD

WESTWARD												EASTWARD																							
THIRD CLASS		SECOND CLASS				FIRST CLASS				Subdivision 2 STATIONS Time Table 364 Sept. 25th, 1938	Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from Milwaukee	Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS					SECOND CLASS					THIRD CLASS								
433	473		281	483	479	495			405								407	401	406	408	400				484	282	490	482	296	470	434				
Way Freight	Way Freight		Forester	Chief	Northwest	Iroquois			North Western Limited								MOTOR Local Passenger	The Four Hundred	North Western Limited	MOTOR Local Passenger	The Four Hundred				Mohawk	Pelican	Sunbeam	Spartan	Valley Paper	Way Freight	Way Freight				
Monday Wednesday Friday	Monday Wednesday Friday		Daily except Sunday	DAILY	DAILY	DAILY			DAILY								Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY				DAILY	Daily except Monday	DAILY	DAILY	DAILY	Tuesday Thursday Saturday	Tuesday Thursday Saturday				
				AM 10.30	PM 9.00	PM 9.15			PM 11.00								PM 3.00	PM 3.00			PM 9.30				PM 12.30	PM 7.00	PM 11.00	AM 1.40	AM 5.45		PM 4.00				
AM 6.00			PM 8.15	PM 2.10	AM 1.30	PM 10.35			1.00								4.30	4.15	550		8.15				AM 7.55	PM 12.40	PM 6.48	PM 11.25	AM 12.30						
			PM 9.45														PM 5.00		5716	FW YTT	14.70														
AM 6.40			PM 9.55	PM 2.15	AM 1.50	PM 10.40			AM 1.20								PM 5.02	PM 4.32	5715		14.00				AM 5.21	AM 9.20	PM 7.55		AM 7.50	PM 12.35	PM 6.40	PM 10.45	AM 12.20		PM 3.15
\$ 7.15									1.29								\$ 5.16	4.40	5723		22.02				5.12	\$ 9.07	7.48								\$ 2.55
\$ 7.27									1.33								\$ 5.24		5727		26.51				5.07	\$ 8.59									
\$ 7.50									1.36	\$ 5.29	4.47	5731		29.57				5.03	\$ 8.53	7.41									\$ 2.35						
\$ 8.12									1.41	\$ 5.38		5736		34.73				4.58	\$ 8.43										\$ 2.15						
\$ 8.40				2.55					1.44	\$ 5.44	4.55	5739	W	38.46				4.54	\$ 8.36	7.33									\$ 2.05						
\$ 9.10									1.50	\$ 5.54	5.00	5746		44.67				4.47	\$ 8.26	7.28									\$ 1.30						
																														\$ 1.15					
\$ 10.00			11.20 PM	3.40	3.20	12.20			1.57	\$ 6.04	5.06	5752	FWY	51.45				4.40	\$ 8.14	7.22			6.45	11.05 AM	5.25	8.15	10.50 PM		\$ 12.45						
\$ 10.15				3.50	3.30	12.40			2.02	\$ 6.12	5.11	5758		56.57				4.32	\$ 8.04	7.17			6.36		5.11	7.55			\$ 12.05						
\$ 10.55				4.00	3.40	12.52			\$ 2.10	\$ 6.22	\$ 5.19	5764		63.04				4.26	\$ 7.53	\$ 7.12			6.27		4.44	7.45			\$ 11.45						
\$ 11.30				4.12	3.52	1.05			2.19	\$ 6.32	5.26	5772	W	70.62				4.19	\$ 7.40	7.03			6.15		4.34	7.35			\$ 10.40						
\$ 11.55				4.24	4.12	1.17			2.25	\$ 6.58	5.32	5778		76.99				4.12	\$ 7.29	6.58			6.05		4.24	7.25			\$ 10.15						
\$ 12.10				4.32	4.28	1.25			2.31	\$ 7.08	5.37	5784		82.85				4.05	\$ 7.18	6.53			5.45		4.13	7.03			\$ 9.32						
\$ 12.25				4.40	4.40	1.37			2.34	\$ 7.13	5.40	5787	W	85.81				4.02	\$ 7.13	6.50			5.40		4.08	6.52			\$ 9.15						
12.35				4.50	4.50	1.49			2.39	7.21	5.45	5792		91.15				3.57	7.04	6.46			5.25		4.00	6.12			8.50						
\$ 1.00				4.57	4.59	1.58			2.44	\$ 7.30	5.49	5797		95.98				3.52	\$ 6.56	6.41			5.18		3.47	6.05			\$ 8.35						
\$ 1.10				5.05	5.10	2.06			2.49	7.38	5.54			101.17				3.47	6.47	6.36			5.10		3.40	5.54			8.20						
\$ 1.12				5.06	5.15	2.07			2.50	\$ 7.40	5.55	5803		102.03				3.46	\$ 6.45	6.35			5.09		3.38	5.23			\$ 8.15						
\$ 1.22				5.15	5.26	2.17			2.55	\$ 7.51	5.58	5807	W	106.51				3.42	\$ 6.37	6.32			5.03		3.32	5.15			\$ 7.55						
\$ 1.35				5.25	5.36	2.30			3.00	\$ 8.01	6.03	5813		112.03				3.37	\$ 6.27	6.28			4.55		3.25	4.58			\$ 7.38						
\$ 1.55				5.35	5.45	2.40			3.06	\$ 8.11	6.08	5818		117.38				3.32	\$ 6.18	6.23			4.45		3.17	4.50			\$ 7.20						
\$ 2.10	AM 7.00			5.50	5.55	2.50			\$ 3.24	8.25 PM	\$ 6.15	5825	FW TT	124.45				\$ 3.24	6.05 AM	\$ 6.15			4.33		3.05	4.35		PM 1.45	\$ 6.35						
2.15 PM	7.05 AM			5.55	6.00	2.55			3.25	AM	6.20 PM			125.45				3.18 AM		6.10 PM			4.30 AM		3.00 PM	4.32 PM		1.40 PM	6.30 AM						
Monday Wednesday Friday	Monday Wednesday Friday		Daily except Sunday	DAILY	DAILY	DAILY			DAILY	Daily except Sunday	DAILY							DAILY	Daily except Sunday	DAILY			DAILY	Daily except Monday	DAILY	DAILY	DAILY	Tuesday Thursday Saturday	Tuesday Thursday Saturday						
433	473		281	483	479	495			405	407	401							406	408	400			484	282	490	482	296	470	434						

NO. 400 IS SUPERIOR TO ALL TRAINS. NO. 401 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 400. FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF TRAINS NOS. 400 AND 401 FIFTEEN MINUTES.

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

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

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

TRAINS BETWEEN TOWER BJ AND MILWAUKEE WILL BE GOVERNED BY MILWAUKEE DISTRICT TERMINAL TIME TABLE.

BETWEEN WINONA AND ADAMS YARD

MAD. 7

WESTWARD											EASTWARD																				
THIRD CLASS		SECOND CLASS				FIRST CLASS					Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from Milwaukee	Subdivision 3		Communicating Stations	Capacity of Siding	Telegraph Calls	FIRST CLASS						SECOND CLASS			THIRD CLASS			
	473	483	471	479	495		419	401	501	515				405	406				502	418	400	514					484	482	490	470	
	Way Freight	Chief	Zenith	Northwest	Iroquois		The Minnesota Four Hundred	The Four Hundred	Minnesota and Dakota Passenger	Minnesota and Black Hills Express				North Western Limited					North Western Limited	Dakota and Minnesota Passenger	The Minnesota Four Hundred	The Four Hundred	Minnesota and Black Hills Express					Mohawk	Spartan	Sunbeam	Way Freight
	Monday Wednesday Friday	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY				DAILY					DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	Tuesday Thursday Saturday
	AM 7.05	PM 8.00	AM 11.10	AM 10.30	AM 8.30			PM 6.20			AM 8.25	5825	FWTT	125.45	ADAMS YARD	CS	95	F S	AM 3.18			PM 6.10				AM 3.45	PM 1.00	PM 2.27	PM 1.40		
s	7.12	8.15	11.25	10.40	8.45			6.25			3.30	5832		131.00	DELLWOOD		98		3.13			6.05				3.30	12.49	2.17	s 1.25		
s	7.25	8.30	11.45	10.52	9.00			6.32			3.39	5839		138.29	NECEDAH	CS	98W 30E	DC	3.06			5.58				3.21	12.35	2.07	s 1.10		
s	7.40	8.45	12.10	11.05	9.18			6.40			3.49	5848		146.70	CUTLER		125		2.58			5.50				3.10	12.10	1.53	s 12.50		
s	7.46											5852		150.71	SHENNINGTON														s 12.38		
s	8.00	9.10 PM	12.30 PM	11.55 AM	9.40		PM 6.50	s 6.47 PM			4.05 AM	5855	W Y	153.94	WYEVILLE	CS	96	DU	2.50 AM			PM 5.38	5.43 PM		2.55 AM	11.55 PM	1.40 PM	s 12.30			
s	8.15				9.53		6.57					5861		160.39	NORTH TOMAH		61					5.30				11.21			s 12.01		
s	8.21				10.00		7.00					5864		163.29	TUNNEL CITY		62					5.26				11.15			s 11.45		
s	8.35				10.12		7.07					5871		169.78	FORESMAN		61					5.18				11.00			11.29		
s	8.40				10.15		7.09					5872		171.61	CAMP MCCOY							5.15				10.55			s 11.25		
	8.50				10.25		7.16		PM 3.58	AM 4.10			F Y		TOWER MR.				AM 11.56	5.07		PM 11.56				10.45			11.16		
s	10.00				10.40		7.20		s 4.05	s 4.20		943	W	177.38	SPARTA	CS	62	RT		s 11.55	s 5.06		s 11.55			10.40			s 11.15		
s	10.20				10.50		7.28		s 4.13	s 4.29		944		183.24	ROCKLAND				s 11.44	4.57		11.39			10.20			s 10.50			
s	10.30				11.00		7.32		s 4.17	s 4.35		946		186.75	BANGOR	CS	32	GO	s 11.37	4.53		11.35			10.11			s 10.40			
s	10.40				11.30		7.38		s 4.24	s 4.42		947		191.52	WEST SALEM	CS	33W 100E	S R	s 11.30	4.47		11.28			10.02			s 10.20			
s	11.50						7.47		4.34	4.51		948	FW Y	198.60	MEDARY	CS	22	W J		11.17	4.39		11.17			9.47			s 9.45		
	12.15				11.50				s 4.45	s 5.12		951		202.60	LA CROSSE	CS		XN		s 11.07			s 11.07								
	12.15				11.50		7.47		4.57	5.25		948	FW Y	198.60	MEDARY	CS		W J		10.53	4.39		10.52			9.42			9.25		
s	12.25				11.55		7.50		s 5.02	s 5.29		950		200.30	ONALASKA	CS		ON	s 10.49	s 4.35		s 10.48			9.38			s 9.20			
s	12.40				12.05		7.55		s 5.08	s 5.36		952		204.24	MIDWAY	CS	100	MY	s 10.43	4.30		10.43			9.31			s 9.10			
s	12.50				12.15		8.01		5.13	5.43		953		208.69	LYTTLES		34		10.36	4.25		10.37			9.22			9.00			
s	2.35				12.28		8.08		s 5.22	s 5.55		954		214.66	TREMPEALEAU	CS	40	BN	s 10.28	4.18		s 10.29			9.10			s 8.50			
s	2.46				12.50		8.16		5.31	6.05		955		221.33	PINE CREEK		66		10.16	4.10		10.19			8.56			s 7.35			
s	2.51				1.00		8.18		5.33	s 6.07		956		222.39	MARSHLAND	CS		S X	s 10.14	4.08		10.17			8.50			s 7.20			
s	2.57				1.15		8.23		5.37	6.12		957		225.44	BLUFF SIDING		60		10.08	4.03		10.12			8.40			7.06			
s	3.10 PM				1.40 PM		8.30 PM		5.45 PM	6.20 AM		1000	FWTT	227.36	WINONA	CS		W		10.05 AM	4.00 PM		10.08 PM			8.30 AM			7.00 AM		
								9.30			8.15				ST. PAUL				11.20			3.00			8.15 PM		7.00 AM				
								10.00 PM			8.50 AM				MINNEAPOLIS				10.45 PM			2.30 PM									
Monday Wednesday Friday	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	Tuesday Thursday Saturday			
	473	483	471	479	495		419	401	501	515	405								406	502	418	400	514			484	482	490	470		

Scheduled trains toward La Crosse are superior to all trains from La Crosse to Medary.

