

**MEDICAL AND SURGICAL DEPARTMENTS**  
**DIVISION SURGEON AND EXAMINERS, MEDICAL**  
**EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS**

Savanna, Ill.....Dr. J. B. SCHREITER..... Surgeon and Examiner.  
 Galena, Ill.....Dr. E. M. BENCH..... Surgeon.  
 Dubuque, Iowa.....Dr. R. R. HARRIS..... Surgeon.  
 East Dubuque, Ill.....Dr. U. S. LEWIS..... Surgeon.  
 Cassville, Wis.....Dr. A. C. REMPE..... Surgeon.  
 Prairie du Chien, Wis.....Dr. O. E. SATTER..... Surgeon.  
 La Crosse, Wis.....Dr. R. H. GRAY..... Medical Examiner.  
 La Crosse, Wis.....Dr. G. GUNDERSON..... Surgeon.  
 La Crosse, Wis.....Dr. S. B. GUNDERSEN..... Surgeon.  
 La Crosse, Wis.....Dr. J. E. McLOONE..... Surgeon.  
 La Crosse, Wis.....Dr. L. W. EIDAM..... Ophthalmologist.  
 Trempealeau, Wis.....Dr. L. C. WEST..... Surgeon.  
 Winona, Minn.....Dr. J. D. KEYES..... Surgeon.  
 Redwing, Minn.....Dr. A. E. JOHNSON..... Surgeon.  
 Cochrane, Wis.....Dr. E. A. MEILI..... Surgeon.  
 Alma, Wis.....Dr. J. S. TENNEY..... Surgeon.  
 Prescott, Wis.....Dr. G. M. DILL..... Surgeon.  
 St. Paul, Minn.....Dr. A. W. IDE..... Surgeon and Examiner.  
 St. Paul, Minn.....Dr. J. W. JESION..... Surgeon.  
 St. Paul, Minn.....Dr. L. A. NELSON..... Ophthalmologist.  
 Minneapolis, Minn.....Dr. R. C. WEBB..... Surgeon.  
 Minneapolis, Minn.....Dr. I. SIVERTSEN..... Surgeon.  
 Minneapolis, Minn.....Dr. R. I. RIZER..... Consultant.  
 Minneapolis, Minn.....Dr. F. J. PRATT, JR..... Ophthalmologist.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company surgeon should be summoned by the officer or employee of highest rank present.

In cases of emergency when the attendance of the Company surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in an emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service had been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears it clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.  
 Medical Director,  
 Relief Dept., Chicago.

O. H. HORRALL, M. D.,  
 Chief Surgeon,  
 Chicago.

J. H. AYDELOTT,  
 General Manager, Chicago.

S. L. FEE,  
 General Superintendent, Galesburg, Ill.

W. E. HAIST,  
 Superintendent, Aurora, Ill.

W. B. SIMMONS,  
 Assistant Superintendent, Dayton's Bluff, Minn.

P. F. THOMAS,  
 Assistant Superintendent, North La Crosse.

F. E. SPERRY,  
 General Superintendent Transportation, Chicago.

**Chicago, Burlington & Quincy**  
**Railroad Company**

**LINES EAST OF THE MISSOURI RIVER**

**TIME**  
**TABLE**  
 OF THE  
**LA CROSSE DIVISION**  
 OF THE  
**EASTERN DISTRICT**  
**No. 48**

**EFFECTIVE AT 12:01 A. M.**  
**CENTRAL STANDARD TIME**

**SUNDAY, DECEMBER 6, 1942**

**DESTROY ALL TIME TABLES OF PREVIOUS DATE**

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Quincy

84

# Freight Trains (Information Only)

LA CROSSE DIVISION.

TIME TABLE No. 48.

EFFECTIVE DECEMBER 6, 1942.

WESTWARD						STATIONS	EASTWARD					
				Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight			
				<b>81</b>	<b>97</b>		<b>80</b>	<b>88</b>	<b>82</b>			
				A.M. L 6.50	P.M. L 7.20	..... SAVANNA TOWER .....	P.M. A 2.00	P.M. A 5.15	A.M. A 6.30			
				P.M. 2.00	A.M. 2.00	..... NORTH LA CROSSE .....	P.M. 7.45	P.M. 12.15	A.M. 12.35			
				2.30	2.30		7.00	11.30	11.20			
				A 9.00 P.M.	A 8.00 A.M.	..... DAYTON'S BLUFF .....	L 1.30 A.M.	L 7.00 A.M.	L 6.30 P.M.			



# Savanna Tower to North La Crosse—Sub-division—Westward

LA CROSSE DIVISION.

TIME TABLE No. 48.

EFFECTIVE DECEMBER 6, 1942.

