

SURGEONS AND PHYSICIANS

Savanna, Ill.....	Dr. J. B. SCHREITER.....	Surgeon and Examiner.
Savanna, Ill.....	Dr. L. B. HUSSEY.....	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.
Cassville, Wis.....	Dr. J. DAVID.....	Surgeon.
Prairie du Chien, Wis.....	Dr. O. E. SATTER.....	Surgeon.
De Soto, Wis.....	Dr. H. A. BOLSTAD.....	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. P. W. PHILLIPS.....	Surgeon.
La Crosse, Wis.....	Dr. B. J. MANSHEIM.....	Eye Specialist.
La Crosse, Wis.....	Dr. G. I. UHRICH.....	Surgeon and Examiner.
Winona, Minn.....	Dr. J. D. KEYES.....	Surgeon.
Cochrane, Wis.....	Dr. E. A. MEILI.....	Surgeon.
Alma, Wis.....	Dr. M. O. BACHHUBER.....	Surgeon.
Redwing, Minn.....	Dr. E. H. JUERS.....	Surgeon.
Prescott, Wis.....	Dr. H. G. LANEY.....	Surgeon.
St. Paul, Minn.....	Dr. D. E. DERAUF.....	Surgeon and Examiner.
St. Paul, Minn.....	Dr. B. I. DERAUF.....	Surgeon.
St. Paul, Minn., and Mounds Sanitarium.....	Dr. G. EARL.....	Surgeon and Examiner.
Minneapolis, Minn.....	Dr. D. J. MOOS.....	Surgeon.
Minneapolis, Minn.....	Dr. F. J. PRATT, III.....	Eye Specialist.
Minneapolis, Minn.....	Dr. E. R. ANDERSON.....	Surgeon and Examiner.

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

J. C. STARBUCK,
General Manager, Chicago, Ill.

C. J. MILLER,
Superintendent, Aurora, Ill.

M. I. SWENNES,
Superintendent of Terminals, Dayton Bluff, Minn.

J. P. NELSON,
Assistant Superintendent, Aurora, Ill.

W. S. JOHNSTON,
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

No.

81

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

SUNDAY, APRIL 24, 1960

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 and North La Crosse—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 81.

EFFECTIVE APRIL 24, 1960

WESTWARD					STATIONS	Capacity of		Office Open Week Days, except Saturday	EASTWARD						
FIRST CLASS						Signs	Mile Post Location		Sidings	Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	21	25	31	23					48	26	32	22	24		
A. M.	A. M.	P. M.	P. M.	P. M.	B.C.K.O.R. T.W.Yd.	143.68	SAVANNA TOWER		Continuous.	A. M.	A. M.	A. M.	P. M.	P. M.	
L12:53	L10:09	L 2:17	L 4:02	L 6:12	Z	144.64	C.M.St.P.&P. Cross'g (Interl'kd)			A 5:41	A 11:26	A 11:46	A 12:37	A 8:14	
						144.85	C.M.St.P.&P. Cross'g (Interl'kd)								
					B.K.R.W. Yd.	145.64	SAVANNA		Continuous.	s 5:36	s 11:21	s 11:41	s 12:33	s 8:10	
					F.	153.66	PROVING GROUND		No Office.	s 5:16	s 11:19	s 11:39	s 12:32	s 8:08	
1:28	10:23	2:32	4:18	6:26		158.16	WHITTON		E-120 19	5:02	11:08	11:28	12:21	7:56	
1:31	10:26	2:35	4:21	6:29	F.	171.60	GALENA JCT.		Continuous.	4:58	11:04	11:24	12:17	7:53	
1:41	10:35	2:45	4:30	6:38	Yd.	172.35	PORTAGE		Continuous.	4:46	10:52	11:11	12:06	7:42	
1:43	10:36	2:48	4:32	6:40						4:44	10:49	11:08	12:04 P.M.	7:41	