NO. 400 IS SUPERIOR TO ALL TRAINS. NO. 401 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 400. FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF TRAINS NOS. 400 AND 401 FIFTEEN MINUTES.

Eastward scheduled trains will back into La Crosse.
Westward scheduled trains will head into La Crosse.

The siding east of West Salem and the east siding at Necedah will be used for the meeting and passing of trains.
The siding south of main track between Adams and Adams Yard will be the siding for meeting and passing of trains at Adams Yard.

BETWEEN WINONA AND WASECA

WESTWARD										Subdivision 7				EASTWARD												
THIRD CLASS						Second Class	FIRST CLASS				STATIONS				FIRST CLASS				Second Class	THIRD CLASS						
9	85	21	79	31	83	495		419	501	515					502	418	8	514	482	84	86	10	32	22		
C.G.W. Way Freight	Way Freight	Mixed	Way Freight	Mixed	Way Freight	Time Freight		The Minne- sota Four Hundred	Minne- sota and Dakota Passen- ger	Minne- sota and Black Hills Express	Station Numbers	Fuel, Water, Wye and Turn Table Stations	Distance from Winona	Communicating Stations	Capacity of Siding	Telegraph Calls	Dakota and Minne- sota Passen- ger	The Minne- sota Four Hundred	C. G. W. Passen- ger	Black Hills and Minne- sota Express	Time Freight	Through Freight	Way Freight	C.G.W. Way Freight	Mixed	Mixed
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY		DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
PM 8.10			PM 12.15			PM 4.30		PM 8.35	PM 5.50	AM 6.30	1000	FWTT					AM 10.00	PM 3.55		PM 10.00	AM 6.30	AM 8.30		AM 11.05		
8.15			12.20			4.35		8.38	5.58	6.35	1002		1.0				9.54	3.50		9.55	6.15	8.20		11.00		
8.25			12.30			4.50		8.43	6.08	6.43	1004		6.0				9.47	3.45		9.49	6.05	8.10		10.50		
3.40			12.45			5.05		8.48	6.15	6.51	1005	W	11.0				9.39	3.40		9.43	5.50	8.00		10.35		
4.05			1.45			5.35		9.03	6.35	7.07	1007		19.0				9.24	3.26		9.29	5.25	7.30		10.10		
4.15			2.00			5.43		9.07	6.40	7.14	1008		22.0				9.18	3.22		9.24	5.05	7.14		10.00		
4.30			2.15			5.55		9.14	6.48	7.25	1009	W	28.0				9.08	3.16		9.14	4.50	6.50		9.45		
4.40			2.30			6.05		9.18	6.55	7.32	1010		32.0				9.01	3.12		8.58	4.40	6.40		9.25		
4.55	PM 2.10	PM 12.30	3.07	AM 9.55		6.18		9.23	7.05	7.45	1012	FW	37.0				8.52	3.07		8.50	4.25	6.30	9.45	9.15	PM 12.10	PM 2.05
5.00 PM		12.35 PM										Y	37.9													
	2.15		8.12	10.00 AM		6.22		9.26	7.07	7.48			38.1				8.48	3.04		8.44	3.58	6.25	9.40		9.10 AM	2.00 PM
	2.27		8.25			6.35		9.32	7.14	7.59	1014		44.0				8.40	2.58		8.38	3.40	6.10	9.25		12.05 PM	
	2.32		8.35			6.40		9.35	7.18	8.03			46.4					2.55		8.35	3.30	6.05	9.10			
	2.40 PM		4.00 PM		AM 9.00	6.50		9.40	7.30	8.15	1016	FWTT	50.0				8.30	2.50	PM 6.47	8.30	3.20	5.50	9.00 AM			
					9.20	8.55		9.52	8.00	8.30	1018		59.3				8.20	2.35	6.32	8.00	1.45	5.15				
					10.00	9.05		9.58	8.15	9.02	1019	W	64.5					7.52	2.29	6.25	7.45	1.30	5.00			
					10.12	9.15		10.04	8.25	9.13			70.1					7.42	2.23	6.17	7.35	1.15	4.47			
					10.25	9.20		10.06	8.32	9.18	1020		70.5					7.38	2.22		7.32	1.10	4.45			
						10.40	9.35		10.12	8.45	9.31	1022	W	77.5				7.28	2.15		7.21	12.55	4.30			
						10.50	9.45		10.18	8.53	9.39	1023		82.8							7.18	12.40	4.15			
						10.55	9.50														7.10	12.35	4.10			
						10.37	10.37		10.21	8.58	9.42	1024		85.0												
						12.30	10.50		10.30	9.15	9.55	1025	W	90.0				7.10	2.00		7.02	12.15	4.00			
						12.50	11.10		10.42	9.30	10.08	1027		99.0							6.45	11.45	3.40			
						1.15 PM	11.30 PM		10.50 PM	9.45 PM	10.25 AM	1028	FWTT	105.0				6.45 AM	1.40 PM		6.35 PM	11.30 PM	3.30 AM			
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY		DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
9	85	21	79	31	83	495		419	501	515							502	418	8	514	482	84	86	10	32	22

No. 515 will stop on signal at Stockton and Dover to receive revenue passengers for Mankato and beyond; at Stockton to discharge revenue passengers from east of Winona, and will stop at Haverhill and Meriden when necessary to do so to unload parcel post, or when instructed to stop or when flagged to load parcel post or cream shipments.

No. 501 will stop at Byron to discharge revenue passengers from Winona and beyond and on signal to receive revenue passengers for Mankato and beyond; and on Sundays to receive or discharge revenue passengers.

No. 502 will stop at Haverhill when necessary to do so to unload parcel post, or when instructed to stop or when flagged to load parcel post or cream shipments.

No. 418 will stop on signal at Dodge Center to receive revenue passengers for Milwaukee and beyond, and will reduce speed to forty (40) miles per hour passing through Lewiston.

No. 514 will stop at Byron to discharge revenue passengers from Mankato and beyond, or from connecting lines at any junction point, and on signal to receive revenue passengers for Winona and beyond, and on Sundays to receive or discharge revenue passengers; will stop on signal at Dover to receive revenue passengers for Winona and beyond, and will stop on signal at Minnesota City to receive revenue passengers for La Crosse and beyond.

No. 419 will stop at Dodge Center to discharge revenue passengers from Milwaukee and beyond.

BETWEEN CHATFIELD JUNCTION AND CHATFIELD

WESTWARD						EASTWARD		
Third Class	Second Class		Subdivision 7a			THIRD CLASS		
9	21		STATIONS			10	22	
C.G.W. Way Freight	Mixed		Time Table 364			C.G.W. Way Freight	Mixed	
Daily except Sunday	Daily except Sunday		September 25th, 1938			Daily except Sunday	Daily except Sunday	
PM 5.00	PM 12.35	.....	Y	.....	.....	AM 9.10	PM 2.00	.....
5.15 PM	12.45	.....	2.4	.....	.....	9.00 AM	1.50	.....
	12.48	.....	3.0	.....	.....		1.47	.....
	1.10 PM	11.00	TT	11.4	.....	CS CF	1.25 PM	.....
Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday
9	21						10	22

BETWEEN PLAINVIEW JUNCTION AND PLAINVIEW

WESTWARD		EASTWARD	
SECOND CLASS		THIRD CLASS	
	31		32
Mixed		Mixed	
Daily except Sunday		Daily except Sunday	
AM 10.00		PM 12.05	
\$10.15	1112	\$11.60	
\$10.35	1114	\$11.85	
10.50 AM	1116 WTT	11.20 AM	
Daily except Sunday		Daily except Sunday	
31		32	

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

Every employe, 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 revenue passengers or freight.
M—Meals. N—Luncheon.

The following signs when placed elsewhere indicate:

F—Fuel. W—Water.
TT—Turntable. 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.

Enginemen, trainmen and other employes are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, 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 and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these obstructions. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time 1. Clocks showing Central Standard time are located at Janesville, Madison, Baraboo, Elroy, Galena, Lancaster, Butler, Adams, Adams Yard, Clyman Jct., Winona Telegraph Office, Winona Yard Office, Winona Enginehouse, Eyota, Waseca Telegraph Office, Waseca Enginehouse.

Superior Direction 2. **EASTWARD** trains are superior to **WESTWARD** trains of the same class, except between La Crosse and Medary.
Rule S-72

Two Track Districts 3. Two tracks are in operation between Evansville and Elroy, Tower BJ and Clyman Jct.

Train Orders 4. In two or more track districts extra freight trains will be operated without train orders.
Rule D-97a

Register Stations 5. Train registers are located at:

Janesville.	Eyota (for Subdiv. 7-a and 7-b trains only).	Adams Yard (for freight trains only).
Evansville.		Wyeville.
Madison.	Plainview.	Belton.
Monona Yard.	Planks Jct.	Montfort.
Elroy.	Chatfield.	Montfort Jct.
Sparta.	Rochester.	Lancaster.
La Crosse (for first class trains).	Tower GW (for C. G. W. trains only).	Lancaster Jct.
Winona (1 in Pass. Station and 1 in Yard Office).	Waseca.	Ipswich.
	Clyman Jct.	Galena.
	Adams.	

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 470. 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 Train Dispatcher's Office, and enter in full in register at Adams Yard.

At Madison for trains to and from Subdivisions 1 and 4 originating and terminating at Madison.

At Monona Yard for all trains to and from Subdivisions 1 and 4 originating and terminating at Monona Yard.

First class trains may register with Blank R at Evansville; also at Belton during hours switch tender is on duty; all trains with Blank R at Clyman Jct. and Wyeville.

Trains originating at Madison and Monona Yard, operating on Subdivision 5 from Tower MX, will obtain at Madison or Monona Yard, a train order register check on over-due trains on Subdivision 5, and will not be required to obtain Clearance Form A when train order signal is clear, at Tower MX.

No. 8 will register with Blank R at Tower GW and Rochester.

Nos. 418 and 419 will register with Blank R at Waseca Rochester and Sparta.

Clearance Form A 6. Trains will not be required to obtain Clearance Form A at originating point when same is a non-communicating station or office is closed and will not be required to obtain Clearance Form A at Belton or Tower BJ if train order signal is clear.

Nos. 501 and 511 will not be required to obtain Clearance Form A at Caledonia if train order signal is clear.

Freight Trains Carrying Passengers 7. The following freight trains only will be permitted to carry a limited number of passengers, provided with proper transportation:

WESTWARD

No. 31, between Eyota and Plainview.
Nos. 37-39, " Trempealeau and Galesville.
No. 86-85, " Rochester and Eyota.
No. 473, " Adams and Sparta.
No. 567-569, " Elroy and Sparta.
No. 633, " Montfort Jct., and Montfort.
No. 635, " Mt. Horeb and Lancaster.
No. 629, " Montfort Jct., and Galena.

EASTWARD

No. 32, between Plainview and Eyota.
Nos. 38-40, " Trempealeau and Galesville.
No. 470, " Sparta and Adams.
Nos. 566-568, " Sparta and Elroy.
No. 632, " Montfort and Montfort Jct.
No. 634, " Lancaster and Mt. Horeb, except Tuesdays.
No. 628, " Galena and Montfort Jct.

