

CHICAGO-MILWAUKEE-ST. PAUL AND PACIFIC RAILROAD CO.

DUBUQUE & ILLINOIS

DIVISION

Second District

TIME TABLE No. 5

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, April 27, 1958

For the government and information
of employes only

K. O. SCHOENECK
Assistant Superintendent.

A. O. THOR
Superintendent.

V. P. SOHN
General Superintendent of Transportation.

L. V. ANDERSON
Assistant General Manager.

F. G. McGINN
General Manager.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

WATCH INSPECTORS

E. Winkler.....Savanna
 E. L. Schepple.....Dubuque
 C. F. Saughling.....McGregor
 Ritchie's Jewelry Store.....Prairie DuChien
 Glyn Cremer.....LaCrosse
 Pauls Jewelry Store.....LaCrosse
 Kellys Watch Shop.....Waukon
 Rolfe Jewlery Store.....Calmar
 C. E. Blanchard.....Mason City

FIRST SUBDIVISION—WESTWARD

SECOND CLASS				Telegraph calls	Distance from Savanna	TIME TABLE		Capacity in cars		Office Hours Also See Page 2 For Other Assigned Hours	SECOND CLASS			
163		75				No. 5		Sidings	Other tracks		167		81	
Time Freight	Time Freight	Time Freight	Time Freight			April 27, 1958					Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily Ex. Mon.	Daily	Daily Ex. Mon.	STATIONS		Daily	Daily Ex. Sun.							
L A. M. 1.00	L A. M. 6.30	SA			SAVANNA 14.9			Continuous	L A. M. 10.00	L P. M. 4.30				
L A. M. 2.10	L A. M. 7.00	GE	14.9		GREEN ISLAND (C. M. St. P. & P. Crossing) 9.2	137	11	Continuous	L A. M. 10.30	L P. M. 5.00				
2.29	7.15	BU	24.1		BELLEVUE 0.9	18	68	8:00 am to 5:00 pm Except Sat. & Sun.	10.45	5.18				
2.32	7.20		25.0		NORTH BELLEVUE 8.5	146	8	No office	10.50	5.22				
2.50	7.45		33.5		GORDONS FERRY 9.6	77		No office	¹⁷⁶ 11.15	5.41				
3.12	8.05		43.1		CATTESE 2.7	148		No office	11.30	¹⁶⁸ 6.15				
			45.8		WOOD (L. C. Crossing) 1.1			No office						
			46.9		DUBUQUE (C. G. W. & I. C. Crossing) 1.2	9		No office						
A 3.40 A. M.	A 8.20 A. M.	DS	48.1		DUBUQUE SHOPS		Yard	Continuous	A 11.50 A. M.	A 6.30 P. M.				

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Green Island and Savanna; Iowa Division time-table and rules govern between Green Island and Sabula; D. & I. Division First District time-table and rules govern between Sabula and Savanna.

Manual Block System is in use between Green Island and Dubuque Shops.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	MONDAY	HOLIDAY
Postville.....	{10:00 am to 12:00 pm} 12:30 am to 3:30 am}	12:30 am to 3:30 am	12:30 am to 3:30 am	12:30 am to 3:30 am
Calmar.....		10:00 pm to 6:00 am	.....	10:00 pm to 6:00 am
New Hampton.....	10:30 pm to 6:30 am	10:30 pm to 6:30 am	.....	10:30 pm to 1:30 am
Charles City.....	{6:30 am to 8:30 am} 10:00 pm to 6:00 am}	10:00 pm to 1:00 am	.....	10:00 pm to 1:00 am
Guttenberg.....	.....	.....	.....	8:00 am to 5:00 pm
Mason City.....	.....	.....	.....	{6:00 am to 2:00 pm 8:45 pm to 4:45 am}

At stations where office hours are shown as continuous such stations will be open continuous daily including holidays.

At all other stations the office will be closed on holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by proclamation.

FIRST SUBDIVISION—EASTWARD

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SECOND CLASS				Distance from Dubuque Shops	TIME TABLE No. 5 April 27, 1958 STATIONS		SEE RULE 6-A	SECOND CLASS			
	162	176			168	166					
	Time Freight	Time Freight			Time Freight	Time Freight					
	Daily Ex. Monday	Daily			Daily Ex. Sunday	Daily					
	A A. M. 6.30	A P. M. 1.00	48.1	A P. M. 7.55	A P. M. 11.30						
	A A. M. 5.45	A P. M. 12.10	33.2	A P. M. 7.10	A P. M. 10.50						
	5.24	11.43	24.0	6.50	10.10						
	5.21	11.38	23.1	6.45	10.01						
	5.00	11.15	14.6	6.30	9.28						
	4.42	11.00	5.0	6.15	8.52						
			2.3								
			1.2								
	L 4.20 A. M.	L 10.45 A. M.		L 6.00 P. M.	L 8.25 P. M.						

