

HOSPITAL DEPARTMENT.

G. G. DOWDALL, M. D., Chief Surgeon
Chicago, Ill.

East Dubuque, Ill. U. S. LEWIS, M. D. Local Surgeon
Dubuque, Iowa { R. B. HARRIS, M. D. District Surgeon
 { A. J. ST. GERMAIN, M. D. Acting Local Surgeon
Dr. Harris may be called to any point between Dubuque Junction and Portage.

LOCATION OF HOSPITALS

General Hospital
Illinois Central Hospital, 5800 Stony Island Ave.
Chicago, Ill.

Emergency Hospitals
Finley Hospital, St. Joseph's Mercy Hospital
DUBUQUE, Iowa

1. Handle all cases of accidents in accordance with Transportation Department Rules 922 and 1120 to 1127.
2. All employees not heretofore furnished a copy of the Rules and Regulations of the Hospital Department may obtain same upon application to their employing officer or the superintendent.
3. Surgeons whose names are shown in heavy type capitals are authorized and will conduct physical examinations of applicants for employment on Forms 1333 and 1333-A. Other surgeons are only authorized to conduct examinations according to Form 1333-A.

CLAIM DEPARTMENT.

S. M. COPP, General Claim Agent, Chicago, Ill.
H. D. SMITH, Claim Agent, Waterloo, Ia.

Illinois Central Railroad Company

MINNESOTA DIVISION

PORTAGE DISTRICT

BETWEEN
Dubuque Junction and Portage

TIME TABLE No. 35

Taking Effect at 12:01 a. m.,

SUNDAY, NOVEMBER 14, 1926

Superseding Time Table No. 34
Dated OCTOBER 31, 1926

FOR THE GOVERNMENT OF EMPLOYEES ONLY

Not intended for the information of the public, nor as an advertisement of the time of trains. The Railroad reserves the right to vary therefrom as circumstances may require.

A. E. CLIFT, Senior Vice President.
G. E. PATTERSON, General Manager.
J. F. PORTERFIELD, Gen. Supt. of Transportation.
C. R. YOUNG, Superintendent of Transportation.
W. S. WILLIAMS, General Superintendent.
L. E. McCABE, Superintendent.

PORTAGE DISTRICT—Eastward

Siding	Standing Room	Cars with Engine	Miles from Omaha	STATIONS	FIRST CLASS															
					12	30	28	52	16	6	2	4								
					Ill. Cent.	Ill. Cent.	Ill. Cent.	Ill. Cent.	Ill. Cent.	C. G. W.	C. G. W.	C. G. W.								
				Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily								
100	346.9	N	.....	PORTAGE.....	A	3 31AM	A	7 13AM	A	12 21PM	fA	3 40PM	A	5 02PM	A	3 11AM	A	3 56AM	A	2 29PM
...	...	...	5.2	MENOMINEE.....		3 26		7 06		12 14	f	3 31		4 55		3 03		3 48		2 22
100	334.2	N	.....	EAST CABIN.....		3 18		6 57		12 05		3 22		4 46		2 55		3 38		2 13
...	...	...	7.5	EAST DUBUQUE.....	6	3 17	s	6 56	g	12 04	s	3 21		4 45		2 54		3 37		2 12
...	...	...	6	DUBUQUE JCT.....	L	3 14AM	L	6 53AM	L	12 01PM	L	3 17PM	L	4 42PM	L	2 49AM	L	3 34AM	L	2 08PM
						Daily		Daily		Daily	Except Sunday		Daily		Daily		Daily		Daily	

Siding	Standing Room	Cars with Engine	Miles from Omaha	STATIONS	FIRST CLASS															
					34	36	40	44	46	38	32									
					C., B. & Q.	C. B. & Q.	C., B. & Q.	C., B. & Q.	C., B. & Q.	C., B. & Q.	C., B. & Q.									
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
100	346.9	N	.....	PORTAGE.....																
...	...	...	5.2	MENOMINEE.....																
100	334.2	N	.....	EAST CABIN.....	A	1 14AM	A	3 48AM	A	11 47PM	A	2 20PM	A	3 25PM	A	5 02PM	A	2 50AM		
...	...	...	7.5	EAST DUBUQUE.....	6	1 13		3 47		11 46		2 19		3 24		5 01		2 49		
...	...	...	6	DUBUQUE JCT.....	L	1 06AM	L	3 42AM	L	11 37PM	L	2 12PM	L	3 19PM	L	4 52PM	L	2 42AM		
						Daily		Daily		Daily		Daily		Daily		Daily		Daily		

Siding	Standing Room	Cars with Engine	Miles from Omaha	STATIONS	FIRST CLASS															
					48	54	50	56	58											
					C., B. & Q.	C., B. & Q.	C., B. & Q.	C., B. & Q.	C., B. & Q.											
					Daily	Daily	Daily	Daily	Daily											
100	346.9	N	.....	PORTAGE.....	A	3 20AM	A	2 20PM	A	4 28AM	A	2 47PM	A	1 41AM						
...	...	...	5.2	MENOMINEE.....		3 12		2 11		4 20		2 41		1 33						
100	334.2	N	.....	EAST CABIN.....	L	3 00AM	L	2 00PM	L	4 10AM	L	2 32PM	L	1 21AM						
...	...	...	7.5	EAST DUBUQUE.....	6															
...	...	...	6	DUBUQUE JCT.....																
						Daily		Daily		Daily		Daily		Daily						

SPECIAL INSTRUCTIONS

1. Eastward trains are superior to trains of the same class in the opposite direction.

2. Between Dubuque Junction and East Cabin trains will be moved on Special Order Cards. These cards supersede all timetable and special rights between the above points, and no train will be permitted to occupy that portion of the track without a Special Order Card, properly filled out. The instructions on the face of the Special Order Cards must be obeyed.