FIRST CLASS				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	51	49	151						21	45	23	147	
A.M. 1:05	A.M. 1:56	A.M. 2:11	A.M. 10:07	B.C.K.O.R. T.W.Yd.	143.68	..... SAVANNA TOWER.....	Yard	Yard	Continuous.	A.M. 11:01	P.M. 1:25	P.M. 5:37	P.M. 11:50
						0.96							
						0.20							
						0.79							
1:10	2:01	2:16	10:15 A.M.	B.K.R.W. Yd.	145.64	..... SAVANNA .....		34	Continuous.	11:05	1:30	5:41	11:59 P.M.
1:30	2:06	2:21				5.04				11:07	1:45	5:43	
						3.01							
s 1:41						4.48			No Office.		s 1:55		
1:45	2:21	2:36				5.35			No Office.		2:01		
						8.09			No Office.				
1:59	2:35	2:50		K.W.Yd.	171.60	..... GALENA JCT.....	115	70	Continuous.	11:24	2:15	6:00	
2:01	2:37	2:52			172.36	..... PORTAGE.....			Continuous.		2:17		

**Trains between Portage and East Dubuque are governed by rules of Illinois Central R. R.**

2:27	2:53	s 3:08		W.Yd.	185.05	..... EAST DUBUQUE.....	140	48	Continuous.	s 11:44	s 2:42	s 6:20	
						0.22							
						14.01							
2:42	3:10	3:25			199.28	..... POTOSI .....	125	75	8:30 a.m. to 5:30 p.m.	11:53	s 3:01	6:31	
2:47	3:16	3:31				6.18					f 3:09		
						7.54							
s 2:54	3:24	3:39			205.47	..... McCARTNEY .....		6	No Office.	P.M. 12:02	s 3:20	6:41	
						9.80							
3:05	3:34	3:49			213.01	..... CASSVILLE .....	125	70	8:30 a.m. to 5:30 p.m.		s 3:33		
						5.57							
3:14	3:40	3:55		C.W.Yd.	222.80	..... GLEN HAVEN .....		32	8:30 a.m. to 5:30 p.m.	12:11	s 3:41	6:52	
						3.63							
						3.57							
						1.38							
3:21	3:49	4:04			228.36	..... BAGLEY.....	125	15	8:30 a.m. to 5:30 p.m.	12:16	s 3:46		
						2.71							
						2.71							
s 3:30	s 3:59	s 4:17		W.Y. Yd.	231.99	..... WYALUSING .....	W125 E90	90	8:30 p.m. to 5:30 a.m.	s 12:23	s 4:02	s 7:04	
						7.69							
						7.07							
3:43	4:19	4:34			247.35	..... CHARME .....		5	No Office.		s 4:22		
						7.74							
3:49	4:27	4:42		W.	254.42	..... LYNXVILLE.....		29	8:00 a.m. to 5:00 p.m.	12:41	s 4:33	7:22	
						7.71							
3:55	4:35	4:50			262.16	..... FERRYVILLE.....	125	37	8:30 a.m. to 5:30 p.m.		s 4:44		
						3.99							
3:58	4:39	4:54			270.09	..... DE SOTO .....		15	8:30 a.m. to 5:30 p.m.		f 4:50		
						6.67							
4:03	4:45	5:00			274.09	..... VICTORY .....		6	No Office.		s 4:56		
						6.07							
4:08	4:51	5:06			280.75	..... GENOA .....		6	8:15 a.m. to 5:15 p.m.		f 5:04		
						6.55							
						1.41							
4:15	4:59	5:14			286.82	..... STODDARD .....		31	8:30 a.m. to 5:30 p.m.	1:02	5:12	7:46	
						2.76							
s 4:24	s 5:05	s 5:20			293.37	..... CALVERT .....		11	No Office.	s 1:07	s 5:24	s 7:51	
						2.34							
						0.28							
A 4:30 A.M.	A 5:10 A.M.	A 5:25 A.M.		B.C.K.O.R. T.W.Y.Yd.	297.54	..... LA CROSSE.....			No Office.				
						2.34							
						0.28							
Daily	Daily	Daily	Daily		299.88	C.M.St.P. & P. Cross'g (Interl'kd) C. & N.W. Cross'g (Interlocked)	Yard	Yard	Continuous.	A 1:15 P.M.	A 5:30 P.M.	A 7:59 P.M.	
										Daily	Daily	Daily	Daily
3:00	3:04	3:04	:08			..... SCHEDULE TIME.....				2:08	3:45	2:16	:09
51.5	50.3	50.3	14.7			..... AVERAGE SPEED AN HOUR.....				72.4	41.2	68.2	13.0

Double track between Savanna Tower and Ports and between Crawford and Herrington.  
Automatic block system and Rules D-251, D-252 and D-254 in effect between Savanna Tower and Herrington.  
No train order signal at Galena Jct. governing trains operating on Galena Branch. Conductors and Enginemen must have Clearance Form A.  
No. 47 must not exceed 35 miles an hour Sunday only when dispatching mail at Potosi.  
No. 51 will stop at East Dubuque to receive passengers for west of Minneapolis.

No. 49 must not exceed 35 miles an hour when dispatching mail at Cassville, Glen Haven and Bagley.  
No. 49 must not exceed 15 miles an hour Sunday only when dispatching mail at Potosi.  
Local extra leaves Savanna 6:00 A. M. daily except Sunday for Galena; carries passengers.  
Local extra leaves Savanna 6:00 A. M. daily except Sunday for North La Crosse; carries passengers.  
Draw Bridge 171.64 over Galena River at Galena Jct., Interlocked.



# North La Crosse to Savanna Tower—Sub-division—Eastward

LA CROSSE DIVISION.

TIME TABLE No. 48.

EFFECTIVE DECEMBER 6, 1942.

