

SURGEONS AND PHYSICIANS

Savanna, Ill. Dr. J. B. SCHREITER Surgeon and Examiner.
 Galena, Ill. Dr. R. E. LOGAN Surgeon.
 Dubuque, Iowa Dr. R. F. HARRIS Surgeon.
 East Dubuque, Ill. Dr. U. S. LEWIS Surgeon.
 Potosi, Wis. Dr. W. J. KELLEY Surgeon.
 Prairie du Chien, Wis. Dr. O. E. SATTER Surgeon.
 La Crosse, Wis. Dr. J. C. FOX Surgeon and Examiner.
 La Crosse, Wis. Dr. G. GUNDERSON Surgeon.
 La Crosse, Wis. Dr. A. H. GUNDERSON Surgeon.
 La Crosse, Wis. Dr. S. B. GUNDERSEN Surgeon.
 La Crosse, Wis. Dr. L. W. EIDAM Eye Specialist.
 La Crosse, Wis. Dr. G. B. RIDOUT Eye Specialist.
 Winona, Minn. Dr. J. D. KEYES Surgeon.
 Redwing, Minn. Dr. R. F. HEDIN Surgeon.
 Cochrane, Wis. Dr. E. A. MEILI Surgeon.
 Alma, Wis. Dr. J. S. TENNEY Surgeon.
 Pepin, Wis. Dr. JOHN HOGAN Surgeon.
 Prescott, Wis. Dr. H. G. LANEY Surgeon.
 St. Paul, Minn. Dr. J. W. JESION Surgeon and Examiner.
 St. Paul, Minn. Dr. D. I. DERAUF Surgeon.
 St. Paul, Minn. Dr. L. A. NELSON Eye Specialist.
 St. Paul Minn. and
 Mounds Sanitarium. Dr. G. EARL Surgeon and Examiner.
 Minneapolis, Minn. Dr. R. C. WEBB Surgeon.
 Minneapolis, Minn. Dr. I. SIVERTSEN Surgeon.
 Minneapolis, Minn. Dr. D. J. MOOS Surgeon.
 Minneapolis, Minn. Dr. F. J. PRATT, JR. Eye Specialist.

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 employe of highest rank present.

In case 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. 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.

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 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 has been rendered.

Dr. O. H. HORRALL,
 Chief Surgeon,
 Chicago, Illinois.

Dr. R. B. KEPNER,
 Chief Medical Officer,
 Chicago, Illinois.

J. C. GRISINGER,
 General Manager, Chicago, Ill.
 H. E. HINSHAW,
 General Superintendent, Galesburg, Ill.
 E. G. WESSON,
 Superintendent, Aurora, Ill.
 A. C. McDONALD,
 Superintendent of Terminals, Dayton Bluff, Minn.
 E. A. REDISKE,
 Assistant Superintendent, Aurora, Ill.
 R. L. SIMS,
 Assistant Superintendent, North La Crosse, Wis.
 F. E. SPERRY,
 General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE LA CROSSE DIVISION OF THE EASTERN DISTRICT No. 57

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

SUNDAY, SEPTEMBER 26, 1948
 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.

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

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

FIRST CLASS					Signs	Distance from Chicago	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS	
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger
147	45	51	53	21							49	23	
A.M. 12:10	A.M. 12:48	A.M. 1:51	A.M. 2:16	A.M. 10:47	B.C.K.O.R. T.W.Yd.	142.94	143.68	..... SAVANNA TOWER.....	Yard	Yard	Continuous.	P.M. 3:12	P.M. 6:01
						143.90	144.64	C.M.St.P.&P.Cross'g (Interl'kd)					
						144.10	144.85	C.M.St.P.&P.Cross'g (Interl'kd)					
A 12:15 A.M.	s 12:53 1:23	s 1:56 2:04	s 2:21 2:31	s 10:50 10:52	B.K.R.W. Yd.	144.89	145.64	..... SAVANNA.....	Yard	Yard	Continuous.	s 3:15 3:17	s 6:05 6:07
						149.93	150.68	..... MARCUS.....		8	No Office.		
						152.94	153.66	..... PROVING GROUND.....			No Office.	3:22	6:12
	s 1:37	2:11	2:39	10:57		157.42	158.16	..... WHITTON.....	125	17	No Office.	3:25	6:14
	1:44	2:16	2:43	10:59		162.77	163.52	..... BLANDING.....		7	No Office.		
						170.86	171.60	..... GALENA JCT.....	115	70	Continuous.	3:34	6:23
	2:00	2:30	2:57	11:08	K.W.Yd.	171.61	172.35	..... PORTAGE.....			Continuous.	3:36	6:25
	2:03	2:32	2:59	11:10									