Bulletin Boards 8. Bulletin Boards are located as follows:

	For Conductors, Trainmen and Yardmen	For Enginemen
Caledonia.....	Telegraph Office.....	
Beloit.....	Yard Office.....	Locker Room
Janesville.....	Telegraph Office.....	
So. Janesville.....	Telegraph Office.....	Enginehouse
Madison.....	Trainmen's Room.....	
Monona Yard.....	Yard Office.....	Enginehouse
Baraboo.....	Telegraph Office.....	Tel. Office
Elroy.....	Telegraph Office.....	Enginehouse
Sparta.....	Telegraph Office.....	Tel. Office
LaCrosse.....	Freight Office.....	Frt. Office
Winona.....	Conductor's Room.....	Enginehouse
Winona.....	Trainmen's Room.....	
Winona.....	Yard Office.....	
Eyota.....	Telegraph Office.....	
Rochester.....	Telegraph Office.....	
Waseca.....	Firemen's Room.....	Enginehouse and Pass. Station
Milwaukee.....	Telegraph Office.....	Enginehouse
Butler.....	Telegraph Office.....	Enginehouse
Clyman Jct.....	Interlocking Tower.....	
Adams Yard.....	Telegraph Office.....	Enginehouse
National Ave.....	Telegraph Office.....	
Montfort.....	Telegraph Office.....	
Lancaster.....	Telegraph Office.....	Enginehouse
Galena.....	Telegraph Office.....	Enginehouse

Freight Train Inspection 9. All freight trains will stop and train crew will make inspection of their train at following points:

EASTWARD		WESTWARD	
Claremont,	Beloit	Caledonia (trains from Wis. Div.).	
Dodge Center or	Adams	Beloit	Clyman Jct.
Kasson	Clyman Jct.	Evansville	Adams
Rochester	Ipswich	Monona	Jefferson Jct.
Lewiston	Montfort	Yard	Mt. Horeb
Sparta	Mt. Horeb	Baraboo	Montfort
Baraboo	Jefferson Jct.	Sparta	Ipswich
Monona Yard		Rochester	Kasson, Dodge Center or
Evansville			Claremont.

No. 591 will not make inspection of train at Caledonia provided thorough inspection is made at Harvard.

C. G. W. eastward trains will be carefully inspected before coming on to C. & N.W. main line at Planks Jct., and will also be inspected at Utica, but need not be inspected at Lewiston. C. G. W. westward trains will be inspected at Utica.

Freight train crews will be expected to make running inspections of their trains at all points where stop is made for coal, water, etc., and which are not regular inspection points.

Time Tables 10. Conductors and Enginemen running between Caledonia and Harvard; Janesville and Clyman Jct.; Milwaukee District Terminal (Milwaukee and Butler, either direction); Elroy and Minneapolis, and Waseca and Tracy, must provide themselves with copies of Wis., Lake Shore, Dakota Divisions, Milwaukee District Terminal or C. St. P. M. & O. Ry. (Eastern Div.) current Time Tables, and be governed by them.

Double Heading Passenger Trains 11. When for any reason it is necessary to double-head passenger trains, the regular passenger engineman and engine will be placed in the lead. However, if it is inconsistent to place the regular engine ahead, the engineman will change engines in order that the regular engineman will be on the leading engine.

Disabled Engine 12. In case of engine failure and another engine is substituted, either passenger or freight, the engineman of the disabled engine will take the engine that is furnished for relief, leaving the disabled engine with the engineman whose engine is used to replace the disabled engine; in other words, the regular engineman will continue with his train.

Air Brakes Rule 1073 13. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Sprinkling Hogs Rule 731 14. Conductors will see that Rule 731 is observed, and that record is kept on wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at:

Monona Yard	Winona	Dalton	Dodgeville
Baraboo	Eyota	Adams	Montfort Jct.
Reedsburg	Elgin	Wyeville	Strawbridge.
Medary	Clyman Jct.	Mt. Horeb	

Mail Cranes 15. Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains, and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Whistle Sounded Rule 14 16. For prevention of accidents at grade crossings, whistle signals will be sounded whenever or wherever, in the engineman's judgment, an accident may be averted.

It is of the utmost importance that the engineman 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 districts 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, 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.

At crossings where main tracks only are protected by automatic signals, trainmen will protect movements over crossings on side and industry tracks.

Whistling Ordinances 17. Railroad Companies shall not cause or allow the whistle of any locomotive engine or gas-electric motor car to be sounded within the city limits of Madison, Waukesha and Rochester, except such as may be absolutely necessary to prevent injury to persons and to property.

Whistling Nos. 400 and 401. 18. Enginemen operating trains 400 and 401 when sounding regulation crossing whistle will begin sufficiently in advance of the whistling post location. Whistles must be sounding while engine is approaching and passing over the crossing.

Use of Engine Sand 19. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Excessive Curvature 20. On account of excessive curvature, freight equipment more 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.

21. 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.

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, 2 and 3, red flag by day and a red light by night will be displayed, except watchman will display a white flag by day and a white light by night when tunnel is clear for approaching trains.

Belton 22. During the hours that the Telegrapher is not on duty at Belton should a signal for a route indicate "Stop" (Rule 501A); movements over the junction switch and the crossover switches must be preceded by a flagman. Before proceeding, the enginemen and trainmen must know that the route is properly lined and that there is no conflicting movement.

Beloit 23. Road engines will not use the following tracks beyond switches: North Joint Yard track; New Yard tracks; Shoe Factory track; South Beloit Joint Yard track.

North Freedom-LaRue Spur 24. Tramway over track at stone quarry of the Harbison-Walker Refractories Company on spur track between North Freedom and LaRue must be raised before cars or engines are moved under it, to provide proper clearance.

Reedsburg 25. All switching movements made over grade crossing at power house must be protected by a member of train crew on the ground at the crossing.

Elroy 26. No. 1 track east of and adjacent to C. St. P. M. & O. main track, from extreme east end of old yard to new C. St. P. M. & O. yard will be available for passage of engines and trains of both roads. Switches must be lined up for C. St. P. M. & O. main and No. 1 tracks.

Sparta 27. The normal position of the junction switch at Tower MR will be for Winona-Adams Line.

La Crosse 28. Conductor and one brakeman must be on rear platform on all back-up Line movements of passenger trains.

Rochester 29. The transfer track will be kept clear of cars for C. G. W. No. 8.

Tower GW 30. The transfer track will be kept clear of cars for C. G. W. No. 8.

Planks Jct. 31. C. G. W. eastward trains will, upon arrival at Planks Junction, communicate with operator at Eyota to secure lineup before entering C. & N. W. tracks, and westward C. G. W. trains will, upon arrival at Planks Junction and when clear of C. & N. W. tracks, report by telephone to operator at Eyota time of arrival and clearing C. & N. W. tracks at that point.

32. Ash pans may be cleaned at the following places:

Cleaning Ash Pans	Station	Location
	Evansville	Stand pipe.
	Sparta	Stand pipe.
	Medary	Water tank.
	Eyota	Stand pipe.
	Claremont	Water tank.
	Owatonna	Stand pipe.
	Clyman Jct.	Stand pipe.
	Dalton	Stand pipe.
	Waukesha	Stand pipe.
	Jefferson Jct.	East of stand pipe.
	Barneveld	Coal platform.
	Montfort	Coal shed.
	Ipswich	West of coal platform.
	Strawbridge	Water tank.

Track Scales	32. Location	Length	Capacity
	So. Beloit.....	40 Ft.	100 Tons
	Beloit.....	40 "	100 "
	Madison.....	40 "	100 "
	Monona Yard.....	40 "	100 "
	Baraboo.....	40 "	100 "
	Elroy joint scale.....	46 "	100 "
	La Crosse.....	46 "	100 "
	Winona.....	46 "	100 "
	Rochester.....	40 "	100 "
	Waseca.....	40 "	100 "
	Butler.....	40 "	100 "
	Adams.....	40 "	100 "
	Milwaukee (Mitchell Yard).....	50 "	125 "
	Waukesha.....	46 "	100 "
	Ipswich.....	40 "	100 "

OPERATION OF CLASS H ENGINES

All passing tracks between Sussex and Wyeville, inclusive, may be used by Class H engines. This includes Track No. 6 in Wyeville Yard, which is assigned as a passing track.

Class H engines must not be operated on any house tracks, industry tracks or stock tracks. When necessary to do work on such tracks, a sufficient number of cars will be handled to avoid having engine operate over the turn-out.

Speed of Class H engines must be restricted to ten miles per hour when entering or leaving sidings, while moving on sidings, engine house and yard tracks, and all speed restrictions must be observed.

Class H engines may operate at Clyman Junction, only on east wye, north and south tracks, and on track No. 1 east of the Junction.

Adams Yard, over tracks numbers 1 to 8, inclusive, in west yard and tracks numbers 1 to 4 in east yard.

Wyeville, over the north, south and west wye, but not on any other yard tracks.

Class H engines are equipped with an emergency high powered red light located above the regular headlight on front end of engine.

The following rule will be observed when operating in either freight or passenger service:

In every case where the air brakes are applied from any cause other than by normal operation of train control apparatus, or the Engineman himself; or when the Engineman finds it necessary to stop his train due to some defect or under circumstances which might cause derailment and thereby foul the adjoining main track, Engineman will immediately turn on the emergency red light. When this is done, Engineman on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. This rule is applicable at all times, both day and night. This emergency red light must not be used for any other purpose.

In case of a headlight globe failure on Class H locomotives in passenger service, the high powered red light may be cleared to a white light by breaking the seal and adjusting the shutter, and the engine may proceed, operating this light as an emergency headlight.

When the train is proceeding, using the high powered light as an emergency headlight, at any time when conditions require the use of the red light, the Engineman will immediately adjust the shutter to the red position, and he must, on arrival at the first terminal where repairs can be made to the headlight, report the seal broken on the shutter of the emergency red light, and have it resealed in the red position.

The operation and use of this device will in no way relieve Enginemen or Trainmen from complying with the last paragraph of Rule No. 102.

ACTUAL TONNAGE RATINGS

DISTRICT	Class of Engines						
	H	JA	J	Z	ER-1	R	S-2
Westward.							
North Yard to Janesville.....		3000	2800	2425	1200	1000	800
Afton to Evansville.....		2450	2250	1950	1100	975	800
Janesville to Madison.....		3000	2800	2425	1200	1000	800
Madison to Baraboo.....		2100	2000	1725	950	850	700
Baraboo to Elroy.....		4800	4500	3900	2000	1800	1400
Elroy to Wyeville.....		2850	2650	2300	1500	1375	1000
Elroy to Sparta.....				1000	600	550	435
Eastward.							
Sparta to Elroy.....				1000	600	550	435
Wyeville to Elroy.....		2850	2650	2300	1500	1375	1000
Elroy to Baraboo.....		4800	4500	3900	2000	1800	1400
Baraboo to Madison.....		2100	2000	1725	950	850	700
Madison to Brooklyn.....		2350	2150	1850	1000	900	715
Brooklyn to Janesville.....		3600	3400	2900	1200	1075	850
Janesville to North Yard.....		2600	2400	2000	1150	1075	850
Evansville to Afton.....		2600	2400	2000	1150	1075	850
Westward.							
National Ave. to Wales.....		1850	1650	1400	850	750	600
Wales to Jefferson Jct.....		3200	3000	2650	1500	1300	1000
Jefferson Jct. to Monona Yard.....		2900	2700	2350	1350	1200	950
Monona Yard to Klevenville.....					900	775	650
Klevenville to Mt. Horeb.....					700	550	475
Mt. Horeb to Montfort.....					900	775	650
Montfort to Lancaster.....					550	475	375
Montfort to Galena.....					1050	975	800
Eastward.							
Galena to Montfort.....					800	700	525
Lancaster to Monona Yard.....					1000	850	675
Monona Yard to National Ave.....		2800	2700	2350	1350	1200	950
Westward.							
Butler to Adams.....	3800	2750	2500	2150	1350	1150	.....
Adams to Wyeville.....	5000	4000	3600	2150	1950	1750	.....
Wyeville to Winona.....		2750	2500	2150	1350	1150	.....
Galesville to Trempealeau.....					425	375	300
Eastward.							
Winona to Wyeville.....		2750	2500	2150	1350	1150	.....
Wyeville to Adams.....	5000	4000	3700	3200	2000	1800	.....
Adams to Butler.....	4200	3500	3200	2800	1500	1300	.....
Eastward.							
Waseca to Rochester.....		2350	2150	1800	1000	625	775
Rochester to Eyota.....		2100	1900	1600	850	775	685
Eyota to Winona.....		2350	2150	1800	975	900	760
Westward.							
Winona to Lewiston.....		1050	950	825	475	400	350
Winona to Lewiston Z helper.....		1875	1775	1650	1300	1225	1175
Winona to Lewiston J helper.....		2000	1900	1775	1425	1350	1300
Lewiston to Rochester.....		2550	2350	2100	1275	1150	1000
Rochester to Byron.....		1775	1675	1350	775	700	600
Byron to Waseca.....		2700	2500	2200	1235	1225	1050
Branch Lines.							
Eyota to Plainview.....					1080	925	760
Plainview to Wyota.....					750	650	530
Eyota to Chatfield.....					1250	1075	880
Chatfield to Eyota.....					500	435	355

When eastward trains are instructed to take a train out of Eyota that can be run over St. Charles hill and there is no known reason for stopping at St. Charles, add 20% to the above rating for single train.