FIRST CLASS				Signs	Miles from Savanna Tower	STATIONS	Capacity of		Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Slidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
<b>48</b>	<b>148</b>	<b>44</b>	<b>50</b>							<b>22</b>	<b>52</b>	<b>152</b>	<b>24</b>
A.M. A 4:20	A.M. A 4:35	A.M. A 5:17	A.M. A 5:31	B.C.K.O.R. T.W.Yd.	.0	..... SAVANNA TOWER .....	Yard	Yard	Continuous	P.M. A 12:22	P.M. A 4:20	P.M. A 4:29	P.M. A 8:44
					.96	C.M.St.P.&P.Cross'g(Interl'kd)							
					1.16	C.M.St.P.&P.Cross'g(Interl'kd)							
					1.95	..... SAVANNA .....		34	Continuous	12:18 12:16 P.M.	4:15 4:05	L 4:24 P.M.	8:40 8:39
					6.99	..... MARCUS .....		11	No Office				
					10.00	..... PROVING GROUND .....			No Office				
					14.48	..... WHITTON .....	E125	20	No Office.				
					19.83	..... BLANDING .....		8	No Office.				
					27.92	..... GALENA JCT. ....	115	70	Continuous.	11:50	3:28		8:13
					28.67	..... PORTAGE .....			Continuous.		3:26		

## Trains between East Dubuque and Portage are governed by rules of Illinois Central R. R.

s 3:09		4:08	4:21	W.Yd.	41.37	..... EAST DUBUQUE .....	140	48	Continuous.	s 11:34	s 3:08		s 7:57
					41.59	..... I. C. Cross'g (Interlocked) ...							
2:49		3:48	4:01		55.60	..... POTOSI .....	125	75	2:00 p.m. to 4:00 p.m.	11:23	s 2:46		7:46
2:43		3:41	3:54		61.78	..... McCARTNEY .....		6	No Office.		2:38		
2:36		3:33	3:46		69.32	..... CASSVILLE .....	125	70	2:00 p.m. to 4:00 p.m.	11:14	s 2:30		7:37
2:26		3:22	3:36		79.12	..... GLEN HAVEN .....		32	2:00 p.m. to 4:00 p.m.		s 2:18		
2:20		3:14	3:29	C.W.Yd.	84.69	..... BAGLEY .....	125	15	2:00 p.m. to 4:00 p.m.	11:02	s 2:10		7:25
					88.32	..... WYALUSING .....		7	No Office.		f 2:04		
					91.89	..... PORTS .....			No Office.				
2:06		2:58	3:14		93.27	..... CRAWFORD .....		14	Continuous.	10:53	1:55		7:16
					95.98	..... PRAIRIE DU CHIEN .....	W125 E90	90	8:30 p.m. to 5:30 a.m.	s 10:49	s 1:51		s 7:12
					103.67	..... CHARME .....		5	No Office.		f 1:34		
1:43		2:35	2:51		110.74	..... LYNXVILLE .....		29	Closed.		s 1:25		
1:36		2:28	2:43	W.	118.48	..... FERRYVILLE .....	125	37	1:10 p.m. to 4:40 p.m.	10:31	s 1:14		6:53
1:29		2:21	2:35		126.19	..... DE SOTO .....		15	Closed.		s 1:04		
1:25		2:17	2:31		130.18	..... VICTORY .....		6	No Office.		f 12:57		
1:19		2:10	2:24		136.85	..... GENOA .....		6	Closed.		s 12:47		
1:13		2:03	2:17		142.92	..... STODDARD .....		31	Closed.		f 12:38		
					149.47	..... CALVERT .....		11	No Office.				
1:05		1:56	2:08		150.88	..... HERRINGTON .....			No Office.	10:10	12:29		6:33
s 12:56		s 1:52	s 2:03		153.64	..... LA CROSSE .....			No Office.	s 10:06	s 12:25		s 6:29
					155.98	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked)							
L 12:51 A.M.		L 1:47 A.M.	L 1:59 A.M.	B.C.K.O.R. T.W.Y.Yd.	156.26	..... NORTH LA CROSSE .....	Yard	Yard	Continuous.	L 10:00 A.M.	L 12:20 P.M.		L 6:23 P.M.
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
3:14 48.0	:05 23.5	3:15 47.5	3:17 47.0			..... SCHEDULE TIME .....				2:16 68.0	3:45 41.2	:05 23.5	2:16 68.0
						..... AVERAGE SPEED AN HOUR .....							

Double track between Herrington and Crawford, and between Ports and Savanna Tower.

Automatic block system and Rules D-251, D-252 and D-254 in effect between Herrington and Savanna Tower.

No train order signal at North La Crosse; no eastward train order signal at Savanna. Conductors and Enginemen must have Clearance Form A.

No. 44 and No. 50 will stop at Prairie du Chien and East Dubuque to discharge passengers from west of Minneapolis.

Local extra leaves Galena 12:01 P. M. daily except Sunday for Savanna; carries passengers.

Draw Bridge 171.64 over Galena River at Galena Jct., Interlocked.



# North La Crosse to Minneapolis—Sub-division—Westward.

LA CROSSE DIVISION.

TIME TABLE No. 48.

EFFECTIVE DECEMBER 6, 1942.