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

At Green Island trains that are not displaying signals for a following section may register by register ticket.

EMERGENCY TELEPHONES

North Bellevue..... East and west ends of siding.
 Gordons Ferry..... East end of siding.
 Cattese..... East and west ends of siding.
 Dubuque Shops..... Hawthorne Street
 Edmore..... West end of siding.
 Rose Spur..... At Main track switch.
 Spechts Ferry..... East end of siding.
 Cameron..... West end of siding.
 North Buena Vista..... East end of siding.
 Turkey River..... East end of siding.
 Guttenberg..... East end of siding.
 Eckards..... West end of siding.
 Clayton..... West end of siding.
 Sny Magill..... West end of siding.
 Marquette..... At Madison Divn. Crossing.
 Marquette..... 90 Car Lengths West of Madison Divn. Crossing.

Waukon Jct..... At Junction Switch.
 Harpers Ferry..... Booth each end of siding.
 Lansing..... West end of siding.
 Kains..... East end of siding.
 New Albin..... East end of siding.
 Reno..... East end of siding.
 Norma..... East end of siding.
 La Crescent..... Waiting room in depot.
 Giard..... Booth each end of siding.
 Beulah..... Booth on pole at Jct.
 Valdora..... Booth each end of siding.
 Ridley..... Booth west end of siding.
 Castalia..... In depot.
 Calmar..... Booth east end of yard.
 Bassett..... In depot.
 Charles City..... Booth on pole at transfer switch.
 Floyds Crossing..... Booth on pole near old depot location.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

NAME	LOCATION	CAPACITY
Koss Pit.....	1 mile west of North Bellevue.....	53 cars

SECOND SUBDIVISION—WESTWARD

SECOND CLASS				Telegraph calls	Distance from Dubuque Shops	TIME TABLE No. 5 April 27, 1958 STATIONS	Capacity in cars		SECOND CLASS					
163	303	75	Siding				Other tracks	167	81					
Time Freight	Way Freight	Time Freight						Time Freight	Time Freight					
Daily	Mon., Wed. & Fri. only	Daily Ex. Monday			Daily	Daily Ex. Sunday								
L A. M. 162 4.45		L A. M. 8.45		DS		DUBUQUE SHOPS 4.5		Yard	L P. M. 12.30	L P. M. 6.50				
4.55		8.55			4.5	EDMORE 6.6	101	35	12.40	7.00				
5.10		9.05		SF	11.1	SPECHTS FERRY 6.7	72		12.52	7.12				
5.25		9.25			17.8	CAMERON 4.8	78		1.03	7.23				
5.35		9.35			22.6	NORTH BUENA VISTA 4.2	57	6	1.12	7.33				
5.45		9.45			26.8	TURKEY RIVER 6.7	78		1.20	7.43				
6.05		10.00		RG	33.5	GUTTENBERG 4.6	80	49	1.35	7.57				
6.15		10.15			38.1	ECKARDS 5.1	75		1.45	8.06				
6.25		10.30		X	43.2	CLAYTON 2.8	75		1.55	8.16				
6.35		10.40			46.0	SNY MAGILL 6.0	77		2.00	8.21				
					52.0	McGREGOR 1.4		15						
7.00 176 7.50	L A. M. 176 8.15	A 166 11.00 A. M.		WS	53.4	MARQUETTE (C. M. St. P. & P. Crossing) 7.6	75	Yard	2.15 2.40	A 8.45 P. M.				
8.10	A 8.30 A. M.				61.0	WAUKON JUNCTION 3.9			2.55					
8.20				H	64.9	HARPERS FERRY 15.3	100	40	3.02					
8.50				SN	80.2	LANSING 6.5	49	63	3.30					
9.05					86.7	KAINS 4.9	78		3.45					
9.20				NA	91.6	NEW ALBIN 7.5	80	65	4.00					
9.50					99.1	RENO 12.0	78	9	4.20					
10.30					111.1	NORMA 4.6	74		4.50					
A 11.30 A. M.				GN	115.7	LA CRESCENT 0.8		33	A 5.30 P. M.					
					116.5	BRIDGE SWITCH (Draw Bridge) 1.6								
					118.1	(Draw Bridge) WEST WYE SWITCH (West End Double Track) 3.3		Yard						
				BK	118.4	COPELAND AVE. 0.1		Yard						
11.45 A. M.				AD	118.5	LA CROSSE		Yard						

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Between the Junction switch of the D. & I. Division and I. M. & D. Division and the entrance to C. T. C. at La Crescent depot trains have no superiority, all trains must move at restricted speed within these limits. D. & I. Division and I. M. & D. Division trains use this track jointly.

Train order signal at La Crescent has two arms. Top arm governs eastward D. & I. Division trains. Lower arm governs westward I. M. & D. Division trains.