Cars loaded with merchandise will be rated at four (4) tons per car, plus the actual weight of the car.

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 1000 pounds or over 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 engineman, 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 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 way-bills, agents will insert the gross weight in tons (car and contents) of each carload shipment on the way-bill. 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 way-bills, 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.

YARDING CARS

Jefferson MADISON DIVISION:

Junction Westward Through Freight Trains set out on the west wye or Lake Shore Division Passing track.

Eastward Through Freight Trains set out on either the outside or north 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 wye or north wye; place west cars on outside wye.

Inside wye to be kept clear.

Clyman All Lake Shore Division through freight trains will set out cars on track **Junction** No. 2 in the material yard.

All Madison Division through freight trains will set out cars on track No. 1 in the material yard.

Way freight trains on both divisions will set out their cars as instructed by the Agent or Operator on duty.

Wyeville C. St. P. M. & O. Railway trains will set out cars on track No. 9.

Yard Keep track No. 6 clear for meeting or passing of trains.

C. & N. W. Railway trains will set out cars on track No. 7, except that train No. 482 may set out on inside wye when there is room to hold their set-out.

Medary Place east cars on pump track and west cars on west wye.

INSTRUCTIONS TO CONDUCTORS, AGENTS AND YARD MASTERS

No. 578 and No. 576 will handle live stock and other important cars from Elroy and 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 Jet., Waukesha and Milwaukee.

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

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

No. 599 will handle through cars from Janesville, pick up and set out at Evansville, Monona Yard and Baraboo.

No. 490 will handle time and perishable freight for points Milwaukee and beyond.

No. 495 will handle merchandise from Milwaukee for main trackers at Adams. Will handle out of Winona merchandise and other preference freight to Mankato, fill to tonnage with other cars. Pick up at Lewiston, Eyota, Rochester and Byron.

No. 482 will handle full tonnage out of Waseca, stock, flour and mill products in preference. Fill at Rochester and Eyota to full tonnage, pick up important cars at Medary, Sparta and Wyeville, pick up Cudahy and Milwaukee stock to set out at Mitchell Yard, Milwaukee.

Westward dead freight extras fill to rating at Lewiston, Rochester and Byron.

Eastward dead freight extras fill to rating at Rochester and Eyota.

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
	9 ft. wide	10 ft. wide	11 ft. wide	
	ft. in.	ft. in.	ft. in.	
Belvidere and Caledonia.....	{ No obstruc- tion below. }	21	6	Overhead bridge No. 37, west of Caledonia.
Caledonia and Afton.....	21	1 21	1 21	
Afton and Evansville, via Han- over.....	20	9 20	2 19	
Afton and Janesville.....	21	4 21	4 21	Sig. Br. Sig. No. 36 at Evansville Overhead bridge No. 95 west of Afton.
Janesville and Madison.....	18	3 18	3 17	8 Overhead bridge No. 231½ east of Madison and Sig. Br. Sig. No. 80 at Madison.
Madison and Baraboo.....	19	5 18	10 18	2 Overhead bridge No. 311½, west of Lodi and Sig. Br. Sig. No. 89 West of Madison.
Baraboo and Elroy.....	20	2 19	6 19	0 Sig. Br. Sig. No. 210-211 west of Reedsburg.
Elroy and Sparta.....	15	2 14	7 13	7 Tunnels Nos. 1, 2 and 3.
Sparta and Medary.....	21	6 21	1 20	4 Br. 618 at Bangor.
Medary and Winona.....	18	8 18	0 17	4 Br. 708 over Mississippi River at Winona.
Medary and La Crosse.....	{ No obstruc- tion below. }	21	6	Trempealeau and Galesville.. { No obstruc- tion below. }
Trempealeau and Galesville..	{ No obstruc- tion below. }	21	6	
Belton and Jefferson Jet.....	19	6 19	6 19	6 Overhead bridge 1089 west of Wales.
Jefferson Jet. and Madison....	17	8 17	8 17	8 Overhead bridge No. 1168, west of Lake Mills.
Madison and Montfort Jet....	17	3 16	9 16	3 Overhead bridge No. 231½ west of Madison and tank at Barneveld.
Montfort Jet. and Galena.....	17	1 14	7 00	0 Bridge No. 1466, west of Buncombe, and Tunnel No. 4 at Buncombe.
Ipswich and Platteville.....	17	9 17	5 17	0 Tank at Ipswich.
Hazel Green Jet. and Hazel Green.....	{ No obstruc- tion below. }	21	6	Montfort Jet. and Lancaster.. { No obstruc- tion below. }
Montfort Jet. and Lancaster..	{ No obstruc- tion below. }	20	10 19	
Lancaster Jet. and Fennimore..	{ No obstruc- tion below. }	21	6	
Tower BJ and Wyeville.....	19	9 19	2 18	7 Sig. Br. Sig. No. 722, west of Tower BJ.
Wyeville and Sparta.....	18	10 18	3 17	6 Tunnel No. 5 Tunnel City.
Winona and Waseca.....	17	2 16	10 16	2 O. H. Br. M-213, east of Owatonna and tanks at Kasson and Claremont.
Chatfield Jet. and Chatfield..	{ No obstruc- tion below. }	21	6	Plainview Jet. and Plainview.. { No obstruc- tion below. }
Plainview Jet. and Plainview..	{ No obstruc- tion below. }	21	6	

No load must exceed 11 feet in width regardless of height. Trainmen and yardmen 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.

SPEED RESTRICTIONS BETWEEN NORTH YARD AND SPARTA VIA JANESVILLE

LOCATION	LIMITS	Maximum Speed Per Hour		LOCATION	LIMITS	Maximum Speed Per Hour		LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains			Pass. Trains	Freight Trains			Pass. Trains	Freight Trains
North Yard and Caledonia	Between North Yard and Caledonia.....	35	25	Evansville	Over switch at end of double track.....	20	15	Wonewoc and Union Center	Around curve 1/2 mile west of Wonewoc.....	45	30
Tower EA and Caledonia	Between Tower EA and Caledonia.....	25	20	Evansville and Syene	Between end of double track, Evansville, and Syene.....	70	45	Wonewoc and Union Center	Between curve 1/2 mile west of Wonewoc and curve at Union Center.....	70	45
Caledonia and Roscoe	Between Caledonia and Roscoe On straight track... Around all curves...	60 50	40 30	Syene and Madison	Between Syene and curve 1/4 mile west of Syene.....	60	40	Union Center	Around curve at Union Center.....	60	40
Roscoe and Beloit	Between Roscoe and C. M. St. P. & P. Crossing, Beloit.....	60	40	Syene and Madison	Between curve 1/4 mile west of Syene and Lakeside Street, 1.7 miles east of Madison.	70	45	Union Center and Elroy	Between curve at Union Center and Interlocking Plant at Elroy.....	70	45
Beloit	Over C. M. St. P. & P. Crossing.....	10	10	Madison	Over Lakeside Street crossing, 1.7 miles east of Madison.....	20	20	Elroy	Interlocking Plant, cross-over.....	20	20
Beloit and Afton	Between Beloit and curve 1/2 mile east of Afton.....	60	40	Madison	Interlocking Plant, Tower MX..... Straight route..... Diverging route.....	30 10	30 10	Elroy	All trains will enter Elroy Yard at restricted speed.....		
Beloit and Afton	Around curve 1/2 mile east of Afton.....	45	35	Madison	C. M. St. P. & P. Crossing east of passenger station.....	Stop	Stop	Elroy	First crossing west of depot.....	10	10
Beloit and Afton	Between curve 1/2 mile east of Afton and Hanover Line junction switch.....	60	40	Madison	Between Tower MX and C. M. St. P. & P. Crossing at South Blair Street and East Wilson Street intersection.....	30	30	Elroy and Wilton	Between first crossing west of depot at Elroy and point of reverse curve three miles west of Kendalls.....	50	30
Afton	Over Hanover Line junction switch.....	25	25	Madison and Okee	Between Madison and curve 1/4 mile west of Lodi.....	70	45	Elroy and Wilton	Between point of reverse curve three miles west of Kendalls and Tunnel No. 1.....	30	30
Afton	Over C. M. St. P. & P. Crossing. WESTWARD EASTWARD.	20 25	20 25	Lodi and Okee	Around curve 1/4 mile west of Lodi.....	60	35	Kendalls and Wilton	Tunnel No. 1, 3 1/4 miles west of Kendalls....	15	15
Afton and Janesville	Between C. M. St. P. & P. crossing and curve 1 mile west of Afton.....	60	40	Lodi and Merrimac	Between curve 1/4 mile west of Lodi and Wisconsin River Bridge.....	70	45	Kendalls and Norwalk	Between Tunnel No. 1, 3 1/4 miles west of Kendalls and Tunnel No. 2, 2 miles west of Wilton.....	40	30
Afton and Janesville	Around curve 1 mile west of Afton.....	40	35	Okee and Merrimac	Over Wisconsin River Bridge. EASTWARD... WESTWARD..	25 20	25 20	Wilton	Over and between switches.....	35	30
Afton and Janesville	Between curve 1 mile west of Afton and Afton Line switch, Janesville.....	60	40	Okee and Devils Lake	Between west end of Wisconsin River Bridge and curve 3 miles west of Merrimac.....	70	45	Wilton and Norwalk	Tunnel No. 2, 2 miles west of Wilton.....	15	15
Janesville	Over Afton Line switch and between Pleasant St., Five Points and end of two tracks 1/5 mile west of station.....	10	10	Merrimac and Devils Lake	Around curve 3 miles west of Merrimac.....	60	30	Wilton and Sparta	Between Tunnel No. 2, 2 miles west of Wilton and Tunnel No. 3, 1/4 mile west of Summit.....	40	30
Janesville	Eastward trains and yard engine movements approaching Academy Street at west end of station and until the leading car or engine has passed across Academy Street....	6	6	Merrimac and Devils Lake	Between curve 3 miles west of Merrimac and 2 curves 2 miles east of Devils Lake.....	70	45	Summit and Sparta	Tunnel No. 3, 1/4 mile west of Summit.....	15	15
Janesville	The main track between Janesville passenger station and Madison Division switch will be used jointly by Lake Shore, Wisconsin and Madison Division trains. Trains and engines will run at restricted speed.....			Merrimac and Devils Lake	Around 2 curves at Devils Nose 2 miles east of Devils Lake.....	40	30	Summit and Sparta	Between Tunnel No. 3, 1/4 mile west of Summit and Junction switch at Tower MR....	40	30
Janesville	Over Interlocking Plant.....	15	15	Merrimac and Devils Lake	Between 2 curves at Devils Nose 2 miles east Devils Lake and Devils Lake.....	70	45	Sparta	All trains will run at restricted speed between Tower MR and Sparta station..... Trains on Subdivision 1b comply with Rule 98.....		
Janesville and Leyden	Around curve 1/4 mile west of Janesville....	20	20	Devils Lake and Baraboo	Between Devils Lake and 1 1/2 miles west of Devils Lake.....	40	25				
Janesville and Leyden	Between curve 1/4 mile west of Janesville and Mile Post 95 three miles east of Leyden....	60	45	Devils Lake and Baraboo	Between 1 1/2 miles west of Devils Lake and curve 1/4 mile east of Baraboo.....	60	45				
Leyden and Evansville	Between Mile Post 95, three miles east of Leyden and east wye switch at Evansville....	70	45	Devils Lake and Baraboo	Around curve between 1/4 mile east of Baraboo and Baraboo.....	45	25				
Fellows and Evansville	Between east wye switch at Evansville and end of double track.....	45	25	Baraboo	Over switch east end of Passenger Station.. EASTWARD..	10	10				
Evansville	The normal position of the switch at the end of double track located approximately 1250 feet east of passenger station at Evansville will be for EASTWARD trains. All westward trains will come to a stop before passing over this switch, and will throw both cross-over switches by hand, except that the operator will line up these switches for westward passenger trains.....			Baraboo and Ablemans	Between switch, east end of passenger station, Baraboo, and curve 1 1/2 miles east of Ablemans.....	70	45				
				North Freedom and Reedsburg	Between curve 1 1/2 miles east of Ablemans and curve 1 1/2 miles west of Ablemans....	35	20				
				Ablemans and La Valle	Between curve 1 1/2 miles west of Ablemans and curve 1/2 mile east of La Valle.....	70	45				
				Reedsburg and Wonewoc	Around curves between 1/2 mile east of La Valle and 3/4 mile west of La Valle.....	40	30				
				La Valle and Union Center	Between curve 1 1/4 miles west of La Valle and curve 1/2 mile west of Wonewoc.....	70	45				

BETWEEN AFTON AND EVANSVILLE VIA HANOVER

Afton	Junction Subdivision 1.....	Stop	Stop
Afton and Hanover	Between Afton and C. M. St. P. & P. crossing at Hanover.....	35	25
Hanover	Over C. M. St. P. & P. Crossing.....	25	25
Hanover and Magnolia	Between C. M. St. P. & P. Crossing at Hanover and Magnolia.....	35	25
Magnolia and Evansville	Between west passing track switch at Magnolia and East switch at Evansville.....	45	35
Evansville	Over east switch, parallel track.....	20	20
Evansville	Junction Subdivision 1.....	Stop	Stop

SPEED RESTRICTIONS

MADISON 13

BETWEEN TOWER BJ AND WINONA

BETWEEN TOWER BJ AND WINONA—Cont'd.