FIRST CLASS				Signs	Mile Post Location	STATIONS	Miles from North La Crosse	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Slings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	51	49	49								21	45	23	
A.M.	A.M.	A.M.	A.M.	B.C.K. O.R.T. W.Y.Yd.	301.27	..... NORTH LA CROSSE.....	.0	Yard	Yard	Continuous.	L 1-16	L 5-37	L 8-00	
L 4-40	L 5-20	L 5-35	L 5-35		302.58	..... SULLIVAN JCT.....	1.32			No Office.		5-41		
4-44	5-24	5-39	5-39		303.71	..... ONALASKA.....	2.44			No Office.	s 5-43			
					310.85	..... LYTLE.....	7.14			No Office.				
4-58	5-41	5-56	5-56		317.49	..... TREMPLEAU.....	9.58		6	No Office.	s 5-59			
5-04	5-50	6-05	6-05	K. W. Yd.	325.72	..... EAST WINONA.....	16.22			Continuous.	1-34	6-12	8-18	
						G.B. & W. Crossing (Interlocked)	24.45	W125 E125	60					
s 5-08	5-53	6-08	6-08		327.87	..... C. & N.W. Cross'g (Auto. Interl.).....	26.60			No Office.	s 1-36	6-15	s 8-20	
5-16	6-01	6-16	6-16		333.82	..... WINONA JCT.....	32.54		13	7:30 a.m. to 4:30 p.m.	s 6-24			
						..... FOUNTAIN CITY.....	34.08							
5-23	6-11	6-26	6-26		343.08	..... COCHRANE.....	41.81	W125	46	7:30 a.m. to 4:30 p.m.	1-49	s 6-37	8-33	
s 5-34	6-20	6-35	6-35	W.	351.33	..... ALMA.....	50.06		42	8:00 a.m. to 5:00 p.m.	s 6-49			
5-43	6-28	6-43	6-43		358.62	..... NELSON.....	57.35		43	8:00 a.m. to 5:00 p.m.	s 7-00			
5-47	6-33	6-48	6-48		362.07	..... TREVINO.....	60.80		15	Continuous.	2-02	7-05	8-47	
						C.M.St.P. & P. Cross'g (Interl'kd)	62.00							
					362.93	..... MEARS.....	61.66			No Office.				
					366.16	..... PEPIN.....	64.89		48	8:00 a.m. to 5:00 p.m.	s 7-13			
5-52	6-38	6-53	6-53		372.54	..... STOCKHOLM.....	71.27	125	31	8:00 a.m. to 5:00 p.m.	2-11	s 7-23	8-56	
6-00	6-44	6-59	6-59	C.W.Yd.	378.73	..... MAIDEN ROCK.....	77.46		71	7:00 a.m. to 4:00 p.m.	s 7-32			
6-06	6-50	7-05	7-05		386.32	..... BAY CITY.....	85.05		47	8:00 a.m. to 5:00 p.m.	s 7-44			
6-14	6-58	7-13	7-13		390.96	..... HAGER.....	89.69	125	18	No Office.	2-23	f 7-52	9-08	
6-18	7-03	7-18	7-18		396.34	..... DIAMOND BLUFF.....	95.07		64	No Office.	f 8-00			
6-23	7-09	7-24	7-24		407.56	..... PRESCOTT.....	106.30		56	7:00 a.m. to 4:00 p.m.	s 8-19			
s 6-35	7-22	7-37	7-37	W.Yd.	407.85	..... BURNS.....	106.59			No Office.				
					410.25	..... HASTINGS.....	108.98	125	11	No Office.	f 8-26			
					410.28	C.M.St.P. & P. Cross'g (Interl'kd)	109.01							
6-40	7-29	7-44	7-44	R.	410.50	..... St. Croix Tower.....	109.23			Continuous.	2-44	8-28	9-29	

**Trains between St. Croix Tower and St. Paul are governed by joint time table of C. M. St. P. & P. R. R. and C. B. & Q. R. R.**

				B.C.K.O. T.W.Yd.	428.56	..... DAYTON'S BLUFF.....	127.29	Yard	Yard	No Office.				
						..... ST. PAUL.....	129.14			5:30 a.m. to 2:30 p.m. 4:00 p.m. to 11:59 p.m.	s 3-15	9-15 9-30	s 10-00	
7-30 7-42	A 8-15 A.M.	A 8-30 A.M.	A 8-30	B.K.R.	430.40									

**Trains between St. Paul and Minneapolis are governed by rules and time table of G. N. Railway.**

	A 8-12 A.M.			B.K.R.	440.93	..... MINNEAPOLIS.....	139.67			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	A 3-45 P.M.	A 9-55 P.M.	A 10-30 P.M.	
	Daily	Daily	Daily			..... SCHEDULE TIME.....					Daily	Daily	Daily	
	3:32 39.0	2:55 44.2	2:55 44.2			..... AVERAGE SPEED AN HOUR.....					2:29 56.2	4:18 32.4	2:30 55.8	

Double track between Sullivan Jct. and Trevino, between Mears and Prescott and between Burns and St. Croix Tower.  
Automatic block system and Rules D-251, D-252 and D-254 in effect between Sullivan Jct. and St. Croix Tower.  
No train order signal at North La Crosse. Conductors and Enginemen must have Clearance Form A.  
Spring switch located No. 1 track at east end of Battle Creek Yard at Dayton's Bluff.  
No. 47 must not exceed 30 miles an hour when dispatching mail at Maiden Rock.  
No. 51 will stop at Winona Jct. to discharge revenue passengers from Chicago.

No. 45 will stop at East Winona for passengers daily except Sunday and will stop at Winona Jct. for passengers Sunday only.  
No. 45 will stop at Hager for passengers and mail daily except Sunday, and on Sunday will stop on flag.  
No. 45 will stop at St. Paul Park daily except Sunday to dispatch mail and express.  
Local extra leaves North La Crosse 5:00 A. M. daily except Sunday for Dayton's Bluff; carries passengers Onalaska to Newport.  
Draw Bridge 407.72 over St. Croix River at Prescott Interlocked.  
Draw Bridge 362.64 over Chippewa River at Trevino Interlocked.



