

SURGEONS AND PHYSICIANS

Savanna, Ill. Dr. J. B. SCHREITER Surgeon and Examiner.
 Galena, Ill. Dr. R. E. LOGAN Surgeon.
 Dubuque, Iowa. Dr. JOHN A. CAHILL Surgeon and Examiner
 Dubuque, Iowa. Dr. R. R. 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. GUNDERSEN Surgeon.
 La Crosse, Wis. Dr. A. H. GUNDERSEN 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. 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, III 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.

H. E. HINSHAW,
 General Manager, Chicago, Ill.

W. R. EBLE,
 General Superintendent, Galesburg, Ill.

A. E. STOLL,
 Superintendent, Aurora, Ill.

A. C. McDONALD,
 Superintendent of Terminals, Dayton Bluff, Minn.

E. A. REDISKE,
 Assistant Superintendent, Aurora, Ill.

M. I. SWENNES,
 Assistant Superintendent, North La Crosse, Wis.

W. B. SIMMONS,
 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. 63

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

SUNDAY, SEPTEMBER 30, 1951
 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—Subdivision—Westward

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS					Signs	Distance from Chicago	Mile Post Location	STATIONS	Capacity of		Office Open Week Days, except Saturday	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. 2-06	A.M. 10-46	B.C.K.O.R. T.W. Yd.	142.94	143 68	SAVANNA TOWER	Yard	Yard	Continuous.	P.M. 3-10	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	s 12-53	s 1-56	s 2-11	s 10-50	B.K.R.W. Yd.	144.89	145 64	SAVANNA	Yard	Yard	Continuous.	s 3-15	s 6-05
A.M. 1-23	1-23	2-04	2-31	10-52		149.93	150 68	MARCUS		11	No Office.	3-17	6-07
						152.94	153 66	PROVING GROUND			No Office.	3-22	6-12
	s 1-35	2-11	2-39	10-57		157.42	158 16	WHITTON		19	No Office.	3-25	6-14
	1-41	2-16	2-43	10-59		162.77	163 52	BLANDING		8	No Office.		
					K.Yd.	170.86	171 60	GALENA JCT.	119	74	Continuous.	3-34	6-23
	1-56	2-30	2-57	11-08		171.61	172 35	PORTAGE			Continuous.	3-36	6-25
	1-59	2-32	2-59	11-10									

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

s 2-42	c 2-47	s 3-15	s 11-29	W.Yd.	184.31	185 05	EAST DUBUQUE	134	50	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	118	60	8:30 a.m. to 5:30 p.m.	4-04	6-53
f 3-15	3-08	3-36	11-41		204.72	205 47	MCCARTNEY		6	No Office.	4-08	6-56
s 3-25	3-15	3-44	11-47		212.26	213 01	CASSVILLE	119	78	8:30 a.m. to 5:30 p.m.	4-13	7-02
s 3-35	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 3-45	3-32	4-04	11-56	C.W.	227.63	228 36	BAGLEY	117	77	7:00 a.m. to 4:00 p.m.	4-25	7-11
f 3-50					231.26	231 99	WYALUSING		48	No Office.		
					234.83	235 56	PORTS			No Office.		
	3-55	3-42	4-13	P.M. 12-01		236.21	CRAWFORD		16	Continuous.	4-30	7-16
s 4-18	c 3-50	s 4-21	s 12-08	Yd.	238.92	239 66	PRAIRIE DU CHIEN	117	145	12:01 a.m. to 8:00 a.m.	c 4-35	s 7-23
					246.61	247 35	CHARME		5	No Office.		
s 4-35	4-08	4-38	12-20		253.68	254 42	LYNXVILLE		24	8:00 a.m. to 5:00 p.m.	4-47	7-35
s 4-48	4-16	4-45	12-26	W	261.42	262.16	FERRYVILLE	116	32	7:30 a.m. to 4:30 p.m.	4-53	7-41
s 4-58	4-23	4-52	12-31		269.13	270 09	DE SOTO		29	8:00 a.m. to 5:00 p.m.	4-58	7-46
f 5-04	4-27	4-56	12-34		273.12	274.09	VICTORY		6	No Office.	5-01	7-49
s 5-13	4-33	5-01	12-38		279.79	280.75	GENOA		16	8:15 a.m. to 5:15 p.m.	5-06	7-53
f 5-21	4-38	5-06	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		12	No Office.		
	5-31	4-45	5-13	12-47		293.72	HERRINGTON			No Office.	5-16	8-02
						295.33	GRAF			No Office.		
s 5-48	s 4-51	s 5-20	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)					
A 5-55	A 4-59	A 5-28	A 1-00	B.C.K.O.R. T.W. Y Yd.	299.20	300.16	C. & N.W. Cross'g (Interlocked)	Yard	Yard	Continuous.	A 5-29	A 8-15
A.M. 23.5	A.M. 34.8	A.M. 52.9	P.M. 72.4				NORTH LA CROSSE (156.26)				P.M. 70.2	P.M. 72.4
							SCHEDULE TIME				2:12	2:08
							AVERAGE MILES AN HOUR				70.2	72.4

FOOTNOTES ON PAGE 6.