BETWEEN TOWER BJ AND WINONA—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Tower BJ	Interlocking Plant, straight route.....		
	WESTWARD.....	65	45
	EASTWARD.....	75	45
	Diverging route, all directions.....	10	10
Tower BJ and Clyman Jct.	Between Tower BJ and Clyman Jct.	None	50
Clyman Jct.	Interlocking Plant, straight route.....		
	WESTWARD.....	60	30
	EASTWARD—Over turnout at end of double track and over Interlocking plant.....	30	30
Clyman Jct. and Engle	Between Clyman Jct. and first curve west of Friesland.....	None	50
Friesland and Engle	First curve west of Friesland.....	60	30
Friesland and Engle	Between first curve west of Friesland and curve 1 mile east of Engle.....	None	50
Friesland and Engle	Three degree curve 1 mile east of Engle.....	60	30
Engle	Three degree curve at Engle.....	60	30
Engle and Glenoak	Between three degree curve at Engle and first curve about 1 mile east of Glenoak..	None	50
Siding No. 2 and Glenoak	First curve, three degree, about 1 mile east of Glenoak.....	60	30
Siding No. 2 and Buffalo	Between first curve, three degree, about 1 mile east of Glenoak and Buffalo Lake Bridge.....	None	50
Buffalo	Curve at Buffalo and bridge... EASTWARD..	60	35
Buffalo and Wyeville	Between curve at Buffalo and Interlocking Plant at Wyeville.....	None	50
Adams	Over highway crossing S. T. H. No. 13 just west of depot.....	25	25
Wyeville	Interlocking Plant, straight routes.....	30	30
Wyeville and Sparta	Between Interlocking Plant, Wyeville, and curve 1 mile west of Camp McCoy.....	60	35
Camp McCoy and Sparta	Around curve and over bridge 1 mile west of Camp McCoy.....	35	30
Camp McCoy and Sparta	Between curve 1 mile west of Camp McCoy and Tower MR, Sparta.....	60	35
Sparta	All trains will run at restricted speed between Tower MR and Sparta station.....		
Sparta and Rockland	Between Sparta and C. M. St. P. & P. Crossing 1 1/2 miles west of Sparta.....	60	35
Sparta and Rockland	Over C. M. St. P. & P. Crossing 1 1/2 miles west of Sparta.....	30	30
Sparta and West Salem	Between C. M. St. P. & P. Crossing 1 1/2 miles west of Sparta and reverse curve 1 1/4 miles west of Bangor.....	60	35

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Bangor and West Salem	Around reverse curve 1 1/4 miles west of Bangor.....	40	35
Bangor and West Salem	Between reverse curve 1 1/4 miles west of Bangor and curves at West Salem.....	60	35
West Salem and Medary	Around curves between West Salem and 1 1/4 miles west of West Salem.....	40	35
West Salem and Medary	Between curves 1 1/4 miles west of West Salem and Interlocking Plant, Medary.....	60	35
Medary	Over Interlocking Plant, straight route.....	30	30
Medary	Diverging main route.....	15	15
Medary and La Crosse	Between Interlocking Plant, Medary, and Interlocking Plant, Grand Crossing.....	60	35
Medary and La Crosse	Over Interlocking Plant, Grand Crossing Engine pulling train.....	20	20
Medary and La Crosse	Passenger trains, back up movements.....	15	.....
Medary and La Crosse	Between Interlocking Plant, Grand Crossing, and St. Andrews Crossing, Rubber Mills, La Crosse.....	60	35
Medary and La Crosse	Over St. Andrews Crossing, Rubber Mills....	10	10
La Crosse	Over all street and highway crossings.....	15	15
Medary and Midway	Between Interlocking Plant, Medary, and 2 reverse curves 1 mile to 1 1/2 miles west of Onalaska.....	60	35
Onalaska and Midway	Around 2 reverse curves 1 mile to 1 1/2 miles west of Onalaska.....	40	35
Onalaska and Lytle	Between 2 reverse curves 1 mile to 1 1/2 miles west of Onalaska and reverse curve 1/4 mile east of Lytle.....	60	35
Midway	Over Switches.....	50	35
Midway and Trempealeau	Between 1/4 mile east of Lytle and 1/4 mile west of Lytle, around reverse curve and over bridge 673.....	35	35
Lytle and Pine Creek	Between bridge 673, 1/4 mile west of Lytle and curves 4 miles west of Trempealeau...	60	35
Trempealeau and Pine Creek	Around curves 4 miles west of Trempealeau..	40	30
Trempealeau and Marshland	Between curves 4 miles west of Trempealeau and G. B. & W. Crossing, Marshland.....	60	35
Marshland	Over G. B. & W. Crossing.....	15	15
Marshland and Bluff Siding	Between G. B. & W. Crossing, Marshland, and C. B. & Q. Crossing, Bluff Siding.....	60	35
Bluff Siding	Over C. B. & Q. Crossing.....	35	35
Bluff Siding and Winona	Between C. B. & Q. Crossing, Bluff Siding, and Mississippi River Bridge at Winona...	60	35

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Bluff Siding and Winona	Draw Bridge over Mississippi River. All trains will approach draw bridge at restricted speed. If clear indication is given the engine or leading car must not exceed 10 miles per hour passing the home signal.		
Winona	Around curve between west end of Mississippi River Bridge and passenger station.....	20	20

BETWEEN TREMPPEALEAU AND GALESVILLE

Trempealeau and Galesville	Between Trempealeau and Parkers Crossing 1 1/2 miles east of Galesville.....	20	20
Galesville	Over Parkers Crossing 1 1/2 miles east of Galesville.....	6	6
Galesville	Between Parkers Crossing 1 1/2 miles east of Galesville and Galesville.....	20	20

BETWEEN WINONA AND WASECA

Winona and Tower CK	Around curve and through crossover between passenger station and yard office.....	15	15
Winona and Tower CK	Between yard office, Winona, and Tower CK.	60	35
Tower CK and Minnesota City	Over C. M. St. P. & P. Crossing, Tower CK...	30	30
Tower CK and Stockton	Between C. M. St. P. & P. Crossing, Tower CK, and highway crossing west of depot at Minnesota City.....	60	35
Minnesota City and Stockton	Over highway crossing west of depot at Minnesota City.....	45	35
Minnesota City and Lewiston	Between highway crossing west of depot at Minnesota City and mile post 13, 1 1/2 miles west of Stockton.....	60	35
Stockton and Lewiston	Between mile post 13, 1 1/2 miles west of Stockton, and curve one mile east of Lewiston.....	30	30
Stockton and St. Charles	Between curve one mile east of Lewiston, and C. G. W. junction switch 1/2 mile west of Utica.....	60	35
Utica and St. Charles	Over C. G. W. junction switch 1/2 mile west of Utica.....	30	30
Utica and Eyota	Between C. G. W. junction switch, 1/2 mile west of Utica and Eyota.....	60	35
Eyota and Plainview Jct.	Between Eyota and Plainview Jct. (See Rule on Page 15)	Re-stricted speed	Re-stricted speed
Plainview Jct. and Rochester	Between Plainview Jct. and Rochester.....	60	35
Rochester	Over highway crossings just east and west of passenger station.....	5	5

SPEED RESTRICTIONS

BETWEEN WINONA AND WASECA—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Rochester	All trains will approach the C. G. W. transfer track located west of the C. & N. W. freight depot at Rochester at restricted speed, and keep a sharp lookout for C. G. W. trains and engines going to the C. G. W. R. R.		
Rochester	Over C. G. W. Crossing.....	25	25
Kasson	Through the Village.....	30	30
Rochester and Dodge Center	Between C. G. W. Crossing, Rochester, and Tower GW.....	60	35
Dodge Center	Over Interlocking Plant, Tower GW, straight route.....	30	30
Dodge Center	All trains approach C. G. W. Transfer Track at Tower GW at restricted speed and keep sharp lookout for C. G. W. trains coming from C. G. W. R. R.		
Dodge Center and Owatonna	Between Interlocking Plant, Tower GW, and C. M. St. P. & P. Crossing, Owatonna.....	60	35
Owatonna	C. M. St. P. & P. Crossing.....	Stop	Stop
Owatonna	Over Elm Street and Cedar Street crossings.	10	10
Owatonna and Meriden	Between Cedar Street crossing, Owatonna, and first highway crossing west of depot at Meriden.....	60	35
Meriden	Over first highway crossing west of depot, WESTWARD.....	35	35
	EASTWARD.....	60	35
Meriden and Waseca	Between first highway crossing west of depot at Meriden, and Waseca.....	60	35

BETWEEN PLAINVIEW JCT. AND PLAINVIEW

Plainview Jct.	Junction with Subdivision No. 7.....	Stop	Stop
Plainview Jct. and Plainview	On straight track.....	20	20
	On curves.....	15	15

BETWEEN CHATFIELD JCT. AND CHATFIELD

Chatfield Jct.	Junction with Subdivision No. 7.....	Stop	Stop
Chatfield Jct. and Chatfield	On straight track.....	20	20
	On curves.....	15	15
Planks and Chatfield	Through rock cut at overhead bridge No. 909 1/2 one mile west of Planks.....	Re- stricted Speed	Re- stricted Speed

BETWEEN BELTON AND MADISON

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Belton	Over Junction switch and cross-overs—Milwaukee-Butler line.....	25	25
Belton	See special time table rule No. 22.....		
Belton and Waukesha	Between Belton and curve 1/2 mile east of Waukesha.....	70	40
Belton and Waukesha	Around curves 1/2 mile east of Waukesha to Soo Line Crossing.....	30	25
Waukesha	Soo Line Crossing.....	Stop	Stop
Waukesha	Over C. M. St. P. & P. Crossing.....	25	25
Waukesha and Wales	Between C. M. St. P. & P. Crossing, and curve 3 1/2 miles east of Wales.....	70	40
Waukesha and Wales	Around curve 3 1/2 miles east of Wales and to Wales.....	40	30
Wales and Dousman	Between Wales and curve 2 miles west of Wales.....	60	40
Wales and Dousman	Around curve 2 miles west of Wales.....	60	40
Wales and Helenville	Between curve 2 miles west of Wales to Helenville.....	70	40
Helenville	Over point of reverse curve at Helenville....	40	30
Helenville and Jefferson Jct.	Between Helenville and Jefferson Jct.....	70	40
Jefferson Junction	Over C. & N. W. crossing.....	25	25
Jefferson Jct. and Lake Mills	Between C. & N. W. crossing, Jefferson Jct. and Lake Mills.....	70	40
Lake Mills and London	Between Lake Mills and around curves 1 1/2 miles west of Lake Mills.....	60	40
Lake Mills and Deerfield	Between curve 1 1/2 miles west of Lake Mills and curve 1/4 mile east of Deerfield.....	70	40
Deerfield	Around curve 1/4 mile east of Deerfield....	50	40
Deerfield and Cottage Grove	Between curve 1/4 mile east of Deerfield and curve 1 1/4 miles west of Deerfield.....	60	40
Deerfield and Cottage Grove	Around curve 1 1/4 miles west of Deerfield..	50	40
Deerfield and Cottage Grove	Between curve 1 1/4 miles west of Deerfield and curve 1/2 mile east of Cottage Grove..	70	40
Cottage Grove and Madison	Around curve 1/2 mile east of Cottage Grove and to C. M. St. P. & P. crossing 2.3 miles east of Madison.....	60	40
Cottage Grove and Madison	Over C. M. St. P. & P. crossing 2.3 miles east of Madison.....	25	25
Madison	C. M. St. P. & P. Crossing 0.9 mile east of Madison.....	Stop	Stop
Madison	Over C. M. St. P. & P. crossing, Tower MY..	10	10