Manual Block System is in use between Dubuque Shops and Marquette.

Centralized Traffic Control and Automatic Block Systems are in use between River Jct. and West Wye switch, and between Bridge Switch and La Crescent.

**INDUSTRIAL TRACKS NOT OTHERWISE SHOWN
AS STATIONS**

NAME	LOCATION	CAPACITY
Rose Spur	1¼ miles west of Edmore	48 cars
Silica Track	1¾ miles east of Clayton	30 cars
Carlson Track	2 miles west of Harpers Ferry	35 cars
Interstate Spur	2½ miles East of Lansing	10 cars

SECOND SUBDIVISION—EASTWARD

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SECOND CLASS					TIME TABLE No. 5 April 27, 1958 STATIONS	Distance from LaCrosse	SEE RULE 6-A	Office Hours Also See Page 2 For Other Assigned Hours	SECOND CLASS	
162	176	166	368	168						
Time Freight	Time Freight	Time Freight	Way Freight	Time Freight						
Daily Ex. Monday	Daily	Daily	Mon., Wed. Fri. only	Daily Ex. Sunday						
A A. M. 163 4.15	A A. M. 10.05	A P. M. 3.00			118.5	BIKOPR TVWXZ	Continuous		A P. M. 5.40	
4.06	9.55	2.10			114.0	P	No office		5.31	
3.56	9.40	1.55			107.4	P	11:00 am to 8:00 pm Except Sun. & Mon.		5.21	
3.46	9.25	1.40			100.7	P	No office		5.11	
3.37	9.15	1.30			95.9	P	No office		5.02	
3.30	9.08	1.20			91.7	P	No office		4.55	
3.19	8.45	1.00			85.0	PW	8:00 am to 5:00 pm		4.44	
3.11	8.35	11.55			80.4	P	No office		4.36	
3.03	8.25	11.40			75.3	P	8:00 am to 5:00 pm Except Sat. & Sun.		4.28	
2.59	8.20	11.25			72.5	P	No office		4.24	
					66.5	PX	No office			
L 2.45 A.M.	303-163 8.00 7.35	75- 11.00 10.00			65.1	BJKMOP RTWXYZ	Continuous	- P. M. - A 12.20	L 4.10 - P. M. -	
	7.20	9.35			57.5	JP	No office	L 12.05 - P. M. -		
	7.10	9.25			53.6	P	7:30 am to 4:30 pm Except Sat. & Sun.			
	6.40	8.50			38.3	P	7:30 am to 4:30 pm			
	6.25	8.15			31.8	P	No office			
	6.15	8.00			26.9	P	7:00 am to 4:00 pm Except Sat. & Sun.			
	6.02	7.35			19.4	P	No office			
	5.40	7.10			7.4	P	No office			
L 5.30 A.M.	L 7.00 A.M.				2.8	JPRXY	7:00 am to 4:00 pm Except Sat. & Sun.			
					2.0	J	No office			
					0.4	IX	No office			
					0.1	PX	Continuous			
						BHJKOPRT VWXYZ	Continuous			

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at La Crescent when operator is not on duty, if train order signal indicates proceed as per Rule 200 C.

Rule 83 (B) does not apply at Waukon Jct.

WESTWARD		THIRD SUBDIVISION					EASTWARD				
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Waukon Jct.	TIME TABLE No. 5 April 27, 1958 STATIONS	Distance from Waukon	SEE RULE 6-A	Office Hours Also See Page 2 For Other Assigned Hours	THIRD CLASS	
303	Way Freight	Sidings	Other tracks							368	Way Freight
L A. M. 8.35	Mon., Wed. & Fri. only			A P. M. 12.01	Mon., Wed. & Fri. only						
s 9.05		3	9	9.4	22.8					JP	No office		s 11.30
A 9.50 A.M.		68	WN	22.8	13.4	P	No office		L 10.50 A.M.		
						PRT	8:00 am to 5:00 pm Except Sat. & Sun.				

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Waukon Jct.