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

	s 2:42	2:47	s 3:15	s 11:29	W.Yd.	184.31	185.05	..... EAST DUBUQUE.....	140	59	Continuous.	s 3:55	s 6:44
						184.53	185.27	..... I. C. Cross'g (Interlocked).....					
	s 3:07	3:02	3:30	11:38		198.54	199.28	..... POTOSI.....	125	64	8:30 a.m. to 5:30 p.m.	4:04	6:53
	f 3:14	3:08	3:36	11:41		204.72	205.47	..... McCARTNEY.....		5	No Office.	4:08	6:56
	s 3:26	3:15	3:44	11:47		212.76	213.01	..... CASSVILLE.....	125	100	8:30 a.m. to 5:30 p.m.	4:13	7:02
	s 3:39	3:25	3:54	11:53		222.06	222.80	..... GLEN HAVEN.....		27	8:30 a.m. to 5:30 p.m.	4:21	7:08
	s 3:55	3:32	4:04	11:56	C.W.Yd.	227.63	228.36	..... BAGLEY.....	125	40	8:30 a.m. to 5:30 p.m.	4:25	7:11
	f 4:00					231.26	231.99	..... WYALUSING.....		34	No Office.		
						234.83	235.56	..... PORTS.....			No Office.		
	4:05	3:42	4:13	P.M. 12:01		236.21	236.97	..... CRAWFORD.....		15	Continuous.	4:30	7:16
								C.M.St.P.&P.Cross'g (Interl'kd)					
	s 4:18	3:50	s 4:21	s 12:08	Yd.	238.92	239.66	..... PRAIRIE DU CHIEN.....	125	133	8:30 p.m. to 5:30 a.m.	4:35	s 7:23
						246.61	247.35	..... CHARME.....		5	No Office.		
	s 4:43	4:08	4:39	12:20		253.68	254.42	..... LYNXVILLE.....		25	8:00 a.m. to 5:00 p.m.	4:47	7:35
	s 4:54	4:17	4:47	12:26	W.	261.42	262.16	..... FERRYVILLE.....	125	31	7:30 a.m. to 4:30 p.m.	4:53	7:41
	s 5:05	4:25	4:55	12:31		269.13	270.09	..... DE SOTO.....		51	8:00 a.m. to 5:00 p.m.	4:58	7:46
	f 5:10	4:29	4:59	12:34		273.12	274.09	..... VICTORY.....		6	No Office.	5:01	7:49
	s 5:18	4:35	5:04	12:38		279.79	280.75	..... GENOA.....		15	8:15 a.m. to 5:15 p.m.	5:06	7:53
	f 5:26	4:41	5:10	12:42		285.86	286.82	..... STODDARD.....		29	8:30 a.m. to 5:30 p.m.	5:11	7:57
						292.41	293.37	..... CALVERT.....		11	No Office.		
	5:34	4:49	5:18	12:47		293.72	294.68	..... HERRINGTON.....			No Office.	5:16	8:02
						295.33	296.29	..... GRAF.....			No Office.		
	s 5:48	s 4:54	s 5:23	s 12:52		296.59	297.55	..... LA CROSSE.....			No Office.	s 5:21	s 8:07
						298.92	299.88	C.M.St.P.&P.Cross'g (Interl'kd) C.&N.W.Cross'g (Interlocked)					
	A 5:55 A.M.	A 4:59 A.M.	A 5:28 A.M.	A 1:00 P.M.	B.C.K.O.R. T.W.Yd.	299.20	300.16	..... NORTH LA CROSSE.....	Yard	Yard	Continuous.	A 5:29 P.M.	A 8:15 P.M.
Daily	Daily	Daily	Daily	Daily								Daily	Daily
:05 23.5	4:32 34.8	2:55 52.9	2:57 52.4	2:08 72.4								2:12 70.2	2:08 72.4
								..... SCHEDULE TIME.....					
								..... AVERAGE MILES AN HOUR.....					

FOOTNOTES ON PAGE 6.

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

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

FIRST CLASS			Signs	Miles from Savanna Tower	STATIONS		Capacity of		Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger			Sidings	Other Tracks	Daily Passenger	Daily Passenger		Daily Passenger	Daily Passenger		
50	54	148							52	44	22	24	
A.M. A 4:35	A.M. A 5:05	A.M. A 5:35	B.C.K.O.R. T.W.Yd.	.0	..... SAVANNA TOWER.....	Yard	Yard	Continuous	A.M. A 5:20	A.M. A 11:37	P.M. A 12:33	P.M. A 8:38
				.96	C.M.St.P.&P.Cross'g(Interl'kd)								
				1.16	C.M.St.P.&P.Cross'g(Interl'kd)								
s 4:30 s 4:23	s 5:00 s 4:47	L 5:30 A.M.	B.K.R.W. Yd.	1.95	..... SAVANNA	Yard	Yard	Continuous	s 5:15 s 4:00	s 11:32 s 11:30	s 12:29 s 12:28	s 8:34 s 8:32
				6.99	..... MARCUS		8	No Office				
4:10	4:33			10.00	..... PROVING GROUND.....			No Office	s 3:44	11:18	12:15	8:18
4:03	4:28			14.48	..... WHITTON.....	125	17	No Office.	3:37	11:15	12:12	8:15
				19.83	..... BLANDING		7	No Office.	f 3:31			
3:45	4:14		K.W.Yd.	27.92	..... GALENA JCT.....	115	70	Continuous.	3:22	11:05	12:03	8:06
3:43	4:12			28.67	..... PORTAGE.....			Continuous.	3:20	11:03	12:01 P.M.	8:04