North La Crosse to Savanna Tower—Subdivision—Eastward

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Signs	Miles from Savanna Tower	STATIONS	Capacity of		Office Open Saturday and Sunday	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Sidings				Other Tracks	Daily Passenger		Daily Passenger	Daily Passenger	Daily Passenger	
50	54	148				STATIONS				44	22	24	52
A.M. A 4:35	A.M. A 5:00	A.M. A 5:17		B.C.K.O.R. T.W.Yd.	.0	..... SAVANNA TOWER.....	Yard	Yard	Continuous	A.M. A 11:37	P.M. A 12:33	P.M. A 8:38	A.M. A 5:20
					.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 4:55	L 5:12		B.K.R.W. Yd.	1.95	..... SAVANNA.....	Yard	Yard	Continuous	s 11:32	s 12:29	s 8:34	s 5:15
s 4:23	s 4:35	A.M.			5.04	..... MARCUS.....		11	No Office	s 11:30	s 12:28	s 8:32	s 4:00
					6.99	..... PROVING GROUND.....			No Office				
4:10	4:20				10.00	..... WHITTON.....			No Office.	11:18	12:15	8:18	s 3:44
4:03	4:15				14.48	..... BLANDING.....	120	19	No Office.	11:15	12:12	8:15	3:37
					19.83	..... GALENA JCT.....		8	No Office.				f 3:31
3:45	4:01			K.Yd.	27.92	..... PORTAGE.....	119	74	Continuous.	11:05	12:03	8:06	3:22
3:43	3:59				28.67				Continuous.	11:03	12:01 P.M.	8:04	3:20

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

c 3:23	s 3:40		W.Yd.	41.37	12.70	..... EAST DUBUQUE.....	134	50	Continuous.	s 10:50	s 11:48	s 7:51	s 3:00
					0.22	..... I. C. Cross'g (Interlocked) ...							
3:03	3:15				55.60	..... POTOSI.....	118	60	Closed.	10:37	11:33	7:36	s 2:30
2:57	3:09				61.78	..... McCARTNEY.....		6	No Office.	10:33	11:29	7:32	2:20
2:47	3:01				69.32	..... CASSVILLE.....	119	78	Closed.	10:28	11:24	7:27	s 2:10
2:37	2:51				79.12	..... GLEN HAVEN.....		27	Closed.	10:19	11:16	7:19	s 1:56
2:32	2:46		C.W.		84.69	..... BAGLEY.....	117	77	Closed.	10:14	11:13	7:16	s 1:46
					88.32	..... WYALUSING.....		48	No Office.				f 1:34
					91.89	..... PORTS.....			No Office.				
2:22	2:37				93.27	..... CRAWFORD.....		16	Continuous.	10:06	11:06	7:09	1:28
					95.98	..... PRAIRIE DU CHIEN.....	83	145	12:01 a.m. to 8:00 a.m.	10:03	s 11:02	s 7:05	s 1:23
					103.67	..... CHARME.....		5	No Office.				f 12:59
2:03	2:17				118.48	..... LYNXVILLE.....		24	Closed.	9:49	10:47	6:50	s 12:49
1:57	2:10		W.		126.19	..... FERRYVILLE.....		32	Closed.	9:44	10:43	6:46	s 12:38
1:49	2:03				130.18	..... DE SOTO.....		29	Closed.	9:39	10:39	6:42	s 12:26
1:45	1:59				136.85	..... VICTORY.....		6	No Office.	9:36	10:37	6:40	f 12:19
1:39	1:54				142.92	..... GENOA.....		16	Closed.	9:32	10:33	6:36	s 12:11
1:31	1:49				149.47	..... STODDARD.....		29	Closed.	9:28	10:29	6:32	s 12:02 A.M.
					150.78	..... CALVERT.....		12	No Office.				
1:25	1:43				152.39	..... HERRINGTON.....			No Office.	9:23	10:24	6:27	11:40
					153.65	..... GRAF.....			No Office.				
s 1:21	s 1:39				155.98	..... LA CROSSE.....			No Office.	s 9:17	s 10:20	s 6:23	s 11:35
					156.26	..... NORTH LA CROSSE.....	Yard	Yard	Continuous.	L 9:13 A.M.	L 10:15 A.M.	L 6:18 P. M.	L 11:20 P.M.
3:08	3:04	:05		B.C.K.O.R. T.W.Y.Yd.		..... SCHEDULE TIME.....				2:17	2:13	2:14	4:40
49.2	50.3	23.5				..... AVERAGE MILES AN HOUR.....				67.7	69.6	69.1	33.1