BETWEEN TOWER MX AND LANCASTER

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Madison	Over Lakeside Street crossing..... 1.7 miles west of Madison.....	20	20	20
Madison and Verona	Between Lakeside Street crossing and switch, Rhodes Spur, 3 miles west of Madison.....	45	50	25
Madison and Verona	Over switch Rhodes Spur, 3 miles west of Madison..... EASTWARD.....	20	20	20
Madison and Verona	Between switch Rhodes Spur, 3 miles west of Madison, and Verona.....	45	50	25
Verona	Over Main Street crossing.....	10	10	10
Verona and Klevenville	Between Main Street crossing, Verona and Klevenville.....	45	50	25
Klevenville Mt. Horeb	Between Klevenville and Mt. Horeb On straight track.....	45 30	50 30	25 25
Mt. Horeb and Blue Mounds	Between Mt. Horeb and west switch at Blue Mounds.....	45	50	25
Blue Mounds	Over west switch.... EASTWARD..	20	20	20
Blue Mounds and Barneveld	Between west switch at Blue Mounds and Barneveld..... On straight track.....	45 30	50 30	25 20
Barneveld and Dodgeville	Between Barneveld and curve 3 miles east of Dodgeville.....	45	50	25
Ridgeway and Dodgeville	Around curve 3 miles east of Dodgeville.....	25	25	25
Ridgeway and Montfort Jct.	Between curve 3 miles east of Dodgeville and west junction switch, Galena Line, Montfort Jct.....	45	50	25
Montfort Jct.	Over west junction switch, Galena Line..... EASTWARD..	15	15	15
Montfort Jct. and Lancaster Jct.	Between west junction switch, Galena Line at Montfort Jct., and Lancaster Jct.....	45	50	25
Lancaster Jct.	Junction, Fennimore Branch, Rule 98.....			
Lancaster Jct. and Fennimore	Between Lancaster Jct., and Fennimore.....	45	50	25
Lancaster Jct. and Liberty	Between Lancaster Jct., and Schoolhouse Curve 2 3/4 miles west of Stitzer.....	45	50	25

SPEED RESTRICTIONS

MADISON 15

BETWEEN TOWER MX AND LANCASTER—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains		Freight Trains
		Engine	Motor	
Fennimore	Over highway crossings 1/2 mile east of Fennimore to depot at Fennimore.....	15	15	15
Stitzer and Liberty	Around Schoolhouse Curve 2 3/4 miles west of Stitzer.....	20	20	20
Stitzer and Lancaster	Between Schoolhouse Curve 2 3/4 miles west of Stitzer and Lancaster.....	45	50	25

BETWEEN MONTFORT JCT. AND GALENA

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Montfort Jct.	Junotlon with Subdivision No. 5.....	Stop	Stop
Montfort Jct. and Ipswich	Between Montfort Jct. and Platteville Branch Junction at Ipswich.....	40	25
Ipswich	Junction—Platteville Branch, Rule 98.....		
Ipswich and Platteville	Between Platteville Branch Junction at Ipswich and Chapman crossing 1 1/4 miles East of Platteville.....	Re-stricted speed	Re-stricted speed
Ipswich and Platteville	Over Chapman crossing 1 1/4 miles East of Platteville.....	10	10
Ipswich and Platteville	Between Chapman crossing, 1 1/4 miles east of Platteville and curve approaching Bridge 1403 U at Platteville.....	Re-stricted speed	Re-stricted speed
Platteville	Around reverse curve approaching and passing over Bridge 1403-U.....	15	15
Ipswich and Benton	Between Platteville Branch Junction at Ipswich and main line switch 1 1/4 miles west of Cuba City.....	40	25
Cuba City and Benton	Over main line switch 1 1/4 miles west of Cuba City.....WESTWARD..	20	20
Cuba City and Benton	Between main line switch 1 1/4 miles west of Cuba City and Benton.....	40	25
Benton and Hazel Green Jct.	Between Benton and Hazel Green Jct.....	35	25
Hazel Green Jct.	Junction—Hazel Green Branch, Rule 98.....		
Hazel Green Jct.	To or from Hazel Green Line over Junction Switch.....	5	5
Hazel Green Jct. and Hazel Green	Between Hazel Green Jct. and Hazel Green..	15	12
Hazel Green Jct. and Milbrig	Between Hazel Green Jct. and curve 1 1/2 miles east of Milbrig.....	35	25
Days Siding and Milbrig	Around curve 1 1/2 miles east of Milbrig.....	15	15

BETWEEN MONTFORT JCT. AND GALENA—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Days Siding and Galena	Between curve 1 1/2 miles east of Milbrig and curve 1 1/2 miles west of Milbrig.....	35	25
Milbrig and Galena	Around curve 1 1/2 miles west of Milbrig....	15	15
Milbrig and Galena	Between curve 1 1/2 miles west of Milbrig and I. C. Crossing at Galena.....	35	25
Galena	I. C. Crossing.....	Stop	Stop
Galena	Approach cross-over with I. C. Railway at restricted speed.....		
Galena	Over Johnson Street crossing.....	8	8

ADDITIONAL SPEED RESTRICTIONS

1. The speed of a train moving over a cross-over, turnout from main track to siding, or to diverging route at a junction, must not exceed ten miles per hour, except as provided in the above restrictions.

2. 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 time.

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 automatic signal protection or within the limits of any city.

3. 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.

4. 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 Tower BJ and Winona; thirty (30) miles per hour between Madison and Belton, and Winona and Waseca; twenty (20) miles per hour between Tower MX, Lancaster and Galena, Chatfield Jct. and Chatfield, Plainview Jct. and Plainview.

Trains handling either U. S. Government scale test cars, our own test cars or scale cars of other railroads of this same type will not exceed 30 miles per hour on main subdivisions or 20 miles per hour on branch subdivisions, such cars to be handled only upon specific instructions from chief dispatcher and placed in train next to caboose and rule 1073 observed. Trains handling Magor dump cars will not exceed 25 miles per hour.

RAILROAD CROSSINGS AND DRAW BRIDGES (EXCEPT WHEN INTERLOCKED)

STOP — In Wisconsin — Trains will come to a FULL STOP before passing over any railroad crossing or draw bridge, and within four hundred (400) feet of same.

In Minnesota — Trains will STOP not less than one hundred sixty-five (165) feet or more than nine hundred sixty (960) feet from the crossing or draw bridge.

CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULES 601-A to 672 WILL BE OBSERVED

C. M. St. P. & P. and C. & N. W.....	Tower MX.
C. & N. W.....	Tower RO (Elroy).
C. M. St. P. & P. and C. & N. W.....	Medary.
C. M. St. P. & P. and C. B. & Q.....	Grand Crossing.
C. M. St. P. & P.....	Tower MY (Monona Yard).
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.
C. M. St. P. & P.....	Tower CK.
C. G. W.....	Dodge Center.
C. M. St. P. & P. and C. & N. W.....	Janesville.

In addition to observing Rules 601A to 672, the following will govern at the interlocking shown below:

C. & N. W. and C. M. St. P. & P..... 1/5 mile west of Janesville.
When a train or engine has been stopped by a Stop-signal at the above interlocking a trainman or the engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding.

When given oral permission to pass a Stop-signal a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

When given oral permission to pass a Stop-signal which governs over a spring switch in the facing direction, trainman or engineman must examine the spring switch points to know that they are fully closed before moving over the switch.

The lower arm of the westward home signal to the interlocking plant, 1/5 mile west of Janesville, governs to the Madison Division, and it is also the beginning of Madison Division automatic block signals. When the signal indicates Stop, Rule 601A, no train or engine shall move onto the Madison Division without communicating with the train dispatcher in accordance with Rule 509c, in addition to securing permission from the leverman at C. M. St. P. & P. R. R. passenger station to move over dual control switch.

No train or engine moving westward from the westward main track will cross Jackson Street to foul the eastward main track unless the westward home signal is clear or permission is secured from the leverman.

All trains will approach this interlocking at restricted speed. If clear indication is given, the engine or leading car must not exceed 15 miles per hour passing the home signal.

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 speed shown below passing the home signal:

	Miles per Hour
C. M. St. P. & P.....	Beloit..... 10
C. M. St. P. & P.....	Afton {Eastward 25 Westward 20
C. M. St. P. & P.....	Hanover..... 25
C. M. St. P. & P.....	Madison, 2.3 miles East..... 25
C. & N. W.....	Jefferson Jct..... 25
C. M. St. P. & P.....	Waukesha..... 25
C. M. St. P. & P.....	Sparta..... 30
G. B. & W.....	Marshland..... 15
C. B. & Q.....	Bluff Siding..... 35
Mississippi River Draw-Bridge.....	Winona..... 10
C. G. W.....	Utica..... 30
C. G. W.....	Rochester..... 25
Wisconsin River Bridge.....	Merrimac {Eastward 25 Westward 20

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocking railroad crossing, regardless of whether the signal is clear or not. If the signal indicates Proceed, the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672.

At Merrimac interlocking plant, when a train or engine has been stopped by a Stop-signal, trainman or engineman must communicate with the train dispatcher and be governed by his instructions before operating emergency time release. Train dispatcher's telephones are located at the home signal bridges.

When a train on the C. & N. W. is stopped by Home signal at the interlocking plant at Utica, it must not proceed without authority from the operator at Utica; or in case of failure of communication, in accordance with instructions posted in the telephone box at the switch, it may proceed over the switch, preceded by a flagman who must first inspect the switch and know it is properly lined.

Movements to or from the C. G. W. Railroad can be made only by communicating with the operator at Utica, who will release the electric lock on the switch to be lined for the movement.

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

Caledonia.	Elroy.	Jefferson Jct.	Tower MX	Lewiston.
Beloit.	Wyeville.	Waukesha.	(Montfort Line)	Eyota.
Afton.	Sparta.	Montfort.		Rochester.
Janesville.	Medary.	Tower PD.	Kasson.	

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 at restricted speed.

Trains to and from the Plainview and Chatfield lines at Eyota and respective junctions will not require a train register check or a clearance on block to enter main line, but will operate according to time table and Rule 93.—Amended. Main line trains in both directions must move at restricted speed between these points.

A train moving under Permissive train order or Permissive Form C may follow the next preceding train not less than ten minutes.

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

Tower DO.....	from Beloit
Tower BW.....	" Beloit
Tower MR.....	" Sparta
Fargo spur switch, Lake Mills.....	" Lake Mills
Tower MY.....	" Madison
Rileys.....	" Verona
Klevenville.....	" Mt. Horeb
Blue Mounds.....	" Mt. Horeb
East Wye Montfort Jct.....	" Montfort
Lancaster Jct.....	" Fennimore
Strawbridge.....	" Benton
Hazel Green Jct.....	
Utica, C. G. W. connection.....	" Utica
St. Charles, C. G. W. depot.....	" St. Charles
Plainview and Chatfield Junctions.....	" Eyota
Booth at west end Zumbrota siding.....	" Rochester

Time Except as specified, Rules 380 to 382, inclusive, govern.

Spacing Trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within 15 minutes.