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

3:23	s 3:53		W.Yd.	41.37	..... EAST DUBUQUE.....	140	59	Continuous.	s 3:00	s 10:50	s 11:48	s 7:51
				41.59	..... I. C. Cross'g (Interlocked) ...							
3:03	3:34			55.60	..... POTOSI	125	64	Closed.	s 2:30	10:37	11:33	7:36
2:57	3:28			61.78	..... McCARTNEY		5	No Office.	2:20	10:33	11:29	7:32
2:47	3:20			69.32	..... CASSVILLE	125	100	Closed.	s 2:10	10:28	11:24	7:27
2:37	3:10			79.12	..... GLEN HAVEN.....		27	Closed.	s 1:56	10:19	11:16	7:19
2:32	3:05		C.W.Yd.	84.69	..... BAGLEY.....	125	40	Closed.	s 1:46	10:14	11:13	7:16
				88.32	..... WYALUSING		34	No Office.	f 1:34			
				91.89	..... PORTS			No Office.				
2:22	2:56			93.27	..... CRAWFORD C.M.St.P.&P.Cross'g(Interl'kd)		15	Continuous.	1:28	10:06	11:06	7:09
2:18	s 2:52		Yd.	95.98	..... PRAIRIE DU CHIEN.....	90	133	8:30 p.m. to 5:30 a.m.	s 1:23	10:03	s 11:02	s 7:05
				103.67	..... CHARME		5	No Office.	f 12:59			
2:03	2:38			110.74	..... LYNXVILLE.....		25	Closed.	s 12:49	9:49	10:47	6:50
1:57	2:32		W.	118.48	..... FERRYVILLE.....	125	31	Closed.	s 12:38	9:44	10:43	6:46
1:49	2:25			126.19	..... DE SOTO		51	Closed.	s 12:26	9:39	10:39	6:42
1:45	2:21			130.18	..... VICTORY		6	No Office.	f 12:19	9:36	10:37	6:40
1:39	2:15			136.85	..... GENOA		15	Closed.	s 12:11	9:32	10:33	6:36
1:31	2:10			142.92	..... STODDARD		29	Closed.	s 12:02 - A.M.	9:28	10:29	6:32
				149.47	..... CALVERT		11	No Office.				
1:25	2:04			150.78	..... HERRINGTON			No Office.	11:40	9:23	10:24	6:27
				152.39	..... GRAF			No Office.				
s 1:21	s 2:00			153.65	..... LA CROSSE			No Office.	s 11:35	s 9:17	s 10:20	s 6:23
				155.98	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked)							
L 1:15 A.M.	L 1:54 A.M.		B.C.K.O.R. T.W.Y.Yd.	156.26	..... NORTH LA CROSSE..... (156.25)	Yard	Yard	Continuous.	L 11:20 P.M.	L 9:13 A.M.	L 10:15 A.M.	L 6:18 P.M.
Daily	Daily	Daily							Daily	Daily	Daily	Daily
3:08 49.2	2:53 53.5	:05 23.5			..... SCHEDULE TIME.....				4:40 33.1	2:17 67.7	2:13 69.6	2:14 69.1
					..... AVERAGE MILES AN HOUR.....							

FOOTNOTES ON PAGE 6.