# Minneapolis to North La Crosse—Sub-division—Eastward.

LA CROSSE DIVISION.

TIME TABLE No. 48.

EFFECTIVE DECEMBER 6, 1942.

FIRST CLASS				Signs	Miles from Minneapolis	STATIONS	Capacity of		Office Open Sundays	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Sidings				Other Tracks	Daily Passenger		Daily Passenger	Daily Passenger	
22	52	24							48	44	50	
A.M.	P.M.	P.M.							A.M.	A.M.	A.M.	
A 9:59	A 12:10	A 6:22	B.C.K.O.R. T.W.Y.Yd.	138.28	NORTH LA CROSSE	Yard	Yard	Continuous.	A 12:41	A 1:37	A 1:50	
	12:06			136.96	SULLIVAN JCT.			No Office.	12:37	1:33	1:46	
	12:04			135.84	ONALASKA			No Office.				
	11:54			128.70	LYTLE			No Office.				
	11:46			122.06	TREMPEALEAU		9	No Office.	12:20	1:14	1:26	
9:38	11:36	5:59	K.W.Yd.	113.83	EAST WINONA G.B. & W. Crossing (Interlocked)	W125 E125	60	Continuous.	s 12:10	1:05	1:15	
					C. & N.W. Cross'g (Auto. Interl.) WINONA JCT.			No Office.	A.M.—			
s 9:36	s 11:34	s 5:57		111.68	FOUNTAIN CITY		13	10:00 a.m. to 11:59 a.m.	11:59	1:02	1:12	
	11:27			105.74	COCHRANE	W125	46	10:00 a.m. to 11:59 a.m.	11:55	12:54	1:04	
				96.47	ALMA		40	9:30 a.m. to 11:30 a.m.	11:47	12:44	12:54	
9:24	s 11:15	5:44	W.	88.22	NELSON		43	Closed.	f 11:39	12:35	12:44	
	11:04			80.93	TREVINO C.M.St.P. & P. Cross'g (Interl'kd)		15	Continuous.	11:32	12:27	12:35	
	10:52			77.48	MEARS			No Office.	11:29	12:23	12:31	
9:11	10:45	5:31		76.62	PEPIN		48	Closed.				
	10:38			73.39	STOCKHOLM		125	Closed.	11:25	12:18	12:26	
	10:28	5:21	C.W.Yd.	67.01	MAIDEN ROCK		71	Closed.	11:19	12:10	12:19	
	10:18			60.82	BAY CITY		47	Closed.	11:13	12:03	12:12	
	10:07			53.23	HAGER		125	Nq Office.	11:06	11:53	12:03	
8:47	s 9:59	5:07		48.59	DIAMOND BLUFF		64	No Office.	11:02	11:48	11:58	
	9:51			43.21	PRESCOTT		56	Closed.	10:57	11:41	11:51	
	9:36		W. Yd.	31.98	BURNS			No Office.	f 10:46	11:28	11:37	
				31.69	HASTINGS		125	No Office.				
	9:27			29.30	C.M.St.P. & P. Cross'g (Interl'kd)							
				29.27	St. Croix Tower			Continuous.	10:40	11:21	11:28	
8:31	9:25	4:50	R.	29.05								

**Trains between St. Paul and St. Croix Tower are governed by joint time table of C. M. St. P. & P. R. R. and C. B. & Q. R. R.**

				Signs	Miles from Minneapolis	STATIONS	Capacity of		Office Open Sundays			
Daily Passenger	Daily Passenger	Daily Passenger	Sidings				Other Tracks	Daily Passenger		Daily Passenger	Daily Passenger	
			B.C.K.O. T.W.Yd.	12.38	DAYTON'S BLUFF	Yard	Yard	No Office.				
8:10	9:00	4:30						6:00 a.m. to 11:00 a.m.	10:20	10:55	11:00	
8:02	8:40	4:25	B.K.R.	10.53	ST. PAUL			12:01 p.m. to 6:00 p.m.	10:10	P.M.	P.M.	
								7:00 p.m. to 11:59 p.m.				

**Trains between Minneapolis and St. Paul are governed by rules and time table of G. N. Railway.**

				Signs	Miles from Minneapolis	STATIONS	Capacity of		Office Open Sundays			
Daily Passenger	Daily Passenger	Daily Passenger	Sidings				Other Tracks	Daily Passenger		Daily Passenger	Daily Passenger	
L 7:42	L 8:15	L 4:00	B.K.R.	.0	MINNEAPOLIS			5:50 a.m. to 2:50 p.m.	L 9:45			
A.M.	A.M.	P.M.						3:50 p.m. to 11:50 p.m.	P.M.			
Daily	Daily	Daily							Daily	Daily	Daily	
2:17	3:55	2:22							2:58	2:42	2:50	
81.1	35.4	58.9							47.5	47.8	45.5	
SCHEDULE TIME												
AVERAGE SPEED AN HOUR												

Double track between St. Croix Tower and Burns, between Prescott and Mears and between Trevino and Sullivan Jct.

Automatic block system and Rules D-251, D-252 and D-254 in effect between St. Croix Tower and Sullivan Jct.

Spring switch located No. 1 track east end of Battle Creek yard at Dayton's Bluff.

No. 52 will stop on flag at Newport for passengers and parcel post mail.

No. 52 will reduce speed to ten miles an hour passing Dayton's Bluff yard office to dispatch Company mail.

No. 48 due to leave Minneapolis Sundays will stop at Winona Jct. instead of East Winona for passengers.