TELEPHONES CONNECTED WITH TRAIN DISPATCHER'S TELEPHONE CIRCUIT

Afton.....	Office window.
Janesville.....	At home signal, just east of R. R. Crossing.
Evansville.....	On signal bridge opposite signal maintainer's shanty, east of passenger station and one on signal post near east switch on wye on Janesville line.
Madison.....	On post west side of Lakeside St. 1.7 miles east of station.
Syene.....	East platform.
Between Okee and Merrimac.....	On signal bridge, 800 feet east of Wisconsin River Bridge.
Merrimac.....	Signal bridge, east of station.
Between Merrimac and Devil's Lake.....	In watchman's shanty, 2 miles east of Devils Lake.
Devils Lake.....	On pole south side of tracks.
Kendalls.....	Office window.
Wilton.....	Office window.
Tunnels Nos. 1, 2 and 3.....	Watchman's shanty, each end of tunnels.
Bark River Pit.....	In section tool car.
Keesus.....	Booth, south side of track.
Mapleton.....	Office window.
Foresman.....	On pole south of tracks.
Camp McCoy.....	Connection switch.
Sparta.....	West end of freight house.
West Salem.....	Booth, east end of east siding.
Between West Salem and Medary.....	Booth, 1.6 miles west of West Salem.
Lytle.....	Booth, north side of track, 1525 feet west of bridge 673, one half mile west of station.
Pine Creek.....	Booth, east end of siding.
Bluff Siding.....	Booth, east end of siding.

Special telephones in waiting rooms at—

Sussex	Midway	Mendota	Ablemans
North Lake	Lytle	Waukesha	Reedsburg
Ashippun	Trempealeau	Dane	La Valle
Lebanon	Caledonia	Lodi	Wonebec
North Tomah	Roscoe	Okee (office)	Union Center
Tunnel City	Hanover	Merrimac	Norwalk
Bangor	Brooklyn	No. Freedom	
Onalaska	Oregon		

TELEPHONE COMMUNICATION WITH TRAIN DISPATCHER.

Calhoun.....	In booth.
Between Waukesha and Wales.....	4 miles west of Waukesha.
Havana.....	On pole south of track.

COMMUNICATING STATION OFFICE HOURS

Station	Daily Except Sundays and Holidays	Holidays	Sundays
Caledonia.....	8:00 AM to 4:00 PM 6:45 PM to 8:45 PM	11:15 AM to 1:15 PM 6:45 PM to 8:45 PM	6:45 PM to 8:45 PM
Beloit.....	Continuous.....	4:00 AM to 6:00 AM 8:30 AM to 11:45 AM 2:00 PM to 8:30 PM	4:00 AM to 6:00 AM 8:30 AM to 11:45 AM 2:00 PM to 8:30 PM
Afton.....	7:30 AM to 4:30 PM 7:30 PM to 9:30 PM	7:30 PM to 9:30 PM	Closed
Janesville.....	Continuous.....	Continuous.....	Continuous
Footville.....	7:30 AM to 4:30 PM	Closed.....	Closed
Evansville.....	12:01 AM to 10:00 PM	12:01 AM to 10:00 PM	12:01 AM to 12:30 PM 2:00 PM to 10:00 PM
Brooklyn.....	6:15 AM to 3:15 PM	6:15 AM to 8:15 AM	Closed
Oregon.....	6:15 AM to 3:15 PM	6:15 AM to 8:15 AM	Closed
Tower MX.....	Continuous.....	Continuous.....	Continuous
Madison.....	Continuous.....	Continuous.....	Continuous
Monona Yard.....	12:01 AM to 8:30 AM 4:30 PM to 11:59 PM	12:01 AM to 8:30 AM 4:30 PM to 11:59 PM	12:30 AM to 8:30 AM
Waukegan.....	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
Lodi.....	6:45 AM to 3:45 PM	Closed.....	Closed
Merrimac.....	7:30 AM to 4:30 PM	7:30 AM to 9:30 AM 1:15 PM to 3:45 PM	Closed
Baraboo.....	Continuous.....	Continuous.....	Continuous
North Freedom.....	8:00 AM to 5:00 PM	8:15 AM to 10:15 AM 1:45 PM to 3:45 PM	Closed
Ableman.....	8:00 AM to 5:00 PM	8:15 AM to 10:15 AM 1:45 PM to 3:45 PM	Closed
Reedsburg.....	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	8:00 AM to 10:00 AM 1:40 PM to 3:40 PM
La Valle.....	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM 2:00 PM to 4:00 PM	Closed
Wonebec.....	8:30 AM to 5:30 PM	9:15 AM to 11:15 AM 2:00 PM to 4:00 PM	Closed
Union Center.....	7:45 AM to 4:45 PM	9:20 AM to 11:20 AM 2:00 PM to 4:00 PM	Closed
Elroy.....	Continuous.....	Continuous.....	Continuous
Kendalls.....	7:30 AM to 4:30 PM	Closed.....	Closed
Wilton.....	7:30 AM to 4:30 PM	Closed.....	Closed
Norwalk.....	7:25 AM to 4:25 PM	Closed.....	Closed
Sparta.....	Continuous.....	Continuous.....	Continuous
Bangor.....	8:45 AM to 5:45 PM	Closed.....	Closed
West Salem.....	8:45 AM to 5:15 PM	Closed.....	Closed
Medary.....	Continuous.....	Continuous.....	Continuous
La Crosse.....	5:00 AM to 1:00 PM 3:30 PM to 11:30 PM	5:00 AM to 7:00 AM 10:30 AM to 12:30 PM 3:30 PM to 11:30 PM	5:00 AM to 7:00 AM 10:30 AM to 12:30 PM 3:30 PM to 11:30 PM
Onalaska.....	8:45 AM to 5:45 PM	Closed.....	Closed
Midway.....	8:30 AM to 5:30 PM	Closed.....	Closed.....
Trempealeau.....	7:30 AM to 4:30 PM	Closed.....	Closed
Galesville.....	7:15 AM to 4:15 PM	Closed.....	Closed
Marshland.....	7:00 AM to 4:00 PM	Closed.....	Closed
Winona.....	5:45 AM to 10:45 PM	5:45 AM to 10:45 PM	5:45 AM to 1:45 PM 2:45 PM to 10:45 PM
Tower CK.....	Continuous.....	Continuous.....	Continuous
Minnesota City.....	6:30 AM to 3:30 PM	6:30 AM to 11:30 AM	Closed
Stockton.....	8:45 AM to 5:45 PM	9:00 AM to 11:00 AM 3:45 PM to 5:45 PM	Closed
Lewiston.....	6:35 AM to 10:35 PM	6:55 AM to 9:30 AM 2:35 PM to 10:35 PM	6:55 AM to 9:30 AM 2:35 PM to 10:35 PM
Utica.....	6:35 AM to 3:35 PM	6:45 AM to 9:30 AM	Closed
St. Charles.....	6:55 AM to 9:55 PM	7:10 AM to 9:10 AM 6:15 PM to 9:25 PM	7:10 AM to 9:10 AM 6:15 PM to 9:25 PM
Dover.....	7:00 AM to 4:00 PM	Closed.....	Closed
Eyota.....	7:00 AM to 10:30 PM	7:15 AM to 9:15 AM 6:30 PM to 9:45 PM	7:15 AM to 9:15 AM 6:30 PM to 9:45 PM
Rochester.....	Continuous.....	Continuous.....	Continuous
Byron.....	7:15 AM to 4:15 PM	7:30 AM to 9:30 AM	Closed

Station	Daily Except Sundays and Holidays	Holidays	Sundays
Kasson.....	7:00 AM to 5:00 PM	7:15 AM to 9:15 AM	7:15 AM to 9:15 AM
Dodge Center.....	8:00 AM to 5:00 PM	1:45 PM to 3:45 PM	1:45 PM to 3:45 PM
Claremont.....	6:40 AM to 3:40 PM	6:40 AM to 9:40 AM	Closed
Owatonna.....	Continuous.....	Continuous.....	Continuous
Waseca.....	Continuous.....	Continuous.....	12:01 AM to 8:00 AM 9:30 AM to 2:00 PM 4:00 PM to 12:01 AM
Chatfield.....	8:45 AM to 5:45 PM	Closed.....	Closed
Elgin.....	8:00 AM to 5:00 PM	Closed.....	Closed
Plainview.....	8:45 AM to 5:45 PM	Closed.....	Closed
Tower BJ.....	Continuous.....	Continuous.....	Continuous
Sussex.....	7:50 AM to 4:50 PM	Closed.....	Closed
North Lake.....	8:30 AM to 5:30 PM	Closed.....	Closed
Ashippun.....	8:30 AM to 5:30 PM	Closed.....	Closed
Lebanon.....	8:00 AM to 5:00 PM	8:00 AM to 10:00 AM	Closed
Clyman Jct.....	Continuous.....	Continuous.....	Continuous
North Lowell.....	7:45 AM to 4:45 PM	Closed.....	Closed
So. Beaver Dam.....	Continuous.....	12:01 AM to 8:00 AM 4:00 PM to 11:59 PM	12:01 AM to 8:00 AM 4:00 PM to 11:59 PM
So. Randolph.....	7:25 AM to 4:25 PM	Closed.....	Closed
Friesland.....	7:05 AM to 4:05 PM	Closed.....	Closed
Dalton.....	Continuous.....	12:01 AM to 8:00 AM 4:00 PM to 11:59 PM	12:01 AM to 8:00 AM 4:00 PM to 11:59 PM
GlenOak.....	6:30 AM to 3:30 PM	None.....	None
Oxford.....	6:25 AM to 3:25 PM	Closed.....	Closed
Grand Marsh.....	6:15 AM to 3:15 PM	Closed.....	Closed
Adams Disprs. Office.....	Continuous.....	Continuous.....	Continuous
Adams Yard.....	Continuous.....	Continuous.....	Continuous
Necedah.....	7:35 AM to 4:35 PM	Closed.....	Closed
Wyeville Tower.....	Continuous.....	Continuous.....	Continuous
Belton.....	9:30 AM to 7:35 PM	9:30 AM to 7:35 PM	9:30 AM to 11:30 AM 6:30 PM to 8:30 PM
Waukesha.....	6:30 AM to 8:30 PM	9:00 AM to 11:15 AM 5:45 PM to 8:15 PM	9:00 AM to 11:15 AM 5:45 PM to 8:30 PM
Wales.....	8:00 AM to 5:00 PM	Closed.....	Closed
Dousman.....	8:00 AM to 5:00 PM	8:45 AM to 11:15 AM	Closed
Sullivan.....	8:00 AM to 5:00 PM	8:30 AM to 11:30 AM	Closed
Jefferson Jct.....	12:01 AM to 9:00 PM	12:01 AM to 9:00 PM	8:30 AM to 11:55 AM 4:45 PM to 6:45 PM
Lake Mills.....	7:30 AM to 4:30 PM	Closed.....	Closed
Deerfield.....	7:45 AM to 4:45 PM	Closed.....	Closed
Cottage Grove.....	7:00 AM to 4:00 PM	7:30 AM to 9:30 AM 11:30 AM to 1:30 PM	Closed
Verona.....	7:30 AM to 4:30 PM	7:30 AM to 9:30 AM 2:30 PM to 4:30 PM	Closed
Mt. Horeb.....	7:00 AM to 4:00 PM	8:00 AM to 10:00 AM 2:00 PM to 4:00 PM	Closed
Barneveld.....	8:15 AM to 5:15 PM	8:15 AM to 10:15 AM 2:00 PM to 4:00 PM	Closed
Ridgeway.....	8:00 AM to 5:00 PM	8:30 AM to 10:30 AM 1:30 PM to 3:30 PM	Closed
Dodgeville.....	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM 2:00 PM to 4:00 PM	Closed
Edmund.....	8:00 AM to 5:00 PM	9:20 AM to 2:35 PM	Closed
Cobb.....	8:00 AM to 5:00 PM	9:30 AM to 2:20 PM	Closed
Montfort.....	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Fennimore.....	8:00 AM to 5:00 PM	10:10 AM to 2:00 PM	Closed
Lancaster.....	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM	Closed
Livingston.....	8:00 AM to 5:00 PM	8:15 AM to 11:00 AM	Closed
Platteville.....	7:00 AM to 4:00 PM	12:30 PM to 2:30 PM	Closed
Cuba City.....	8:00 AM to 5:00 PM	Closed.....	Closed
Benton.....	6:30 AM to 3:30 PM	Closed.....	Closed
Galena.....	8:00 AM to 5:00 PM	2:00 PM to 4:00 PM	Closed

Holiday assignments as shown will govern New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

SURGEONS

IRVING S. CUTTER, M. D., Medical Director
V. H. HORNING, M. D., First Asst. Medical Director
 127 North Clinton Street.