FOURTH SUBDIVISION—WESTWARD

SECOND CLASS						Distance from Marquette	TIME TABLE No. 5 April 27, 1958 STATIONS	Telegraph calls	Capacity in cars		SEE RULE 6-A	FIRST CLASS	
91	193	61	203	761	63				Sidings	Other tracks		11	
Way Freight	Way Freight	Way Freight	Way Freight	Time Freight	Time Freight						Passenger		
Daily Ex. Sunday	Tues., Thurs. & Sat. only	Tues., Thurs. & Sat. only	Mon. & Fri. only	Daily Ex. Saturday	Daily Ex. Sunday						Daily		
			L P. M. 1.00			0.0	(C. M. St. P. & P. Crossing) MARQUETTE 0.8	WS		Yard	BIJKOPRWXY	L A. M. 1.00	
L A. M. 7.30			1.02	L P. M. 9.30	L P. M. 10.15	0.8	MARQUETTE YARD 4.2			Yard	PTWXX	70 62 1.03	
7.40			1.15	9.45	10.30	5.0	GIARD 3.6		55			1.15	
7.50			A 1.35 P. M.	9.55	10.40	8.6	BEULAH 2.4				JP	1.22	
8.00				10.04	10.49	11.0	VALDORA 3.1		63			1.27 22	
8.10				10.20	11.10	14.1	MONONA 3.4	ON	63	50	P	s 1.34	
8.20				10.28	11.20	17.5	LUANA 2.9			16	P	1.39	
8.30				10.35	11.40	20.4	RIDLEY 4.1		61		P	1.43	
9.00				10.43	11.50	24.5	POSTVILLE 5.8	V	77	45	PV	s 1.56	
9.10				10.53	12.01	30.3	CASTALIA 5.1		58	16	P	f 2.04	
9.30				70 11.06	62 12.16	35.4	(C. R. I. & P. Crossing) OSSIAN 6.6	SI	60	34	MPV	s 2.16	
A 10.00 A. M.	L A. M. 6.00	L A. M. 7.15		A 62-22 11.45 P. M.	22 12.30 1.30	42.0	CALMAR 5.8	CQ		Yard	BJKOPRTX	s 2.30 2.50	
	6.15	7.35			1.40	47.8	FORT ATKINSON 5.5	FN		40	P	s 3.00	
	A 6.30 A. M.	7.47			1.55	53.3	JACKSON JCT. 6.9			13	JP	s 3.10	
		8.01			2.08	60.2	LAWLER 9.0	WR	43	43	P	s 3.21	
		8.35			2.30	69.2	(C. G. W. Crossing) NEW HAMPTON 7.8	NW	54	50	IPV	s 3.38	
		9.00			2.44	77.0	IONIA 3.4	NA		30	P	s 3.49	
		9.15			2.50	80.4	BASSETT 8.5				P	f 3.56	
		10.01			3.05	88.9	CHARLES CITY (I. C. Crossing) 3.7	CH	40	150	IPVX	s 4.25	
		10.10			3.15	92.6	FLOYD CROSSING 8.6			12	P	4.30	
		10.48			3.35	101.2	RUDD 5.2	RU		32	P	s 4.43	
		11.03			3.45	106.4	NORA SPRINGS 0.6	NQ	50	30	P	s 5.03	
		11.10			3.48	107.0	(C. R. I. & P. Crossing) NORA JCT. 5.5	JA		22	IPV	s 5.11	
		11.25			3.58	112.5	PORTLAND 4.0			23		5.18	
		11.45 A. M.		A 4.15 A. M.		116.5	(M. & St. L. Crossing) MASON CITY	H		Yard	BIJKOPRTVXX	s 5.45 A A. M.	

Passenger trains must not exceed maximum speed of 59 miles per hour; other trains 49 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
No. 203 will carry passengers.

WESTWARD

FIFTH SUBDIVISION

EASTWARD

SECOND CLASS				Capacity in cars	Telegraph calls	Distance from Beulah	TIME TABLE No. 5 April 27, 1958 STATIONS	Distance from Elkader	SEE RULE 6-A	Office Hours Also See Page 2 For Other Assigned Hours	THIRD CLASS	
	305	Way Freight									Sidings	Other tracks	316	Way Freight
	Mon. & Fri. only										Mon. & Fri. only	
	L P. M. 1.36					0.0	BEULAH 1.7	19.1		No office	A P. M. 4.42	
	1.42				6	1.7	FROELICH 5.1	17.4		No office	4.35	
	s 2.00			10		6.8	FARMERSBURG 2.8	12.3		No office	s 4.15	
	s 2.15			9	13	9.6	ST. OLAF 9.5	9.5		8:00 am to 5:00 pm Except Sat. & Sun.	s 4.01	
	s 2.50 A P. M.			6	27	19.1	ELKADER	0.0	RT	8:00 am to 5:00 pm Except Sat. & Sun.	L 3.30 P. M.	

Trains must not exceed maximum speed of 20 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Beulah and does not apply at Elkader when operator not on duty.

Nos. 305 & 316 will carry passengers.