No. 44 and No. 50 will stop at Winona Jct. to discharge passengers from west of Minneapolis.

Draw Bridge 407.72 over St. Croix River at Prescott, Interlocked.

Draw Bridge 362.64 over Chippewa River at Trevino, Interlocked.



SPEED RESTRICTIONS

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	55.....	1	5
10.....	6	0	60.....	1	0
15.....	4	0	65.....	0	55
20.....	3	0	70.....	0	51
25.....	2	24	75.....	0	48
30.....	2	0	80.....	0	45
35.....	1	43	85.....	0	42
40.....	1	30	90.....	0	40
45.....	1	20	95.....	0	38
50.....	1	12	100.....	0	36

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at "restricted speed" until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

- Gas-electric motor cars..... 60 M. P. H.
- Diesel-electric power units..... 75 M. P. H.
- Diesel-electric switch engines..... 40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water, speed must not exceed six miles an hour.

LOCATION	Passenger Trains M. P. H.	Trains Freight M. P. H.
MAXIMUM SPEED.....	65	50
With O-5, O-5-A, S-4-A, S-4 or Diesel engine:		
Between Savanna and Herrington.....	75	60
Between Sullivan Jct. and M. P. 357.0.....	75	.....
Between M. P. 391.0 and M. P. 407.....	75	.....
Between Sullivan Jct. and St. Croix Tower.....	.....	55
Savanna Tower through crossover.....	25	25
Savanna, C. M. St. P. & P. crossings.....	20	20
Galena Jct. to Galena.....	15	15
S-1-A, S-2-A Engine Bridge 175-22 Galena Branch....	6	6
Galena Jct., turnout.....	25	25
East Dubuque, I. C. crossing.....	40	40
O-5 and O-5-A engines over I. C. Bridges 172.2 and 172.2S.....	25	25
Ports, end of double track, through turnout.....	40	35
Crawford, C. M. St. P. & P. crossing.....	40	40
Crawford, end of double track, through turnout.....	25	25
Prairie du Chien, Webster St. to Hayden St.....	15	15
Herrington, end of double track, through turnout....	40	40
Herrington to C. M. St. P. & P. crossing.....	60	45
North La Crosse, west leg of wye.....	10	.....
North La Crosse to Sullivan Jct.....	35	35
Sullivan Jct., through crossovers.....	25	25
Sullivan Jct., over switches in eastward track.....	35	35
East Winona to Winona.....	15	15
Winona Jct., C. & N. W. crossing.....	40	40
Trevino, end of double track, through turnout.....	40	40
Chippewa River Bridge 362.64.....	60	40
Mears, end of double track, through turnout.....	40	40
Trains using center siding Hager over grade crossing County Trunk Highway "E" M. P. 391.1.....	10	10
Prescott, end of double track, through turnout.....	25	25
Prescott, drawbridge.....	15	15
Burns, end of double track, through turnout.....	25	25
Hastings, C. M. St. P. & P. crossing.....	25	25
St. Croix Tower, railroad crossing.....	25	25
St. Croix Tower, turnout and curve, eastward.....	15	15
Spring Switch No. 1 track east end Battle Creek yard, Dayton's Bluff.....	15	15
All cross-overs and turnouts not otherwise specified...	10	10
Engines running backward either light or handling trains.....	20	20
Handling pile drivers, steam shovels and clam shells.....	.....	25
Handling steam derricks.....	.....	30
See special instructions 11.....	.....	.....
Handling scale test cars (must be handled next to way car with air coupled).....	.....	25
Handling K & J air dumps in series 202650-202799 (must be handled in rear of trains whenever possible).....	.....	25
B-S-4, S-4-A, M, O-5 or O-5-A engines with drivers blocked up.....	30	30
Engines under steam, disconnected on one side, with main rod down.....	25	25



## SPEED RESTRICTIONS—Concluded

## SPECIAL INSTRUCTIONS GOVERNING TRAINS OPERATING ON SCHEDULES NOS. 21, 22, 23 AND 24 HANDLED BY S4, S-4-A, O-5-A OR DIESEL ENGINES.

1. When these trains consist entirely of Zephyr type lightweight equipment and are handled by S4, S-4-A or Diesel engines they will be governed by the following speed restrictions.

2. When these trains have any standard equipment or when they are handled by O-5-A engines they will be governed by the following speed restrictions except must not exceed maximum speed of 80 miles an hour and must reduce speed 10 miles an hour below that designated for curves, and must not exceed 70 miles an hour M. P. 366.50 to M. P. 379.00.

3. When these trains are handled by S4, S-4-A or O-5-A engines or when they have any standard equipment they must not exceed speed designated for other trains over track or bridges covered by slow order and through turnouts or crossovers.

4. Triangle and banjo type roadway signals are located approximately one mile from point of curve or point where zone speed changes, unless otherwise specified.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone signal is reached. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve.

C. M. St. P. & P. special roadway speed signals consist of a post with a blade to the right thereof painted yellow, with the letters "RS" and numerals thereon indicating the permissible speed, and are located approximately 3000 feet from point where speed changes, and will govern on the Eastward track between Newport and St. Croix Tower.