Chicago.....**K. L. HOOD, M. D.**.....Local Surgeon
 Office Phone, Main 1310

Belvidere.....**W. B. PECK, M. D.**.....District Surgeon
 Office Phone, Main 230. Residence Phone, Main 430

Freeport, Ill......**T. J. HOLKE, M. D.**.....Associate District Surgeon
 Office Phone, Main 508. Residence Phone, Main 494

May be called to any place between Caledonia, Belvidere and Freeport.

Beloit.....**BENJAMIN FOSSE, M. D.**.....Local Surgeon
 Office Phone, 426. Residence Phone, 2847.

Janesville.....**W. H. McGUIRE, M. D.**.....District Surgeon
 Office Phone, 840. Residence Phone, 142

May be called to any place between Janesville and Caledonia.

Evansville.....**J. P. GUILFOYLE, M. D.**.....Local Surgeon
 Office Phone, 98-W. Residence Phone, 98-R

Madison.....**T. W. TORMEY, M. D.**.....District Surgeon
 Office Phone, Fairchild 1300. Res. Phone, Badger 1325

A. R. TORMEY, M. D......District Surgeon
 Office Phone, Fairchild 1300. Res. Phone, Badger 1919

May be called to any place between Brooklyn and Okee, and between London and Barneveld.

Baraboo.....**ROGER CAHOON, M. D.**.....District Surgeon
 Office Phone, 58-W. Residence Phone, 58-R

May be called to any place between Merrimac and Reedsburg.

Reedsburg.....**O. V. PAWLISCH, M. D.**.....Local Surgeon
 Office Phone, 311. Residence Phone, 254

Elroy.....**C. A. VOGEL, M. D.**.....District Surgeon
 Office Phone, 129. Residence Phone, 49

C. C. VOGEL, M. D......District Surgeon
 Office Phone, 129. Residence Phone, 129

May be called to any place between La Valle and Norwalk.

Milwaukee.....**O. R. LILLIE, M. D.**.....District Surgeon
 Office Phone, Daly 3221. Res. Phone, Hopkins 178

May be called to any place between Milwaukee and Jefferson Jet., and between Milwaukee and Wyeville.

VALOURS F. LANG, M. D......Associate District Surgeon
 Office Phone, Marquette 6795. Res. Phone, Edgewater 7863

G. W. FOX, M. D......Associate Surgeon
 Office Phone, Daly 3221. Res. Phone, Lakeside 1948

J. S. GORDON, M. D......Oculist and Aurist
 Office Phone, Daly 3873

R. P. SPROULE, M. D......Oculist and Aurist.
 Office Phone, Daly 3873

West Allis.....**R. H. FREDERICK, M. D.**.....Local Surgeon
 Office Phone, Green 0792. Res. Phone, Green 6754

Butler.....**M. R. MARKSON, M. D.**.....Local Surgeon
 Office Phone, Broadway 2184. Res. Phone, Kilbourn 2364

For the handling of emergency cases only.

Sussex.....**EDWIN C. VAN VALIN, M. D.**.....Local Surgeon
 Office Phone, 60. Residence Phone, 60.

Ashippun.....**G. W. RASTEDE, M. D.**.....Local Surgeon
 Office Phone, Mapleton 3-10. Res. Phone, Mapleton 3-10

So. Beaver Dam.....**A. A. HOYER, M. D.**.....Local Surgeon
 Office Phone, 972-W. Res. Phone, 972-R

Glenoak.....**E. H. FEDERMAN, M. D.**.....Local Surgeon
 Office Phone, Montello 72-W. Res. Phone, 72-J

Adams.....**HARRY SHAPIRO, M. D.**.....Local Surgeon
 Office Phone, 52 W. Res. Phone, 175

Necedah.....**H. C. MEYER, M. D.**.....Local Surgeon
 Office Phone, 23. Res. Phone, 109

Eau Claire.....**H. F. DERGE, M. D.**.....Local Surgeon
 Office Phone, 74. Res. Phone, 413

North Tomah.....**A. R. BELL, M. D.**.....Local Surgeon
 Office Phone, 191-192. Res. Phone, 122

C. M. BEEBE, M. D......Local Surgeon
 Office Phone, 201. Res. Phone, 416.

Sparta.....**S. D. BEEBE, M. D.**.....Local Surgeon
 Office Phone, 201. Res. Phone, 324

West Salem.....**G. T. WAKEFIELD, M. D.**.....Local Surgeon
 Office Phone, 24. Res. Phone, 26

La Crosse.....**ROBERT E. FLYNN, M. D.**.....District Surgeon
 Office Phone, 256. Res. Phone, 256-3S

May be called to any place between La Crosse and Summit, and between La Crosse and Wyeville.

E. J. McLOONE, M. D......Local Surgeon
 Office Phone, 200. Res. Phone, 588

Galesville.....**H. A. JEGI, M. D.**.....Local Surgeon
 Office Phone, 35. Res. Phone, 36-2R

Waukesha.....**W. B. CAMPBELL, M. D.**.....Local Surgeon
 Office Phone, 969-W. Res. Phone, 969-R

J. B. NOBLE, M. D......Consulting Surgeon
 Office Phone, 190-W. Res. Phone, 190-R.

Jefferson Jct......**J. C. BREWER, M. D.**.....Local Surgeon
 Jefferson, Phone, 39

Lake Mills.....**G. E. ECK, M. D.**.....Local Surgeon
 Office Phone, 238. Res. Phone, 277

Dodgeville.....**H. H. MORTON, M. D.**.....Local Surgeon
 Office Phone, 303 R-2. Res. Phone 303 R-3

Montfort.....**E. A. KETTERER, M. D.**.....Local Surgeon
 Office Phone, 71. Res. Phone, 2-S-71

Fennimore.....**M. A. BAILEY, M. D.**.....Local Surgeon
 Office Phone, 2-S-41. Res. Phone, 3-S-41

Lancaster.....**R. C. GODFREY, M. D.**.....Local Surgeon
 Office Phone, 66. Res. Phone, 17

Platteville.....**W. CUNNINGHAM, M. D.**.....Local Surgeon
 Office Phone, 600. Res. Phone, 70

Benton.....**P. W. LEITZELL, M. D.**.....Local Surgeon
 Office Phone, 53. Res. Phone 53

Galena.....**E. M. BENCH, M. D.**.....District Surgeon
 Office Phone, Main 93-R. Res. Phone, Main 93-W

May be called to any place between Galena and Lancaster.

Winona.....**JOHN D. KEYES, M. D.**.....District Surgeon
 Office Phone, 2555. Res. Phone, 4626

May be called to any place between Winona and St. Charles.

OSWALD LEICHT, M. D......Oculist
 Office Phone, 2555. Res. Phone, 2555

St. Charles.....**F. H. ROLLINS, M. D.**.....Local Surgeon
 Office Phone, 45. Res. Phone, 87

Eyota.....**F. C. DOLDER, M. D.**.....Local Surgeon
 Office Phone, 2. Res. Phone, 2

Rochester.....**W. J. & C. H. MAYO, D. C. BALFOUR, M. S. HENDERSON, and WALTER WALTERS, M. D's.,**
 Mayo Clinic.....District Surgeons
 Tel. No. 19, all hours
 May be called to any place in Minnesota and Dakota.

Rochester.....**H. K. GRAY, M. D.**.....Assoc. Local Surgeon
 Office Phone, 2381. Res. Phone, 3542

B. R. KIRKLIN, M. D......Consulting Roentgenologist
 Office Phone, 2381. Res. Phone, 3464

Plainview.....**J. A. SLOCUM, M. D.**.....Local Surgeon
 Office Phone, 33-2. Res. Phone, 33-4

Dodge Center.....**C. E. BIGELOW, M. D.**.....Local Surgeon
 Office Phone, 15-2. Res. Phone, 15-3

Owatonna.....**A. B. STEWART, M. D.**.....Local Surgeon
 Office Phone, 38-J. Res. Phone, 38-R

Waseca.....**B. J. GALLAGHER, M. D.**.....Local Surgeon
 Office Phone, 107. Res. Phone, 97

O. J. SWENSON, M. D......Assoc. Local Surgeon
 Office Phone, 181. Res. Phone, 173

SPRING SWITCHES

Rules 104f, 104g, 510a, 512a and 512b will be observed.

Janesville At end of two tracks, 1/5 mile west of passenger station, normal position is for eastward movements.

BLOCKING

Automatic Janesville to Elroy. Tower BJ to Wyeville.

Rules 302A to 373, govern between

Manual North Yard and Janesville.....7:15 AM to 4:15 PM
 Elroy and Sparta.....Continuous
 Wyeville and Winona.....Continuous
 Waukesha and Tower PD.....7:00 AM to 7:00 PM
 Lancaster and Tower MX.....7:00 AM to 5:00 PM, Except Sunday
 Galena and Montfort Junction.....7:00 AM to 5:00 PM, Except Sunday
 Tower CK and Waseca.....Continuous

WATCH INSPECTORS

NATIONAL RAILWAY TIME SERVICE CO.
 Chief Watch Inspector, 55 E. Washington St., Chicago, Ill.

Belvidere.....**CORNELL & REAM, INC.,** 405 So. State St.
Beloit.....**J. W. ANDERSON,** 123 W. Grand Ave.
Janesville.....**DEWEY & BRANDT,** 16 E. Milwaukee St.
Madison.....**E. W. PARKER,** 9 West Main St.
OLIVER OLSON, 1941 Winnebago St.
Baraboo.....**R. L. BRINGOLF,** 528 Oak St.
Elroy.....**B. C. CARTER,** 120 Main St.
Sparta.....**HOAG BROTHERS,** 112 So. Water St.
Galesville.....**J. A. KELLMAN & SON**
La Crosse.....**GLYNN CREMER,** 409 Main St.
Adams.....**R. M. MORSE**
Butler.....**H. HAMMERSMITH (Milwaukee)**
W. A. WAMPACH, 429 1/2 Farwell Ave.
H. HAMMERSMITH, 332 Wisconsin Ave.
Milwaukee.....**J. WELLSTEIN & CO.,** 584 National Ave.
MILTON H. KLOPF, 2369 South Kinnickinnic Ave.
HENRY J. OBERST, 615 West Mitchell St.
Lancaster.....**L. H. BROOKER CO.**
Galena.....**J. W. COATSWORTH & CO.**
Winona.....**W. J. WARMINGTON,** 78 West Third St.
Eyota.....**H. E. STELLMACHER**
Rochester.....**ROBERT A. ORR**
Waseca.....**L. P. ALBRECHT**

DIVISIONAL STAFF**ASST. SUPERINTENDENTS**

M. J. HURST
ADAMS

H. THAYER
WINONA

TRAINMASTER
E. P. WRIGHT
MADISON

ASS'T TRAINMASTER
F. W. YAEGER
MADISON

CHIEF TRAIN DISPATCHERS

C. W. HILLIARD
MADISON

R. M. MORSE,
ADAMS

DISPATCHERS

WM. H. CUTLER
E. F. BOEHM
WM. H. MacLENNAN
G. A. COLE
H. A. UEKER
P. M. KEEFFE
F. E. WARNER

W. C. HINTZ
J. W. NEFF
J. W. HIBBARD
O. S. BUTTERFIELD
E. B. KEEFFE
C. J. CALHOUN,
R. C. YAHNKE

MASTER MECHANICS

C. V. AXEN
MADISON

J. W. ANDERSON
WINONA

R. W. RICHARDSON, Division Engineer
MADISON

A. F. KRUEGER, Division Accountant
MADISON

ROAD FOREMEN OF ENGINES

L. J. GRIFFITH
ADAMS

WALTER PAULUS
MADISON

G. MATHIASSEN
MADISON

A. W. TABERT
MADISON

W. J. DAEHN
SPARTA

R. COLEMAN
ADAMS

J. M. FAHEY
WINONA

DISTRICT CLAIM AGENTS

L. C. ESPERSEN
ST. PAUL

W. F. BRINK
MANKATO