FOOTNOTES ON PAGE 6.

North La Crosse to Minneapolis—Subdivision—Westward.

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS			Signs	Distance from Chicago	Mile Post Location	STATIONS	Miles from North La Crosse	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger						Sidings	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
5.06	5.42	6.09		301.64	303.71	..... ONALASKA.....	2.44			No Office.			
		s 6.11		308.78	310.85	..... LITTLE.....	9.58			No Office.			
5.22	5.57	s 6.26		315.42	317.49	..... TREMPELEAU.....	16.22		6	No Office.	1.12	5.45	8.27
5.32	6.06	c 6.41	K. W. Yd.	323.65	325.72	..... EAST WINONA.....	24.45	117	62	Continuous.	1.19	5.53	8.34
						G.B. & W. Crossing (Interlocked)							
c 5.35	s 6.09	c 6.45		326.12	328.19	..... 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		331.75	333.82	..... WINONA JCT.....	32.55		34	6:45 a.m. to 3:45 p.m.	1.25	6.00	8.40
5.50	6.23	s 7.07		341.01	343.08	..... FOUNTAIN CITY.....	41.81		160	See footnote	1.34	6.09	8.49
5.59	6.31	s 7.19	W.	349.26	351.33	..... COCHRANE.....	50.06		47	7:00 a.m. to 4:00 p.m.	1.39	6.17	8.54
6.06	6.38	s 7.28		358.63	358.62	..... ALMA.....	57.35		36	7:00 a.m. to 4:00 p.m.	1.43	6.24	8.58
				358.63	360.70	..... NELSON.....	59.43			No Office.			
6.09	6.41	7.33		360.00	362.07	..... MINER.....	60.80		12	Continuous.	1.47	6.28	9.02
						..... TREVINO.....							
				360.86	362.93	..... C.M.St.P. & P. Cross'g (Interl'kd)	61.66			No Office.			
6.14	6.44	s 7.42		364.09	366.16	..... MEARS.....	64.89		37	7:30 a.m. to 4:30 p.m.	1.50	6.32	9.05
6.20	6.50	s 7.52	C.W.	370.47	372.54	..... PEPIN.....	71.27	118	18	7:30 a.m. to 4:30 p.m.	1.55	6.39	9.10
6.27	6.55	s 7.59		376.66	378.73	..... STOCKHOLM.....	77.46		70	7:30 a.m. to 4:30 p.m.	2.00	6.45	9.15
6.35	7.02	s 8.11		384.25	386.32	..... MAIDEN ROCK.....	85.05		55	8:00 a.m. to 5:00 p.m.	2.06	6.51	9.21
6.40	7.06	c 8.17		388.89	390.96	..... BAY CITY.....	89.69	125	20	No Office.	2.10	6.55	9.25
6.47	7.10	f 8.24		394.26	396.33	..... HAGER.....	95.06		39	No Office.	2.14	6.59	9.29
6.59	7.20	s 8.44	W.Yd.	405.49	407.56	..... DIAMOND BLUFF.....	106.29		62	8:00 a.m. to 5:00 p.m.	2.22	7.08	9.37
				405.78	407.85	..... PRESCOTT.....	106.58			No Office.			
		f 8.49		408.17	410.25	..... BURNS.....	108.97	121	10	No Office.			
				408.20	410.28	..... HASTINGS.....	109.00						
7.10	7.28	8.52	R.	408.42	410.50	..... C.M.St.P. & P. Cross'g (Interl'kd)							
						..... St. Croix Tower.....	109.22			Continuous.	2.29	7.13	9.44

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.			
A 8.00	A 8.10	s 9.40	B.K.R.	428.33	430.40	..... ST. PAUL.....	129.13			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 3.00	A 7.45	s 10.15
A.M.	A.M.					(129.13)					P.M.		