FOURTH SUBDIVISION—EASTWARD

THIRD CLASS				SECOND CLASS				TIME TABLE No. 5 April 27, 1958 STATIONS	Distance from Mason City	Office Hours Also See Page 2 For Other Assigned Hours	FIRST CLASS	
194	214	68	60	70	62	22						
Way Freight	Way Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger						
Mon., Wed. & Fri. only	Mon., & Fri. only	Daily Ex. Sunday	Mon., Wed. & Fri. only	Daily Ex. Sunday	Daily Ex. Sunday	Daily						
	A P.M. 5.15						(C. M. St. P. & P. Crossing) MARQUETTE 0.8	116.5	Continuous	A A.M. s 2.30		
					A. M. — 11	A. M. — 11	MARQUETTE YARD 4.2	115.7	No office		2.09	
							GIARD 3.6	111.5	No office		1.59	
							BEULAH 2.4	107.9	No office		1.51	
							VALDORA 3.1	105.5	No office		1.43	
							MONONA 3.4	102.4	8:00 am to 4:00 pm 10:00 pm to 6:00 am Except Sat. & Sun.	11 s	1.34	
							LUANA 2.9	99.0	No office		1.23	
							RIDLEY 4.1	96.1	No office		1.17	
							POSTVILLE 5.8	92.0	7:55 am to 3:55 pm 10:15 pm to 6:15 am Except Sat. & Sun.	s	1.10	
							CASTALIA 5.1	86.2	No office		12.53	
							(C. R. I. & P. Crossing) OSSIAN 6.6	81.1	8:00 am to 5:00 pm Except Sat. & Sun.	s	12.42	
							CALMAR 5.8	74.5	8:00 am to 4:00 pm 10:00 pm to 6:00 am Except Sun.	761 62-63 A.M.	11.45	
							FORT ATKINSON 5.5	68.7	8:00 am to 5:00 pm Except Sat. & Sun.		11.30	
							JACKSON JCT. 6.9	63.2	No office		11.20	
							LAWLER 9.0	56.3	7:45 am to 4:45 pm Except Sat. & Sun.	f	11.12	
							(C. G. W. Crossing) NEW HAMPTON 7.8	47.3	7:15 am to 3:15 pm 10:30 pm to 6:30 am Except Sat. & Sun.	s	11.02	
							IONIA 3.4	39.5	7:55 am to 4:55 pm Except Sat. & Sun.	f	10.52	
							BASSETT 8.5	36.1	No office		10.47	
							CHARLES CITY (I. C. Crossing) 3.7	27.6	6:30 am to 2:30 pm 10:00 pm to 6:00 am Except Sat. & Sun.	s	10.39	
							FLOYD CROSSING 8.6	23.9	No office		10.26	
							RUDD 5.2	15.3	7:55 am to 4:55 pm Except Sat. & Sun.		10.17	
							NORA SPRINGS 0.6	10.1	7:30 am to 4:30 pm Except Sat. & Sun.		10.10	
							(C. R. I. & P. Crossing) NORA JCT. 5.5	9.5	7:45 pm to 4:45 am	s	10.08	
							PORTLAND 4.0	4.0	No office		10.00	
							(M. & St. L. Crossing) MASON CITY	0.0	6:00 am to 2:00 pm 8:45 pm to 4:45 am	L P.M.	9.55	

Passenger trains must not exceed maximum speed of 59 miles per hour; other trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 22 will stop at Ionia and Lawler to leave passengers ticketed from Mason City or beyond, and to pick up passengers for Madison and beyond.
No. 214 will carry passengers.
Automatic Block System is in use between Marquette and Monona.

Manual Block System is in use between Monona and Mason City.
Rule 319A applies at Calmar, Charles City and Mason City.
Rule 83 (B) does not apply at Beulah and Jackson Jct.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

NAME	LOCATION	CAPACITY
Pyro-Fax Spur	2 3/4 miles east of New Hampton	3 cars

V. W. McCURDY,
E. H. MADISON,
J. C. NAEGLE,
 Train Dispatchers.
E. W. OLSON,
 Chief Dispatcher.

YARD LIMITS AT

Green Island....	Extend from 1680 feet west of the west switch of the westward siding west of the depot to 5670 feet east of the east switch of the westward siding east of the Depot on the Iowa Division and to a point 5300 feet west of Interlocking Limits on D. & I. Division Second District.	River Jct.....	Extend from 5200 feet west of west switch of eastward siding to end of double track and to the Junction with I. M. & D. and D. & I. Division at La Crescent.
Dubuque.....	Extend from 4000 feet east of I. C. R. R. Crossing at Wood to 2000 feet west of Eagle Point Lime works switch.	La Crosse.....	Extend from 1 mile east of Grand Crossing to a point just west of Bridge L-4-A located about one and one half miles west of passenger station La Crosse.
Marquette.....	Extend from 12580 feet east of the railroad crossing to 5663 feet west of the railroad crossing on the Second Subdivision and from 2000 feet east of the railroad crossing on the Madison Division to 2800 feet west of the west switch of Marquette Yard on the Fourth Subdivision.	Calmar.....	Extend from 3000 feet east of east switch to 2850 feet west of west switch.
La Crescent....	Extend from 2000 feet east of east switch of crossover with the I. M. & D. main track to the junction switch at Bridge Switch.	Charles City....	Extend from 5900 feet east of east switch to 2000 feet west of west switch.
		Mason City....	Extend from 10560 feet east of M. & St. L. crossing on Seventeenth Subdivision of I. M. & D. Divn. to 8455 feet west of National Brick track switch on Fourth Subdivision of D. & I. Divn. and to 2000 feet west of Ideal Sand Co. switch on Third Subdivision of I. M. & D. Division.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