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

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

FIRST CLASS			Signs	Distance from Chicago	Mile Post Location	STATIONS	Miles from North La Crosse	Capacity of		Office Open Week Days	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger						Stidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
51	53	45						21	49		23		
A.M.	A.M.	A.M.	B.C.K. O.R.T. W.Y.Yd.	299.20	301.27	..... NORTH LA CROSSE.....	.0	Yard	Yard	Continuous.	L 1.01	L 5.31	L 8.16
L 5.02	L 5.38	L 6.05		301.05	303.12	..... SULLIVAN.....	1.85			No Office.	1.03	5.35	8.18
		s 6.11		301.64	303.71	..... ONALASKA.....	2.44			No Office.			
				308.78	310.85	..... LYTLE.....	9.58			No Office.			
5.22	5.57	s 6.26		315.42	317.49	..... TREMPEALEAU.....	16.22		9	No Office.	1.12	5.45	8.27
5.32	6.06	6.41	K. W. Yd.	323.65	325.72	..... EAST WINONA.....	24.45	125	53	Continuous.	1.19	5.53	8.34
				326.12	328.19	G.B. & W. Crossing (Interlocked)							
5.35	s 6.09	6.45		331.75	333.82	C. & N.W. Cross'g (Auto. Interl.)	26.92			No Office.	s 1.21	s 5.56	s 8.36
5.41	6.15	s 6.54		341.01	343.08	..... WINONA JCT.....	32.55		42	6:45 a.m. to 3:45 p.m.	1.25	6.00	8.40
5.50	6.23	s 7.07		349.26	351.33	..... FOUNTAIN CITY.....	41.81	125	41	7:00 a.m. to 4:00 p.m.	1.34	6.09	8.49
5.59	6.31	s 7.19	W.	358.63	358.62	..... COCHRANE.....	50.06		50	8:00 a.m. to 5:00 p.m.	1.39	6.17	8.54
6.06	6.38	s 7.28		358.63	360.70	..... ALMA.....	57.35		36	7:00 a.m. to 4:00 p.m.	1.43	6.24	8.58
				360.00	362.07	..... NELSON.....	59.43			No Office.			
6.09	6.41	7.33		360.86	362.93	..... MINER.....	60.80		12	Continuous.	1.47	6.28	9.02
				364.09	366.16	..... TREVINO.....	61.66			No Office.			
6.14	6.44	s 7.42		370.47	372.54	C.M.St.P. & P. Cross'g (Interl'kd)	64.89		38	7:30 a.m. to 4:30 p.m.	1.50	6.32	9.05
6.20	6.50	s 7.53	C.W.Yd.	376.66	378.73	..... MEARS.....	71.27	125	31	7:30 a.m. to 4:30 p.m.	1.55	6.39	9.10
6.27	6.55	s 8.00		384.25	386.32	..... PEPIN.....	77.46		70	7:30 a.m. to 4:30 p.m.	2.00	6.45	9.15
6.35	7.02	s 8.15		388.89	390.96	..... STOCKHOLM.....	85.05		55	8:00 a.m. to 5:00 p.m.	2.06	6.51	9.21
6.40	7.06	8.22		394.26	396.33	..... MAIDEN ROCK.....	89.69	125	20	No Office.	2.10	6.55	9.25
6.47	7.10	f 8.30		405.49	407.56	..... BAY CITY.....	106.29		48	8:00 a.m. to 5:00 p.m.	2.22	7.08	9.37
6.59	7.20	s 8.50	W.Yd.	405.78	407.85	..... HAGER.....	106.58			No Office.			
				408.17	410.25	..... DIAMOND BLUFF.....	108.97	125	11	No Office.			
		f 8.55		408.20	410.28	..... PRESCOTT.....	109.00			No Office.			
				408.42	410.50	BURNS	109.22			No Office.			
7.10	7.28	8.58	R.			..... HASTINGS.....				Continuous.	2.29	7.13	9.44
						C.M.St.P. & P. Cross'g (Interl'kd)							
						..... St. Croix Tower.....							

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.	426.48	428.56	..... DAYTON BLUFF.....	127.28	Yard	Yard	No Office.			
						..... ST. PAUL.....	129.13			5:30 a.m. to 11:59 p.m. Mon., Tues., Fri. & Sat. 5:30 a.m. to 2:30 p.m. 4:00 p.m. to 11:59 p.m. Sun., Wed. and Thurs.	s 3.00	A 7.45	s 10.15
A 8.00	A 8.10	s 9.40 9.55	B.K.R.	428.33	430.40								P.M.

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

		A 10.20 A.M.	B.K.R.	438.86	440.93	..... MINNEAPOLIS.....	139.67			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	A 3.30 P.M.		A 10.45 P.M.
Daily	Daily	Daily				..... SCHEDULE TIME.....					Daily	Daily	Daily
2:58 43.5	2:32 50.9	4:15 33.3				..... AVERAGE MILES AN HOUR.....					2:29 56.2	2:14 57.8	2:29 56.2

FOOTNOTES ON PAGE 6.