## BETWEEN SAVANNA AND MINNEAPOLIS

Westward M.P.H.		Condition	M. P. Location	Eastward M.P.H.	
Zone	Other			Zone	Other
95	..		Savanna to 171.00	95	..
..	..	Curve	146.15	..	70
40	..		171.00 to 172.50	40	..
..	25	*Turnout	Portage	..	25
75	..		{346.90(IC)} to {335.00(IC)} {169.10(IC)} to {181.00(IC)}	75	..
..	65	Curve	343.80(IC)	..	..
..	65	Curve	343.61(IC)	..	..
..	70	Curve	339.92(IC) 176.17(IC)	..	70
..	70	Curve	339.81(IC) 176.35(IC)	..	70
..	75	Curve	338.43(IC)	..	..
40	..		{335.00(IC)} to 185.50 Q {181.00(IC)}	40	..
75	..		185.50 to 187.00	75	..
95	..		187.00 to 239.00	95	..
..	..	*Turnout	Ports	..	50
..	60	*RR Crossing	Crawford	..	..
..	..	*Turnout	Crawford	..	40
20	..		239.00 to 240.00	20	..
95	..		240.00 to Herrington	95	..
..	50	*Turnout	Herrington end of double track	..	..

## BETWEEN SAVANNA AND MINNEAPOLIS—Concluded

Westward M.P.H.		Condition	M. P. Location	Eastward M.P.H.	
Zone	Other			Zone	Other
70	..		Herrington to North La Crosse	70	..
..	15	*Curve	North La Crosse west leg of wye	..	15
60	..	†	North La Crosse to 303.00	60	..
..	40	*Turnout	Sullivan Junction	..	..
95	..		303.00 to 334.25	95	..
..	75	Curve	325.60	..	60
..	40	*RR Crossing	Winona Jct.	..	40
95	..		334.25 to 357.00	95	..
85	..		357.00 to 364.50	85	..
..	50	*Turnout	Trevino	..	..
..	50	*Turnout	Mears	..	..
60	..		364.50 to 366.50	60	..
80	..		366.50 to 379.00	80	..
85	..		379.00 to 389.30	85	..
90	..		389.30 to 391.00	90	..
95	..		391.00 to 410.25	95	..
..	60	Curve	407.20	..	60
..	40	*Turnout	Prescott	..	..
..	30	*Curve	407.70	..	30
..	..	*Turnout	Burns	..	40
55	..		410.25 to 415.25	..	..
..	25	*RR Crossing and turnout	St. Croix	..	25
60	..		415.25 to 418.25	..	..
90	..		418.25 Q to 124.50 CMStP&P	..	..
75	..		124.50 CMStP&P to Dayton's Bluff	..	..
..	..		113.60 CMStP&P to 410.25 Q	55	..
..	..		114.52 CMStP&P to 113.60 CMStP&P	85	..
..	..		119.26 CMStP&P to 114.52 CMStP&P	90	..
..	..		422.50 Q to 119.26 CMStP&P	80	..
..	..		426.50 to 422.50	90	..
..	..		Dayton's Bluff to 426.50	75	..
..	..		Dayton's Bluff to Minneapolis	..	..

†Roadway signal located at point where speed changes.

\*No road way signal.

When using any turnout or crossover not otherwise specified, must not exceed speed designated for other trains.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered.



## SPECIAL INSTRUCTIONS

Trainmaster.....	E. A. Rediske, Galesburg.
Trainmaster.....	J. C. Grisinger, Jr., Aurora.
Master Mechanic.....	E. J. Cyr, Chicago
Asst. Master Mechanic.....	M. J. Brown, Chicago
Road Foreman.....	C. R. Graf, North La Crosse.
Road Foreman.....	L. E. Freyhoff, North La Crosse
Chief Dispatcher.....	C. W. Olson, North La Crosse.
Night Chief Dispatcher.....	D. Rupp, North La Crosse.

## DISPATCHERS

W. H. Muldowney. R. P. Paul. E. A. Stouvenal. R. H. Mourning. A. Wetterlin.

1. Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except in automatic signal territory, or where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductor must advise promptly when clear of main track and receive permission from signalman before he can again return to main track. Unless otherwise advised by dispatcher, where there is no signalman on duty, second class and extra trains must clear first class trains as per Rule 86, except, must clear the time of trains Nos. 21, 22, 23 and 24 not less than 10 minutes.

Rule 374 in Book of Rules of Operating Department is modified to read as follows: "When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of track must approach all interlocking at restricted speed.

3. USE OF TRACK. Between St. Paul and Minneapolis, trains using tracks of Great Northern and Northern Pacific will be governed by their rules. Rule 908 in effect on Burlington Cut-off track between St. Anthony on Great Northern and Union on Northern Pacific.

Train movements over Joint C. B. & Q.-N. P. tracks between Third Street and Division Street, St. Paul, will be made at restricted speed and are governed by yard rules. Eastward movements will be made on proceed signal from switch tenders. Westward movements on proceed interlocking signal from Division Street. Movements over Third Street Crossing, N. P., will be governed by hand signals from switch tenders.

Between St. Paul and St. Croix Tower trains will be governed by the rules of the joint time table of the C. B. & Q. and the C. M. St. P. & P. Railroad.

Between Dubuque and East Cabin, trains will be governed by the rules of the Illinois Central Railroad.

Between East Cabin and I. C. Tower, East Dubuque, all trains on both tracks must move at restricted speed.

Single track between Burns and Prescott, Mears and Trevino, Crawford and Ports and over Galena River Bridge at Galena Jct. The movement of trains in either direction will be governed by signal indication, regardless of superiority.

C.G.W. trains will use C.B. & Q. tracks between Galena Junction and Portage.

Between St. Croix Tower and Burns the current of traffic is left handed. The movement of trains on both tracks in either direction will be governed by signal indication, regardless of superiority.