Chicago... †Dr. Raymond Householder, Chief Surgeon.....	} Chicago Wesley Memorial Hospital, 240 E. Superior St., DElaware 7-6500 Union Station, CEntral 6-7600
Chicago... †Dr. James R. Hines, Assistant to Chief Surgeon..	
Chicago... †Dr. Frederick Wm. Munson, Asst. to Chief Surgeon}	} Chicago Wesley Memorial Hospital, 240 E. Superior St., DElaware 7-6500 Union Station, CEntral 6-7600
Chicago... §*Dr. Virgil Wescott, Oculist.....	
Chicago... Dr. L. F. McBride, Aurist.....	30 North Michigan Ave., DEarborn 2-3127
Chicago... Dr. H. A. Hooper, Dentist.....	122 South Michigan Ave., WAbash 2-2272
	55 East Washington St., STate 2-0509

Location	Name	Residence Phone	Office Phone	Location	Name	Residence Phone	Office Phone
Savanna.....	†Dr. J. B. Schreiter.....	1335	3151	La Crosse.....	S. Gundersen.....	4-5302	2-5265
Savanna.....	†Dr. E. C. Turner.....	3335	1665	La Crosse.....	M. A. McGarty.....	4-4473	4-5240
Savanna.....	Dr. L. B. Hussey.....	4343	7121	La Crosse.....	†Dr. Gerald I. Uhrich.....	4-4589	4-3050
Bellevue.....	John J. Tilton.....	40	102	La Crosse.....	James C. Fox.....	2-2322	4-3050
Dubuque.....	†J. A. Cahill.....	2-3213	3-7381	Waukon.....	C. W. Rominger.....	206	111
Dubuque.....	§John A. Thorson (Oculist).	2-4379	2-0274	Elkader.....	Dr. P. R. Hommel.....	191	58
Dubuque.....	†Dr. W. A. Johnston.....	3-1530	3-3571	Monona.....	Dr. E. G. Kettelkamp....	127	84
Dubuque.....	Dr. T. J. Greteman.....	3-6665	3-3571	Calmar.....	†Dr. F. A. Hennessy.....	4-W	13
Guttenberg....	*Dr. Eugene M. Downey...	3901	4331	New Hampton..	Dr. Merle J. McGrane...	191	60
McGregor.....	†Dr. D. W. Pfeiffer.....	18 LJ	92	Charles City....	Dr. O. H. Banton.....	708-R	708-W
McGregor.....	†W. H. Thomas.....	139	41	Mason City....	†Dr. T. E. Davidson.....	2738	2700
Lansing.....	J. W. Thornton.....	39 R	2582		†Dr. L. R. Woodward.....	2763	2700
La Crosse.....	Dr. R. E. McMahan.....	2-2818	4-3050		Dr. S. A. O'Brien, Oculist.	2826	359
La Crosse.....	†J. F. Egan.....	4-3828	4-3050		Dr. R. R. Flickinger,		
La Crosse.....	B. S. Mansheim.....	2-9569	4-3050		Oculist.....	3324	127

§Indicates salaried company surgeons who should be used whenever possible.

†Indicates surgeons authorized to conduct physical examinations of employes for entrance into service, promotion or re-examination.

*Indicates surgeons authorized to conduct physical examinations of employes for re-examination only.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and engineers from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks. A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such cars and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-8 When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 When runways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engines.

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U.S. Army Field Ranges when installed under the supervision of a U.S. Army commissioned officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.
Switch rear "S.R." cars.

G-18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or move before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G-22 Centralized Traffic Control. A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C. T. C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

- (h) When the governing signal displays a Stop Indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed Indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.
- (i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.
- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control Switches are located at interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-25 Diesel or Electric Engine with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric Engine with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G-27 When diesel electric or electric engines are handled dead in train the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of the Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in train.

When a 44 ton diesel engine is being handled dead in freight train it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-28 All Diesel engine must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G-29 When two or more Diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars	20
On Branch Lines	25
On Main Line	25
The following diesel engines either dead in train or operating under own power:	
68 ABC	55
1670 and 1671, 2000 to 2006 AB	50
1610 to 1635	45
1600 to 1603	40
1699 to 1709	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossing must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-32 The speed of trains handled by Gas-Electric or other similar type power when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45 degree on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G-34 (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule No. 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks. But when for operating reasons, it is not practicable to have switches spiked, the Train Dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of outfit cars. Under such conditions, the cars must not be moved, except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-36 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agent or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address Systems should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

G-42 When flat spots develop enroute on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars of locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly. All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use. All other Operating Rules requiring the use of a red lantern remain in effect.