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

s 2:21	s 10:52	s 3:04	s 4:48	s 6:57	Yd.	185.05	12:70 EAST DUBUQUE	134	50	Continuous.	s 4:31	s 10:35	s 10:54	s 11:52	s 7:28
						185.27	-0:22 I. C. Cross'g (Interlocked)								
2:34	11:04	3:16	5:00	7:09		199.28	14:01 POTOSI	118	60	7:00 a.m. to 4:00 p.m.	s 4:04	10:23	10:42	11:39	7:15
s 2:47	11:14	3:26	5:10	7:19		213.01	-13:72 CASSVILLE	119	78	7:00 a.m. to 4:00 p.m.	s 3:50	10:13	10:31	11:30	7:05
2:55	11:21	3:34	5:17	7:26		222.80	-9:80 GLEN HAVEN	27	27	7:00 a.m. to 10:30 a.m.	3:38	10:05	10:23	11:23	6:58
3:00	11:25	3:38	5:21	7:30		228.36	-5:57 BAGLEY	117	77	12:01 p.m. to 3:30 p.m.	3:33	10:01	10:19	11:19	6:54
					F.	231.99	-3:63 WYALUSING		48	No Office.					
					F.	235.56	-3:57 PORTS			No Office.					
3:07	11:31	3:44	5:27	7:36		236.97	-1:38 CRAWFORD C.M.St.P.&P. Cross'g (Interl'kd)		16	Continuous.	3:26	9:54	10:12	11:12	6:47
s 3:22	s 11:36	c 3:48	c 5:31	s 7:41	Yd.	239.66	-14:76 PRAIRIE DU CHIEN	E-83 W-117	145	11:00 p.m. to 7:00 a.m.	s 3:22	c 9:50	c 10:08	s 11:08	s 6:43
3:34	11:47	4:00	5:42	7:52	F.	254.42	-7:74 LYNNVILLE		24	No Office.	2:58	9:38	9:56	10:54	6:30
3:40	11:53	4:06	5:48	7:58		262.16	-7:71 FERRYVILLE	116	32	7:00 a.m. to 10:30 a.m.	2:52	9:33	9:51	10:49	6:24
3:46	11:59	4:12	5:54	8:04		270.09	-3:99 DE SOTO		29	12:01 p.m. to 3:15 p.m.	2:46	9:26	9:44	10:43	6:18
		4:15	5:57	8:07	F.	274.09	-6:67 VICTORY			No Office.		9:23	9:41	10:40	
3:55	12:07	4:20	6:02	8:11	F.	280.75	-6:07 GENOA		16	No Office.	2:37	9:19	9:37	10:36	6:10
4:00	12:11	4:25	6:07	8:15		286.82	-7:86 STODDARD		29	7:00 a.m. to 10:15 a.m.	2:32	9:14	9:32	10:31	6:05
4:06	12:16	4:31	6:13	8:20	F.	294.68	-1:61 HERRINGTON			No Office.	2:26	9:08	9:26	10:25	5:59
					F.	296.29	-1:26 GRAF			No Office.					
s 4:13	s 12:21	s 4:36	s 6:18	s 8:25	F.	297.55	-2:33 LA CROSSE			No Office.	s 2:22	s 9:04	s 9:21	s 10:21	s 5:55
					Yd.	299.88	-0:28 GRAND CROSSING C.M.St.P.&P.-C.&N.W. (Interl'kd)			Continuous. Eastward only.					
A 4:19	A 12:29	A 4:43	A 6:25	A 8:32	B.C.K.O.R. T.W.Y.Yd.	300.16	(156:26) NORTH LA CROSSE			Continuous.	L 2:10 A.M.	L 8:58 A.M.	L 9:15 A.M.	L 10:16 A.M.	L 5:50 P.M.
2:58 52.1	2:14 69.1	2:19 66.8	2:15 68.7	2:12 70.2			SCHEDULE TIME AVERAGE MILES PER HOUR				3:06 49.7	2:21 65.7	2:24 64.3	2:16 68.1	2:18 67.1

No. 25 must not exceed 60 M.P.H. to receive and dispatch mail at Cassville and 10 M.P.H. to dispatch mail at Prairie du Chien.

No. 25 stop at Prairie du Chien to discharge passengers from Aurora and east, and to receive passengers for St. Paul or Beyond.