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

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

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
44	22	24							52	50	54
A.M.	A.M.	P.M.							P.M.	A.M.	A.M.
A 9.11	A 10.14	A 6.17	B.C.K.O.R. T.W.Y.Yd.	138.27	..... NORTH LA CROSSE	Yard	Yard	Continuous.	A 11.10	A 1.09	A 1.47
9.08	10.11	6.13		136.42	..... SULLIVAN			No Office.	11.04	1.05	1.43
				135.83	..... ONALASKA			No Office.	s 11.03		
				128.69	..... LYTLE			No Office.			
8.58	10.00	6.01		122.05	..... TREMPALEAU		9	No Office.	s 10.40	12.46	1.26
8.51	9.55	5.56	K.W.Yd.	113.82	..... EAST WINONA	125	53	Continuous.	s 10.25	12.37	1.18
					G.B. & W. Crossing (Interlocked)						
8.48	s 9.53	s 5.54		111.35	..... C. & N.W. Cross'g (Auto. Interl.)			No Office.	10.15	12.35	1.16
					..... WINONA JCT.						
8.44	9.48	5.49		105.72	..... FOUNTAIN CITY		42	Closed.	s 10.08	12.27	1.10
8.37	9.42	5.43		96.46	..... COCHRANE		41	Closed.	s 9.54	12.18	1.02
8.31	9.36	5.36	W.	88.21	..... ALMA		50	Closed.	s 9.41	12.10	12.55
8.27	9.32	5.32		80.92	..... NELSON		36	Closed.	s 9.27	12.03	12.48
				78.84	..... MINER			No Office.			
8.24	9.29	5.29		77.47	..... TREVINO		12	Continuous.	9.21	11.59	12.44
					C.M. St. P. & P. Cross'g (Interl'kd)						
				76.61	..... MEARS			No Office.			
8.20	9.23	5.24		73.38	..... PEPIN		38	Closed.	s 9.14	11.54	12.39
8.15	9.19	5.19	C.W.Yd.	67.00	..... STOCKHOLM	125	31	Closed.	s 9.00	11.47	12.33
8.09	9.13	5.14		60.81	..... MAIDEN ROCK		70	7:30 a.m. to 9:30 a.m.	s 8.49	11.41	12.27
8.03	9.07	5.09		53.22	..... BAY CITY		55	Closed.	s 8.37	11.33	12.20
7.59	9.04	5.05		48.58	..... HAGER	125	20	No Office.	f 8.22	11.28	12.16
7.55	9.00	5.02		43.21	..... DIAMOND BLUFF		25	No Office.	f 8.14	11.23	12.11
7.45	8.52	4.54	W. Yd.	31.98	..... PRESCOTT		48	Closed.	s 7.58	11.12	12.01
				31.69	..... BURNS			No Office.			A.M.
				29.30	..... HASTINGS	125	11	No Office.	f 7.49		
				29.27	C.M. St. P. & P. Cross'g (Interl'kd)						
7.41	8.48	4.50	R.	29.05	..... St. Croix Tower			Continuous.	7.45	11.05	11.55

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.

			B.C.K.O. T.W.Yd.	12.38	..... DAYTON BLUFF	Yard	Yard	No Office.			
					..... ST. PAUL			5:30 a.m. to 2:30 p.m. 4:00 p.m. to 11:59 p.m.	s 7.15	L 10.45	L 11.30
L 7.15	s 8.29	s 4.30	B.K.R.	10.53	(129.13)				6.55	P.M.	P.M.

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

		L 8.00 A.M.	L 4.00 P.M.	B.K.R.	.0	..... MINNEAPOLIS		5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	L 6.30 P.M.		
Daily	Daily	Daily				..... SCHEDULE TIME			Daily	Daily	Daily
1:58 67.0	2:14 61.9	2:17 61.2				..... AVERAGE MILES AN HOUR			4:40 29.9	2:24 53.2	2:17 55.9

FOOTNOTES ON PAGE 6.

Savanna Tower and North La Crosse—Sub-division

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

FOOTNOTES

Double track between Savanna Tower and Galena Jct. Interlocking; Galena Jct. Interlocking and Ports; Crawford and Graf.

Automatic Block System in effect between Savanna Tower and Galena Jct. Interlocking; Galena Jct. Interlocking and M.P. 184.8 at East Cabin; I. C. Crossing Interlocking, East Dubuque, and Ports; Crawford and Herrington. Rules D-251, D-252 and D-254 in effect.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Movement of trains or engines against the current of traffic between Savanna Tower and Savanna will be made on authority of yardmaster.

Single track through Galena Jct. Interlocking; between Ports and Crawford; Graf and M.P. 300.05, North La Crosse. Centralized traffic control in effect between Ports and Crawford Interlocking; Herrington and C. M. St. P. & P. Interlocking, M.P. 299.78. Rule 908 in effect between M.P. 299.98 and M.P. 301.49, North La Crosse.

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

No train order signal at Savanna. Conductors and Enginemen of trains, except La Crosse Division eastward freight trains, must have Clearance Form A.

Spur track Galena Jct. to Galena. Yard limits extend Galena Jct. to Galena. Rule 908 in effect.

Spring switch located Savanna Yard leading from westbound yard to westward main track at west end of yard.

Spring switch located west end of North LaCrosse yard, trailing point, leading off No. 3 track and crossover to westward freight lead.

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

No. 44 must not exceed 10 miles an hour when picking up mail at Prairie du Chien.

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

No. 51 will stop at East Dubuque and Prairie du Chien to receive passengers for west of Minneapolis.

No. 53 must not exceed 35 miles an hour when dispatching mail at Cassville, Glen Haven and Bagley.

No. 53 must not exceed 15 miles an hour Sunday only when dispatching mail at Potosi.

Local extra leaves North La Crosse 6:00 A.M. Monday, Wednesday and Friday for East Dubuque.

Local extra leaves East Dubuque 6:00 A.M. Tuesday, Thursday and Saturday for North La Crosse.

Local extra leaves Savanna 6:00 A. M. for Galena and leaves Galena 1:00 P. M. Tuesday, Thursday and Saturday for Savanna.