G-44 Speedometers on road engines in main line service must be checked by observing time between mile posts on each trip.

Check must be made at first opportunity after departure from point where engineer takes charge of engine.

The location, speed and any variation must be shown on work report.

G-45 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello	All Trains
St. Paul	Freight trains only
Minneapolis	Passenger trains only

X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First Subdivision.....	25 m.p.h.	20 m.p.h.
Second Subdivision.....	25 m.p.h.	20 m.p.h.
Third Subdivision.....	15 m.p.h.	10 m.p.h.
Fourth Subdivision.....	35 m.p.h.	30 m.p.h.
Fifth Subdivision.....	20 m.p.h.	10 m.p.h.

X-2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced in insure safe movement.

	On Tangent Track	On Curves
First Subdivision.....	25 m.p.h.	20 m.p.h.
Second Subdivision.....	25 m.p.h.	20 m.p.h.
Third Subdivision.....	15 m.p.h.	10 m.p.h.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are loaded at:

Station	Location
LaCrescent.....	Junction Switch.

X-3 (A) All Spring Switches, except those indicated below are equipped with facing point locks permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Marquette.....	South Yard Switch.
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X-4 At places shown below, trains must not exceed the speed indicated:

Station	Location	Speed
Postville.....	All street crossings.....	6 m.p.h.
Ossian.....	All street crossings.....	6 m.p.h.
Calmar.....	All street crossings.....	8 m.p.h.
Lawler.....	All street crossings.....	10 m.p.h.
Charles City.....	All street crossings.....	25 m.p.h.
New Hampton.....	All street crossings.....	6 m.p.h.

X-5 Five minute fuseses should be used in Automatic Block system territory, between Beulah and Elkader and on Third Subdivision. Ten minute fuseses should be used on the First and Second Subdivisions and between Monona and Mason City.

X-6 When moving on a wye or loop, trains or engines must not exceed 10 miles per hour.

X-7 Trains handling ore moving in miscellaneous equipment must not exceed maximum speed of 40 m.p.h.

X-8 At the following stations the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

Fourth Subdivision.....	Charles City.
Fifth Subdivision.....	Beulah, Farmersburg and St. Olaf.

X-8 (A) Dangerous gases are present in the exhaust from the engines of the Waukesha or similar type used for air conditioning and power supply. These gases if present in sufficient concentration may cause illness or even fatalities if they are drawn into the cars by circulating fans such as when a train is stalled in deep snow.

If a passenger train is stalled in snow of sufficient depth which will restrict the dissipation of the exhaust gases from Waukesha or similar type engines, such engines must be stopped immediately.

FIRST SUBDIVISION

X-9 Speed restrictions (in addition to General speed restrictions).	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Green Island through interlocked crossover and through junction switch entering or leaving D&I Division Second District.....	20	20
Bellevue.....	10	10
Class 2700 HP, 4000 HP, 5400 HP Diesel engines, Bridge K-96 1.3 miles East of Wood.....	25	25
Wood I. C. R. R. Crossing.....	13	13
Dubuque I. C. R. R. crossing Sixth St.....	15	15
Dubuque C. G. W. R. R. crossing, Eighth St.....	15	15
Between Jones St. and 17th Streets, Dubuque.....	15	15

X-10 C. M. St. P. & P. and Illinois Central trains will come to a stop at the railroad crossing at Wood, and will not proceed over crossing until signal is received from operator on duty. C. M. St. P. & P. trains will not proceed until they have received either a yellow flag or yellow light signal, and Illinois Central trains a green flag or green light signal.

SECOND SUBDIVISION

X-11 Speed restrictions (in addition to General Speed restrictions).	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Seventeenth St., Dubuque to Eagle Point.....	30	25
Guttenberg.....	15	15
Class 2700 HP, 4000 HP, 5400 HP Diesel engines, Bridge K-404 0.1 mile East of Marquette.....	25	25
Marquette Railroad Crossing.....	10	10
Curve at Bridge K-420 0.5 miles West of Yellow River Lansing.....	25	25
Through curve at Bridge Switch between M. P. 1 and 2 between West Wye Switch and River Jct.....	15	15
Between Avon St., La Crosse, and West Wye Switch	20	20
Between depot, La Crosse, and Mississippi River Drawbridge L-4 at Bridge Switch.....	Restricted Speed	Restricted Speed
Over Black River Drawbridge L-0 one mile west of depot at La Crosse.....	35	35
At La Crosse, through crossover between eastward and westward main tracks at Copeland Ave.....	25	25
All trains handling ore loaded in any type open top equipment at the following locations:		
Bridge L-4E 1.7 miles west of La Crosse.....	5	5
Bridge L-2 1 mile west of La Crosse.....		25
Bridge L-0 0.6 mile west of La Crosse.....		25
		15

X-12 C.T.C. between West Wye Switch and River Jct. and between Bridge Switch and LaCrescent is controlled by the Operator at Copeland Ave., under the supervision of the Train Dispatcher at LaCrosse.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory with the following additions:

In case of failure of an Interlocking Signal governing movements over Drawbridge L-4 at Bridge Switch, authority to proceed must be obtained from the Operator at Copeland Ave., and, during the open season of navigation, trains or engines must also receive a proceed signal 12(c) from the bridge tender given with a yellow flag or a yellow light.