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

		A 10.20	B.K.R.	438.86	440.93	..... MINNEAPOLIS.....	139.66			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	A 3.30		A 10.45
		A.M.				(139.66)					P.M.		P.M.
2:58	2:32	4:15				..... SCHEDULE TIME.....					2:29	2:14	2:29
43.5	50.9	33.3				..... AVERAGE MILES AN HOUR.....					58.2	57.8	56.2

FOOTNOTES ON PAGE 6.

Minneapolis to North La Crosse—Subdivision—Eastward.

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Signe	Miles from Minneapolis	STATIONS	Capacity of		Office Open Saturday and Sunday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Passenger	Daily Passenger	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 1.22		
9.08	10.10	6.13			136.42	..... SULLIVAN.....			No Office.	11.04	1.05	1.18		
					135.83	..... ONALASKA.....			No Office.	s 11.03				
					128.69	..... LYTLE.....			No Office.					
8.58	9.59	6.01			122.05	..... TREMPEALEAU.....		6	No Office.	s 10.40	12.46	1.03		
8.51	9.54	5.56		K.W.Yd.	113.82	..... EAST WINONA G.B. & W. Crossing (Interlocked)	118	62	Continuous.	c 10.25	12.37	c 12.55		
					111.35	..... C. & N.W. Cross'g (Auto. Interl.) WINONA JCT.....			No Office.	c 10.15	s 12.35	c 12.52		
c 8.48	s 9.52	s 5.54			105.72	..... FOUNTAIN CITY.....		34	Closed.	s 10.08	12.27	12.46		
8.44	9.45	5.47			96.46	..... COCHRANE.....		160	See Footnote.	s 9.54	12.18	12.38		
8.37	9.39	5.41			88.21	..... ALMA.....		47	Closed.	s 9.41	12.10	12.31		
8.31	9.34	5.36		W.	80.92	..... NELSON.....		36	Closed.	s 9.27	12.03	12.24		
8.27	9.29	5.31			78.84	..... MINER.....			No Office.					
8.24	9.27	5.29			77.47	..... TREVINO C.M.St.P. & P. Cross'g (Interl'kd)		12	Continuous.	9.21	11.59	12.20		
					76.61	..... MEARS.....			No Office.					
8.20	9.22	5.24			73.38	..... PEPIN.....		37	Closed.	s 9.14	11.54	12.15		
8.15	9.17	5.19		C.W.	67.00	..... STOCKHOLM.....	118	18	Closed.	s 9.00	11.47	12.08		
8.09	9.12	5.14			60.81	..... MAIDEN ROCK.....		70	Closed.	s 8.49	11.41	12.01		
8.03	9.07	5.09			53.22	..... BAY CITY.....		55	Closed.	s 8.37	11.33	11.53		
7.59	9.03	5.05			48.58	..... HAGER.....	125	20	No Office.	s 8.22	11.28	11.48		
7.55	9.00	5.02			43.21	..... DIAMOND BLUFF.....		39	No Office.	f 8.14	11.23	11.43		
7.45	8.52	4.54		W. Yd.	31.98	..... PRESCOTT.....		62	Closed.	s 7.58	11.12	11.32		
					31.69	..... BURNS.....			No Office.					
					29.30	..... HASTINGS.....	121	10	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	11.25		

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.					
					10.53	..... ST. PAUL.....			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 7.15 6.55	L 10.45 P.M.	L 11.00 P.M.		
	L 7.15 A.M.	s 8.29 8.20	s 4.30 4.25	B.K.R.		(129.13)								

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.				
	1:56 67.0	2:14 61.9	2:17 61.2			..... SCHEDULE TIME.....				4:40 29.9	2:24 53.2	2:22 54.4		
						..... AVERAGE MILES AN HOUR.....								

FOOTNOTES ON PAGE 6.

Savanna Tower and North La Crosse—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

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, D-253 and D-254 in effect.

Manual Block System Rule 318B 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.

When eastward stop signal S-145.6 at Savanna controlling eastward movement over C. M. St. P. & P. crossing displays Stop indication, train or enginemen will immediately communicate with operator at C. M. St. P. & P. crossing and, when so instructed, may pass the signal complying with Rule 509A.

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 La Crosse 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. 49 must not exceed 20 M.P.H. to dispatch mail at Prairie du Chien.

No. 49 will stop at Prairie du Chien to receive passengers for west of Fargo, N.D.

No. 44 must not exceed 10 M.P.H. when picking up mail at Prairie du Chien.