North La Crosse and Minneapolis—Sub-division

LA CROSSE DIVISION.

TIME TABLE No. 57.

EFFECTIVE SEPTEMBER 26, 1948.

FOOTNOTES

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

Automatic Block System in effect between Sullivan and Miner; Mears and Prescott. Rules D-251, D-252 and D-254 in effect.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between Miner and Trevino; Burns and St. Croix Tower.

Single track between west wye switch, North La Crosse, and Sullivan. Centralized traffic control in effect between M.P. 301.49 and Sullivan. Single track between Trevino and Mears, Prescott and Burns; Centralized traffic control in effect. Rule 908 in effect between M.P. 299.98 and M.P. 301.49, North La Crosse.

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

Spring switch located west end of North La Crosse yard, trailing point, leading off No. 3 track and crossover to westward freight lead.

Spring switch located No. 1 track at east end of Battle Creek Yard at Dayton Bluff.

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

Draw Bridge 362.64 over Chippewa River at Trevino, Interlocked.

No. 53 must not exceed 30 miles an hour when dispatching mail at Malden Rock.

No. 51 will stop at Winona Jct. to receive passengers for west of Minneapolis.

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.

No. 52 will stop on flag at Newport for passengers.

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

No. 52 due to leave St. Paul Sundays will stop at Winona Jct. instead of East Winona for passengers.

No. 50 will stop at Winona Jct. to let off passengers from west of Minneapolis

No. 54 will stop at Winona Jct. to let off passengers from west of Minneapolis and receive sleeping car passengers.

No. 54 will stop at East Winona daily except Sunday to receive transfer mail from No. 52.

No. 44 will stop at Winona Jct. to let off passengers from west of Minneapolis.

Local extra leaves North La Crosse 5:00 A. M. Monday, Wednesday and Friday. Local extra leaves Dayton Bluff 6:00 A. M. Tuesday, Thursday and Saturday.

SPEED RESTRICTIONS

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, or engines with cabooses, must approach all hazardous road crossings where view is obscured prepared to stop, and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A. M. and 6:30 P. M., 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.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

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.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail, and when passing through water, speed must not exceed three miles an hour to prevent damage to traction motors.

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 21, 22, 23, 24, 44 and 49 when consisting of all light weight cars handled by Diesel engines. See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4 or S-4-A engines.

E—Freight trains handled by other freight engines.

Trains 44 and 49 must not exceed 85 miles an hour between M.P. 142.89 and M.P. 364.50, all restrictions below this maximum will govern. Between M.P. 364.50 and M.P. 410.25 observe Class B train speed.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On Sidings.....	Restricted speed 10	Restricted speed 10
All cross-overs and turnouts not otherwise specified...	10	10
Steam engines running backward either light or handling trains.....	20	20
Handling pile drivers, steam shovels and clam shells.....		25
★Handling steam derricks..... See special instructions 11.		30
Handling scale test cars (must be handled next to way car with air coupled).....		25
Loaded 30 yard dump cars in 202800-202849 series, in rear of train when possible—Main Line.....		35
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam, disconnected on one side, with main rod down.....	25	25

★When handling 250-ton wrecking derrick 204376 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 MPH. This derrick must not operate between Galena Junction and Galena or over bridge between East Winona and Winona.

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

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 miles an hour.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes. 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 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 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.

SPEED RESTRICTIONS—Continued.

SAVANNA TOWER AND NORTH LA CROSSE SUB-DIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 142.89 to M.P. 144.50.....	75	75	60	Yd.	Yd.
Savanna Tower Interlocking through crossover end of double track.....	40	25	25	Yd.	Yd.
ZONE—M.P. 144.50 to Savanna Depot.....	25	25	25	Yd.	Yd.
C.M.St.P. & P. Crossings, M.P. 144.64 and M.P. 144.85.....	20	20	20	20	20
ZONE—Savanna Depot to M.P. 146.20.....	90	79	75	Yd.	Yd.
Spring switch, west end of Savanna Yard, trailing movements through switch.....	15	15	15	15	15
Curve M.P. 146.15, eastward track.....	70	60	60	Yd.	Yd.
ZONE—M.P. 146.20 to M.P. 170.07.....	90	79	75	50	50
ZONE—M.P. 170.07 to M.P. 171.00.....	90	79	75	Yd.	Yd.
ZONE—M.P. 171.00 to M.P. 171.99.....	40	40	40	Yd.	Yd.
Galena River Bridge 171.64.....	30	20	20	20	20
End of double track, M.P. 171.50 and M.P. 171.72, Galena Jct.....	40	25	25	Yd.	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q).....	40	40	40	25	25
M.P. 172.47 to M.P. 184.86—See Special Instruction 35.....					
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q).....	40	40	40	Yd.	Yd.
ZONE—M.P. 185.50 to M.P. 187.00.....	75	75	75	Yd.	Yd.
ZONE—M.P. 187.00 to M.P. 187.57.....	90	79	75	Yd.	Yd.
ZONE—M.P. 187.57 to M.P. 226.49.....	90	79	75	50	50
ZONE—M.P. 226.49 to M.P. 229.99.....	90	79	75	Yd.	Yd.
ZONE—M.P. 229.99 to M.P. 238.18.....	90	79	75	50	50
Ports, end of double track through turnout.....	50	40	40	40	40
Crawford, end of double track through turnout.....	50	40	40	40	40
Crawford, CMStP&P Crossing.....	60	40	40	40	40
ZONE—M.P. 238.18 to M.P. 239.00.....	90	79	75	Yd.	Yd.
ZONE—M.P. 239.00 to M.P. 240.00.....	20	15	15	Yd.	Yd.
ZONE—M.P. 240.00 to M.P. 241.38.....	90	79	75	Yd.	Yd.
ZONE—M.P. 241.38 to M.P. 296.29.....	90	79	75	50	50
Herrington, through crossovers, M.P. 294.68.....	50	40	40	35	35
La Crosse, end of double track through turnout, M.P. 296.29.....	50	40	40	40	40
ZONE—M.P. 296.29 to M.P. 299.78.....	70	70	60	45	45
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27.....	10	10	10	Yd.	Yd.