Between Trevino and cross-over located 100 feet east of Bridge 360.74, the movement of trains on both tracks in either direction will be governed by signal indication, regardless of superiority.

Single track between Herrington and Sullivan Jct.

Between Herrington and C. M. St. P. & P. crossing, North La Crosse, and between west wye switch, North La Crosse and Sullivan Jct., the movement of trains in either direction will be governed by signal indication, regardless of superiority. Automatic block system rules in effect.

The west leg of wye between C. M. St. P. & P. crossing and west wye switch, North La Crosse, will be used by first-class trains in either direction as prescribed by Rule 908. Other trains or engines must not enter this track without knowing that overdue first-class trains have arrived or left, and will move as prescribed by Rule 908. Normal position of switches will be for the wye track.

When it is necessary for first-class trains to meet at North La Crosse the movement will be made under the supervision of the yardmaster.

Hand throw switch leading from Main track to City track at Herrington is equipped with electric lock which is controlled by Train Dispatcher at North La Crosse. Before using switch call Train Dispatcher for unlock.

Hand throw derail located on City track and color light dwarf signal governs movement from City track to main track.

After switch unlocked and the derail and switch properly lined, dwarf signal should clear for movement to main track. If dwarf signal does not clear, call Train Dispatcher for authority to move on to main track.

4. No cars or engines must be allowed to block any street in La Crosse longer than five minutes. The whistle should not be sounded except to prevent accident, cylinder cocks should be closed and bell rung when engines are in motion in the city. The whistle should not be used to recall flagman.

5. Freight trains have no class or time table authority and will not display classification signals between Savanna and Dayton's Bluff.

6. When under Rule 951 operators are instructed to handle switches for a train, they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

7. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14(b).

8. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

9. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

10. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

11. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

12. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.



## SPECIAL INSTRUCTIONS—Concluded

13. Rule 914 in Book of Rules of Operating Department is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

14. Rule 919 is modified to permit the use of a white electric lantern, the red lantern must be oil burning.

15. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track," is abolished.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five and be governed by Rule 509-A or 509-B.

17. Where movement of trains in either direction is governed by signal indication, regardless of superiority, a train stopped by a stop signal must stay until authorized to proceed. Or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued, "Proceed complying with Rule 509-A."

18. Where signals protecting switches operated by remote control are in stop position, train or engine men will promptly communicate with operator, and when so instructed may proceed by stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

19. SPRING SWITCHES are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches, Drop switch will not be made over spring switches unless specifically authorized.

20. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. Where there are two sidings for meeting or passing trains the right hand track must be used unless otherwise provided. When necessary to take siding, advance track at end of double must be used only by trains leaving double track unless otherwise provided.

23. Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

24. The night signals to be used under Rule 906 are modified as follows:  
Hot journals.....Stop signal followed by lamp swung in small vertical circle.  
Brakes sticking....Stop signal followed by lamp in sliding movement out from body.

25. At Dubuque between the hours of 4:00 P.M. and 8:00 A.M. some member of the crew with the necessary flagging equipment will flag each train movement over East Fourth St. (City Ordinance.)

#### 26. RULES GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE.

Two Tracks: Between East Cabin and Portage.

Main tracks designated as follows:

No.	Location.	Use.
1	North	Westward trains
2	South.	Eastward trains.

Between East Cabin and Portage, trains may display signals as provided by train orders of their respective roads.

Between East Cabin and Portage trains may run without train orders.

Train Registers: East Cabin and Portage.

Trains may register at East Cabin and Portage by register ticket.

Second class, third class and extra trains except work extras receiving clear train order signal at East Cabin and clear home signal at Portage may run ahead of overdue first class trains between these stations.

Yards: East Cabin.

First Class trains must move within yard limits at East Cabin prepared to stop, unless the main track is seen or known to be clear.

Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at a speed not to exceed 15 miles an hour.

Speed Restrictions: Between Portage and East Cabin	Miles Per Hour
Passenger trains with diesel engine.....	75
Passenger trains with passenger engines, passenger engines running light or with caboose.....	70
Passenger trains with freight engines.....	50
Dispatch and local freight trains.....	50
Freight engines running light or with caboose.....	50
All other trains including work extras.....	50
All trains through turn outs Portage.....	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.....	10

Between Dubuque Jct. and East Cabin, controlled manual block signals govern the use of the blocks, and unless otherwise provided, their indications supersede time table superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

27. Between East Winona and Winona, 2.21 miles, the track will be used by C. B. & Q., G. B. & W., and C. G. W. trains and engines at restricted speed as the way is seen to be clear. Trains carrying passengers must be protected as prescribed by Rule 99.

Movements over Mississippi River Draw Bridge are governed by automatic signals. All trains shall come to a stop at the Mississippi River Bridge at Winona and proceed only on signal from Bridge Tender.

Conductors of C. B. & Q. and G. B. & W. trains will register at East Winona and Winona.

Trains and engines must not exceed 15 miles an hour.

Trains and engines must stop before crossing Walnut and Franklin Streets, Winona, and protect movement over the crossings.

G. B. & W. Class D engines must not exceed 6 miles an hour over Mississippi River Bridge and must not doublehead over the bridge.

G. B. & W. Class C engines doubleheaded must not exceed 10 miles an hour over Mississippi River Bridge.

28. C. & N. W. crossing at Winona Jct. is protected with automatic interlocking signals.

Normal indication of home signal is stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, train may proceed over crossing under protection.