No. 44 and No. 49 must not exceed 60 M.P.H. to receive and dispatch mail at Cassville.

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 55 M.P.H. when dispatching mail at Cassville, Glen Haven and Bagley.

No. 53 must not exceed 15 M.P.H. Sunday only when dispatching mail at Potosi.

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

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

All C. B. & Q. tracks at Dubuque are within yard limits and Rule 908 is in effect.

North La Crosse and Minneapolis—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 30, 1951.

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, D-253 and D-254 in effect.

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

Centralized Traffic Control in effect between Miner and Mears; Prescott 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.

Between Trevino and Winona trains of C. M. St. P. & P. will be governed by the rules and timetable of C. B. & Q. Employees of C. M. St. P. & P. must have copy of C. B. & Q. Operating Rules and current timetable of La Crosse Division in their possession while on duty.

Office Cochrane open 7:00 A.M. to 4:00 P. M. daily except Sunday and Monday.

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 M.P.H. when dispatching mail at Maiden Rock.

No. 53 must not exceed 50 M.P.H. when dispatching mail at Alma.

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

No. 52 will stop at East Winona for passengers daily except Saturday, and will stop at Winona Jct. for passengers Saturday only.

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 10 M.P.H. passing Dayton Bluff yard office to dispatch company mail.

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

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

No. 44 must not exceed 60 M.P.H. when dispatching mail at Maiden Rock.

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. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M.P.H.

Steam switch engines not equipped with engine truck moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

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

Gas or diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H.

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for engines running backward on that subdivision.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. unless otherwise provided.

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

Gas or diesel-electric motor cars.....	60 M.P.H.
Diesel-electric passenger engines.....	75 M.P.H.
Diesel-electric freight engines.....	60 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 3 M.P.H. 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.

Nos. 44 and 49 must not exceed 85 M.P.H. All restrictions below this maximum will govern.

Nos. 44 and 49 must not exceed Class B speed restrictions between M.P. 364.50 and M.P. 389.30.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On Sidings.....	Reduced speed 10	Reduced speed 10
All crossovers and turnouts not otherwise specified....		
Steam engines running backward either light or handling trains.....	20	20
Pile drivers, steam shovels and clam shells or similar equipment.....		30
Rotary snow plows.....		25
★ Derricks.....		30
Scale test cars.....		25
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible—		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
Wholly disconnected or dead steam engines.....		20

★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 Jct. 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 M.P.H., except trains having drovers cars 5762, 5764 and 5765 will be operated as Class B trains.

Gas or diesel-electric motor cars must not exceed 50 M.P.H., and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 M.P.H.

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 SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 142.89 to M.P. 144.50.....	70	70	60	Yd.
Savanna Tower Interlocking through crossover end of double track.....	40	30	30	Yd.
ZONE—M.P. 144.50 to Savanna Depot.....	25	25	25	Yd.
C.M.St.P. & P. Crossings, M.P. 144.64 and M.P. 144.85.....	20	20	20	20
ZONE—Savanna Depot to M.P. 146.20.....	90	79	75	Yd.
Spring switch, west end of Savanna Yard, trailing movements through switch.....	15	15	15	15
Curve M.P. 146.15, eastward track.....	70	60	60	Yd.
ZONE—M.P. 146.20 to M.P. 170.07.....	90	79	75	50
ZONE—M.P. 170.07 to M.P. 171.00.....	90	79	75	Yd.
ZONE—M.P. 171.00 to M.P. 171.99.....	40	40	40	Yd.
Galena River Bridge 171.64.....	30	20	20	20
End of double track, M.P. 171.50 and M.P. 171.72, Galena Jct.....	40	30	30	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q).....	40	40	40	25
M.P. 172.47 to M.P. 184.86—See Special Instruction 6.....				
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q).....	40	40	40	Yd.
ZONE—M.P. 185.50 to M.P. 187.00.....	75	75	75	Yd.
ZONE—M.P. 187.00 to M.P. 187.57.....	90	79	75	Yd.
ZONE—M.P. 187.57 to M.P. 238.18.....	90	79	75	50
Ports, end of double track through turnout.....	50	40	40	40
Crawford, end of double track through turnout.....	50	40	40	40
Crawford, CMSStP&P Crossing.....	60	40	40	40
ZONE—M.P. 238.18 to M.P. 239.00.....	90	79	75	Yd.
ZONE—M.P. 239.00 to M.P. 240.00.....	40	40	40	Yd.
ZONE—M.P. 240.00 to M.P. 241.38.....	90	79	75	Yd.
ZONE—M.P. 241.38 to M.P. 296.29.....	90	79	75	50
Herrington, through crossovers, M.P. 294.68.....	50	40	40	35
La Crosse, end of double track through turnout, M.P. 296.29.....	50	40	40	40
ZONE—M.P. 296.29 to M.P. 299.78.....	70	70	60	45
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27.....	10	10	10	Yd.