Between Galena Jct. and Galena, 15 miles an hour.

S-1-A and S-2-A engines over Bridge 175.22, Galena Branch, 6 miles an hour.

SPEED RESTRICTIONS—Concluded

NORTH LA CROSSE AND MINNEAPOLIS SUB-DIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	10	10	Yd.	Yd.
ZONE—M.P. 301.27 to M.P. 303.75	75	75	40	Yd.	Yd.
Sullivan, through crossovers	50	40	40	Yd.	Yd.
Spring switch, west end of North La Crosse Yard, trailing movements through switch	15	15	15	15	15
ZONE—M.P. 303.75 to M.P. 324.48	90	79	75	50	50
ZONE—M.P. 324.48 to M.P. 327.08	90	79	75	Yd.	Yd.
Curve M.P. 325.60, westward track	75	65	65	50	50
Curve M.P. 325.60, eastward track	60	50	50	50	50
ZONE—M.P. 327.08 to M.P. 357.00	90	79	75	50	50
Winona Jct., C&NW Crossing	40	40	40	40	40
ZONE—M.P. 357.00 to M.P. 364.50	85	75	75	50	50
Trevino, end of double track through turnout	50	40	40	40	40
Chippewa River Bridge, M.P. 362.64	85	60	60	40	40
Mears, end of double track through turnout	50	40	40	40	40
ZONE—M.P. 364.50 to M.P. 366.50	60	50	50	40	40
ZONE—M.P. 366.50 to M.P. 369.50	80	70	70	50	50
ZONE—M.P. 369.50 to M.P. 373.25	80	70	70	Yd.	Yd.
ZONE—M.P. 373.25 to M.P. 379.00	80	70	70	50	50
ZONE—M.P. 379.00 to M.P. 389.30	85	75	75	50	50
ZONE—M.P. 389.30 to M.P. 391.00	90	79	75	50	50
County Trunk Highway E, M.P. 390.10, when on siding	10	10	10	10	10
ZONE—M.P. 391.00 to M.P. 405.90	90	79	75	50	50
ZONE—M.P. 405.90 to M.P. 409.17	90	79	75	Yd.	Yd.
Curve, M.P. 407.20	60	50	50	Yd.	Yd.
Prescott, end of double track through turnout	40	25	25	Yd.	Yd.
Curve, M.P. 407.70	30	20	20	Yd.	Yd.
Prescott, Drawbridge	30	15	15	15	15
Burns, end of double track through turnout	40	25	25	Yd.	Yd.
ZONE—M.P. 409.17 to M.P. 410.25 (St. Croix Tower)	90	79	75	50	50
ZONE—M.P. 410.25 (St. Croix Tower) to St. Paul	See CMStP&P - CB&Q Joint Timetable.				
ZONE—St. Paul-Minneapolls	See Great Northern Timetable.				

Spring switch, No. 1 track, east end of Battle Creek Yard, Dayton Bluff, both facing point and trailing movements through switch, 15 miles an hour.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter "C" on door of case.

Automatic ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

615. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

616. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

617. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

618. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

619. When a train is stopped by a stop-signal it must stay until authorized to proceed.

620. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

621. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

622. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

623. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

624. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

625. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

626. When stopping at a signal, no part of train or engine should pass the signal.

627. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

628. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

629. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

630. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

631. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

632. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

633. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

634. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

635. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

636. Drop switches must not be made over power-operated switches.

637. 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.