During the open season of navigation, in case of failure, the Dual Control Switch at Bridge Switch may be hand operated by the bridge tender on authority of the Operator at Copeland Ave.

Movements into and out of the Northern States Power Co. Spur located just west of Drawbridge L-0 must be authorized by the Operator at Copeland Ave. The deraul on the Spur Track is equipped with an electric lock. Instructions for operation of this electric lock are posted in phone booth adjacent to the deraul.

The upper unit of the entrance signal at La Crescent governs movements from the Dubuque and Illinois Division and the lower unit of this signal governs movements from the Iowa, Minnesota and Dakota Division.

Trains or engines moving to Bridge Switch must not foul the junction switch of the D. & I. Division and the I. M. & D. Division unless the governing signal at La Crescent depot displays a Proceed indication or unless authority is obtained from the Control Operator at Copeland Ave. The entrance signals do not govern movements into River Junction Yard.

Trains or engines in both directions are required to stop at the junction stop signs and care must be taken to see that the switches are in proper position and that no conflicting movements are being made. Movements must be made at restricted speed.

X-12 (A) At West Wye Switch, the normal position of the Spring Switch at the west end of the yard is for the yard lead.

X-12 (B) The west switch of the eastward siding at River Jct. is electrically interlocked and controlled by the Operator at Copeland Ave.

X-12 (C) Eastward trains or engines moving over the eastward track over Copeland Avenue at La Crosse will be governed by signal indications, and eastward trains moving over other tracks will not move over Copeland Avenue until they receive a hand signal from the operator at Copeland Avenue.

X-13 At Marquette, the movement of trains and engines over the railroad crossing is governed by Dwarf Home signals manually operated by the bridge tender. The signal governing westward movements on the main track is located on the right hand side of the track. All trains and engines must approach the Home signal prepared to stop but when the Home signal displays a Proceed-indication, may proceed over the crossing at a speed not in excess of 10 miles per hour.

When the Home signal governing movements on the Madison Division main track displays a Stop-indication, authority to proceed must be obtained from the bridge tender at the drawbridge. Under such conditions, the movement must be made at restricted speed and under the protection of a trainman at the crossing. The Home signals do not govern movements onto the drawbridge.

X-14 At La Crescent, that portion of the I. M. & D. Division main track between the junction switch and the crossover about one mile east of the depot will be used as a siding by D. & I. Division trains. All trains or engines using this portion of the track must move at restricted speed.

X-15 At West Wye Switch, the turn out at the end of double track is laid with long frog through which a speed of 35 miles per hour is permissible.

THIRD SUBDIVISION

X-16 Steam derricks X-4 and X-14 are restricted to 10 M.P.H. over all bridges between Waukon Jct. and Waukon and must be preceded and followed by two empty cars.

FOURTH SUBDIVISION

X-17 Speed Restrictions (In addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Ossian C. R. I. & P. Ry. Crossing.....	15	15
New Hampton C. G. W. Ry. Crossing.....	20	20
Charles City I. C. Ry. Crossing.....	20	20
Nora Jct. C. R. I. & P. Ry. Crossing.....	20	20
Mason City M. & St. L. Ry. Crossing.....	20	20

X-18 At Ossian, the normal position of the gate at the C. R. I. & P. crossing, located 2000 feet east of the depot, is against movements on the C. R. I. & P. Rule 98-A applies.

X-19 No. 62, No. 761 and No. 63 will register at Calmar by register ticket when not displaying signals for a following section.

X-20 Westward trains that are to pass Monona during the period that this office is closed, should receive a train order at Marquette stating whether the block west of Monona is clear or occupied; in case a westward train leaves Monona without such train order while that office is closed, it must proceed prepared to stop short of train ahead.

X-21 Trains for Iowa Division starting from Calmar must obtain Clearance Form A endorsed with the initials of the superintendent of the D. & I. Division and another clearance endorsed with the initials of the superintendent of the Iowa Division.

X-22 Iowa Division Eighth Subdivision trains entering the main track of the D. & I. Division, Fourth Subdivision at Jackson Jct. should receive a train order before arriving at Jackson Jct., stating condition of block between Jackson Jct. and Calmar.



FIFTH SUBDIVISION

X-23 Speed Restrictions (In addition to General speed restrictions).

X-24 Between Beulah and Elkader, cars with a gross weight in excess of 215,000 lbs. are not permitted.



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