Between Galena Jct. and Galena, 15 M.P.H.

S-1-A and S-2-A engines over Bridge 175.22, Galena Branch, 6 M.P.H.

SPEED RESTRICTIONS—Concluded

NORTH LA CROSSE AND MINNEAPOLIS SUBDIVISION

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

SPECIAL INSTRUCTIONS

Master Mechanic..... L. E. Quirin, Chicago.
 Trainmaster..... G. K. Boyd, North La Crosse.
 Trainmaster..... I. W. Crist, Aurora.
 Road Foreman..... R. E. Visney, North La Crosse.
 Road Foreman..... J. C. Kuschof, North La Crosse.
 Chief Dispatcher..... C. W. Olson, North La Crosse.
 Night Chief Dispatcher..... D. Rupp, North La Crosse.

DISPATCHERS

R. H. Mourning A. Wetterlin A. H. Granke
 R. C. Dyb R. P. Dewey M. J. Moor

1. Where Rules D-251, D-252, D-253 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.

2. **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 reduced 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 switchtenders.

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. Railroads.

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

Between East Dubuque and Dubuque, trains will use Illinois Central tracks and be governed by Illinois Central rules.

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

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.

Middle sidings may be used by both eastward and westward trains as the way is seen to be clear after receiving permission from dispatcher or signalman to use siding.

Engines heavier than Class O-1-A must not use Tiffany spur track at Trevino.

B-1 or heavier engines must not use following tracks:

Savanna..... Pump house track.
 Proving Ground..... H Area, east of derail.
 Whitton..... Robinson Spur; team track.
 Blanding..... Spur track.
 Dubuque..... Dubuque Branch can be used to Fourth Street.
 East Dubuque..... Westbound connection to I.C.
 Cassville..... DX Oil Spur, Standard Oil Spur, City Pump House track, Lead to team track connection.
 Crawford..... Transfer track to east end of curve.
 Prairie du Chien..... Badger Spur (track to Canning Company), Tobacco track.
 Lynxville..... Business track from stock yard to west switch.
 Genoa..... Business track, east of road crossing.
 La Crosse..... Stone Spur, west of derail; Sinclair Oil Spur, east of derail.
 Lytle..... Gravel Spur.
 Alma..... Dairyland track, Farmers Union Spur.
 Stockholm..... Coal chute track, east of coal chute.
 Maiden Rock..... Elevator Spur.
 Hager..... Business track.
 Curry..... Spur track, east of derail.

3. 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.

4. On the Empire Builder and Western Star, 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 Western Star, the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

5. At Dubuque, between 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 Street (City Ordinance.)

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

Engines heavier than Class "K" or "G3" 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 Street which is the street just east of the depot.

6. 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.
	Miles per Hour						
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 15 M.P.H."

7. Between East Winona and Winona, 2.21 miles, the track will be used by C. B. & Q., G. B. & W., C. G. W., and C. M. St. P. & P. trains and engines at reduced 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., G. B. & W. and C. M. St. P. & P. trains will register at East Winona and Winona.

Trains and engines must not exceed 15 M.P.H.

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 M.P.H. over Mississippi River Bridge and must not doublehead over the bridge.

G. B. & W. Class C engines doubleheaded must not exceed 10 M.P.H. over Mississippi River Bridge.

All classes of Diesel engines must not exceed 6 M.P.H. over Mississippi River Bridge.

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

Freight Trains (Information Only)

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight
81	83	97		82	80	88
A.M.	A.M.	P.M.	..... SAVANNA TOWER	A.M.	P.M.	P.M.
L 5:00	L 9:00	L 5:00		A 6:30	A 2:00	A 6:15
	P.M.		..... NORTH LA CROSSE	12:35	7:45	12:15
10:30	3:30	11:00		A.M.	7:00	P.M.
11:00	5:00	11:30	..... DAYTON BLUFF	11:20		11:30
P.M.		A.M.		L 6:30	L 1:30	L 7:00
A 3:30	A 11:30	A 4:00		P.M.	A.M.	A.M.
P.M.	P.M.	A.M.				