SPECIAL INSTRUCTIONS

Master Mechanic.....	E. J. Cyr, Chicago
Trainmaster.....	G. K. Boyd, North La Crosse.
Trainmaster.....	H. A. Benedetto, Aurora.
Road Foreman.....	C. R. Graf, North La Crosse.
Road Foreman.....	L. E. Freyhoff, North La Crosse
Road Foreman.....	J. C. Kuschel, North La Crosse.
Chief Dispatcher.....	C. W. Olson, North La Crosse.
Night Chief Dispatcher.....	D. Rupp, North La Crosse.
Night Chief Dispatcher.....	R. H. Mourning, North La Crosse.

DISPATCHERS

A. Wetterlin R. P. Dewey H. M. Muldrow A. W. Nicholson A. H. Granko

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, 24, 44 and 49 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."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

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 traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

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.

Interlocking rules are in effect between East Cabin M.P. 184.8 and at Illinois Central Crossing East Dubuque, trains moving through interlocking will move at restricted speed not exceeding 20 miles an hour.

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 M.P. 299.98 and M.P. 301.49 North La Crosse, west leg of wye, 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.

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.

Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

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. Extra trains will not display classification signals between Savanna Yard 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, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in 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.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

SPECIAL INSTRUCTIONS—Continued.

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.

13. Rule 914 of the Book of Rules of the Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from the rear end.

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. SPRING SWITCHES are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home 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.

Employes handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

18. When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

19. 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.

20. 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.

21. 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 track must be used only by trains leaving double track unless otherwise provided.

22. 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.

23. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use whistle freely.

24. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fuses and 6 torpedoes".

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

25. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

26. Rule 916 of the Book of Rules of the Operating Department is abolished.

27. Rule 1078 of the Book of Rules of the Operating Department is modified to read as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

28. Rule 1047 of the Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station remain at the steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

29. The headlight of Diesel and gas-electric engines, must be burned dim during daylight hours when in road service.

30. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

31. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

SPECIAL INSTRUCTIONS—Continued.

32. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the Rules will permit, the light will be extinguished manually.

On the Empire Builder and Oriental Limited, the master switch will be placed in automatic control position and the oscillating emergency red rear end light will work automatically. If the automatic feature fails, the flagman must promptly cut out the master switch and operate the rear end light manually with emergency switches. On the Empire Builder and Oriental Limited, the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

33. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for Class "B" trains. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Class "A" trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

34. 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.)

Engines of any class must not be doubleheaded over I. C. draw bridge between East Dubuque and Dubuque.

Engines heavier than "K" or "G3" Class will move on the two straight tracks that are immediately in front of the passenger depot at Dubuque and must not move east of Second St. which is the street just east of the depot.

35. 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.

On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed through entire block, expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

SPECIAL INSTRUCTIONS—Concluded

SPEED RESTRICTIONS

Speed shown are maximum authorized between points named, but do not modify any rule or special instructions which may require lower speed.

	Stream lined trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Freight trains with passenger engines.	Passenger or freight trains with single truck freight engines.	Derricks.	Engines without trucks and engines backing up with or without cars.	Eight wheel locomotive cranes on their own wheels.
Maximum Speed	75	75	50	45	30	25	30
Diverging Routes, through crossover, junction and siding switches, through turnouts and trailing points, spring switches	25	25	15	15	15	15	15
Westward between MP-W 172 and W 173 curves.	55	50	40	40	25	25	25
Westward between MP-W 176 and W 177 curves...	70	70	50	45	30	25	30
Westward MP-W 177.55 curve	70	70	50	45	30	25	30
Eastward MP-W 176.35 and MP-W. 176.20 curves.	70	70	50	45	30	25	30
Between East Cabin and Dubuque Jct.	10	10	10	10	10	10	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 not requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

Illinois Central definition for restricted speed is modified to read as follows:—"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding fifteen miles an hour."

36. 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 must 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.

37. 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.

Freight Trains (Information Only)

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight
83	81	97		80	88	82
A.M. L 9.00 P.M. 3.30 5.00	A.M. L 5.00 10.30 11.00 P.M. 11.00	P.M. L 5.00 11.00 A.M. 11.30	.....SAVANNA TOWER.....	P.M. A 2.00 P.M. 7.45 7.00	P.M. A 6.15 P.M. 12.15 P.M. 11.30	A.M. A 6.30 A.M. 12.35 A.M. 11.20
A 11.30 P.M.	A 3.30 P.M.	A 4.00 A.M.	.....NORTH LA CROSSE.....			
			.....DAYTON BLUFF.....	L 1.30 A.M.	L 7.00 A.M.	L 6.30 P.M.



TO: [Faint recipient address]

FROM: [Faint sender address]

[Faint body text, mostly illegible]

[Faint body text, mostly illegible]

Freight Train (Information Only)

MAIL DIVISION

SEP 25 1914

STATION

STATION	ARRIVAL	DEPARTURE
[Faint station name]	[Faint time]	[Faint time]
[Faint station name]	[Faint time]	[Faint time]
[Faint station name]	[Faint time]	[Faint time]
[Faint station name]	[Faint time]	[Faint time]
[Faint station name]	[Faint time]	[Faint time]