3. Freight trains may run ahead of first class trains when train order signal at Portage or East Cabin indicates PROCEED. Operators at these points are authorized to permit inferior class trains to proceed ahead when in their judgment inferior class trains can run to Portage or East Cabin without delaying the first class train.

4. When an inferior train is permitted to precede an overdue first class train, operator will deliver to Engineer and Conductor of the inferior train, a note advising them number and probable time of arrival of the first class train.

5. Freight trains will resume their numbers at terminals of district.

6. Trains will stop at East Cabin, and await signal from switch-tender before proceeding. Trains must approach Portage and East Cabin prepared to stop, expecting to find main track occupied.

7. Double Track:

The double track extends from East Cabin to Portage.

When necessary to operate trains between East Cabin and Portage on a single track, it must be done only by authority of the Chief Train Dispatcher or by protecting the trains so operated as required by Rule 99.

8. Automatic Block System:

Three-indication upper quadrant automatic block signals are in service East Cabin to Portage.

9. Train Registers:

Portage..... East Cabin

All trains will register at East Cabin by register ticket.

At Portage all C., B. & Q. and C. G. W. trains and Illinois Central first class trains will register by ticket, except when Illinois Central trains display signals for following sections in which event conductors of all sections must personally register.

Conductors of Illinois Central freight trains must personally register.

10. Yards:

Portage..... East Dubuque
East Cabin..... Dubuque Junction

11. Following signs in station columns indicate locations of train order stations:

D—Day. N—Day and Night. N O—Night.

12. Conditional Stops:

The following additional signs when placed before the figures of the schedule, indicate flag stops as follows:

g—For revenue passengers where train is scheduled to stop, Galena and east.

13. Drawbridges: Interlocked:

East Dubuque..... Mississippi River

Home Signal for East-bound trains on the Illinois Central track is located 460 feet west of the center of the Mississippi River draw-bridge. At this point a torpedo is exposed when the signal is at Stop, and is exploded by contact with the wheels. All East-bound trains will stop west of and to clear the torpedo should the signal be at Stop. The signal at the West end of the tunnel is auxiliary to the Home Signal at the East end.

14. Railroad Crossings and Junctions:

Interlocked:

Dubuque Jct..... { C. G. W. Ry.
C. B. & Q. R. R.
East Dubuque..... C. B. & Q. R. R.
Portage..... C. B. & Q. R. R. and C. G. W. Ry.

Not Interlocked:

East Cabin.... C. B. & Q. R. R. and C. G. W. Ry.

15. Bulletin Boards:

Dubuque Junction..... East Cabin..... Portage

16. Standard Clocks:

East Cabin..... Portage

17. Telephones Connected with Dispatcher's Circuit are located as follows:

Portage..... Menominee..... East Dubuque

18. Speed Restrictions: Between Portage and East Cabin

	Miles per Hour
Passenger trains with passenger engines, passenger engines running light or with caboose.....	60
Passenger trains with freight engines.....	35
Dispatch Freight.....	30
Freight engines running light or with caboose.....	30
All other trains including local work and mixed.....	25
Engines not equipped with trucks, eight-wheel locomotive cranes, or trains handling them.....	15
Engines backing up light or with cars.....	15
All trains moving over cross-over, junctions and siding switches unless board at switch authorizes greater speed..	10
Derricks.....	25
Between East Cabin and Dubuque Jct.	
All trains.....	10

19. Warning:

All employees are warned that it is dangerous to ride on sides of cars or to lean out from locomotives, tenders, or cars while passing structures such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, ware houses, mail cranes, stock pens, water tanks, water columns, nearby fences and telephone poles, crossing gates, cotton platforms, cotton seed houses, fruit houses, log derricks, piles of lumber and similar buildings and structures.

All employees are further warned that it is dangerous to ride on tops of cars while passing under overhead bridges and through tunnels, as follows:

East Dubuque Tunnel..... 18' 3" High
W 172-2-S Steel Span..... 21' High

DIVISION OFFICERS

L. E. McCABE.....	Superintendent.....	Dubuque, Ia.
L. E. STROUSE.....	Train Master.....	Dubuque, Ia.
W. G. WISE.....	Traveling Engineer.....	Waterloo, Ia.
E. C. RUSSELL.....	Chief Train Dispatcher.....	Dubuque, Ia.
H. F. WEIMER.....	Asst. Chief Train Dispatcher.....	Dubuque, Ia.
W. G. HUEBSCH.....	Train Dispatcher.....	Dubuque, Ia.
J. L. HEINS.....	Train Dispatcher.....	Dubuque, Ia.
J. R. DELL.....	Train Dispatcher.....	Dubuque, Ia.
T. J. RUSSELL.....	Train Dispatcher.....	Dubuque, Ia.
A. G. DONAHUE.....	Train Dispatcher.....	Dubuque, Ia.
L. W. MORTON.....	Train Dispatcher.....	Dubuque, Ia.
W. R. McKELVIE.....	Train Dispatcher.....	Dubuque, Ia.
W. VOLLENWEIDER.....	Train Dispatcher.....	Dubuque, Ia.