No. 31 stop at Prairie du Chien to receive passengers for Fargo, N. D. and west.

Nos. 26 and 32 stop at Prairie du Chien to let off passengers from Fargo, N. D. and west.

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

First class trains will register by ticket at Savanna Tower.

First class trains may register by ticket at North La Crosse.

Offices open Saturday and Sunday:

North La Crosse, Grand Crossing eastward only, Crawford, East Dubuque, Portage, Galena Jct., Savanna, Savanna Tower, continuous. Prairie du Chien, 11:00 p. m. to 7:00 a. m.

When eastward stop signal at M. P. 145.55, 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.

Other Tracks: Off Eastward track, M.P. 150.68, capacity 6 cars.
Off Westward track, M.P. 163.52, capacity 8 cars.
Off Westward track, M.P. 205.47, capacity 6 cars.
Off Westward track, M.P. 247.35, capacity 5 cars.
Off Westward track, M.P. 293.37, capacity 12 cars.

North La Crosse and St. Croix Tower—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 81.

EFFECTIVE APRIL 24, 1960

WESTWARD					STATIONS	Capacity of		Office Open Week Days, except Saturday	EASTWARD									
FIRST CLASS						Signs	Mile Post Location		Sidelings	Other Tracks	FIRST CLASS							
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		
47	21	25	31	23	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.				
L 4:25	L 12:31	L 4:45	L 6:27	L 8:33	B.C.K. O.R.T. W.Y.Yd.		301.27	NORTH LA CROSSE			Continuous.	A 2:06	A 8:56	A 9:13	A 10:15	A 5:48		
4:28	12:33	4:48	6:30	8:35	F.		303.12	1.85 SULLIVAN			No Office.	1:58	8:51	9:08	10:11			
					F.		303.71	0.59 ONALASKA			No Office.							
4:40	12:44	4:59	6:41	8:46	F.		317.49	13.78 TREMPEALEAU		6	No Office.	1:46	8:40	8:57	10:00	5:30		
4:47	12:50	5:05	6:47	8:52	K.Yd.		325.72	8.23 EAST WINONA		W-117 E-118	62	1:38	8:32	8:51	9:53	5:24		
					F.		328.19	2.47 G.B.&W.Crossing (Interlocked)				No Office.	s 1:33	c 8:29	c 8:47	s 9:49	s 5:21	
s 4:52	s 12:53	s 5:08	s 6:50	s 8:55			333.82	5.63 C.&N.W.Cross'g (Auto. Interl.)										
4:57							343.08	9.26 WINONA JCT.				6:30 a.m. to 3:30 p.m.	1:25	8:25	8:41	9:43	5:15	
c 5:06	1:04	5:20	7:02	9:06			351.33	8.25 FOUNTAIN CITY			160	7:00 a.m. to 4:00 p.m.	s 1:17	8:18	8:34	9:36	5:08	
c 5:15	1:11	5:27	7:09	9:13			358.62	7.29 COCHRANE			47	7:00 a.m. to 4:00 p.m.	s 1:06	8:12	8:29	9:30	5:02	
5:21					F.		360.70	2.08 ALMA			36	No Office.	12:57	8:07	8:23	9:25		
					F.		362.07	1.37 NELSON				No Office.						
5:24	1:19	5:35	7:17	9:21	F.		362.93	0.86 MINER			12	No Office.	12:54	8:04	8:20	9:23	4:55	
					F.		366.16	3.23 TREVINO				No Office.						
c 5:32							372.54	6.38 MEARS			37	7:00 a.m. to 4:00 p.m.	s 12:50	8:00	8:16	9:19	4:52	
5:37	1:27	5:45	7:27	9:29	F.		378.73	6.19 PEPIN			118	18	No Office.	12:40	7:55	8:10	9:14	4:47
c 5:46							386.32	7.59 STOCKHOLM			70	70	7:00 a.m. to 4:00 p.m.	s 12:34	7:49	8:04	9:09	4:42
c 5:55							390.96	4.64 MAIDEN ROCK			55	55	7:00 a.m. to 4:00 p.m.	s 12:24	7:43	7:57	9:03	4:36
5:59	1:41	6:00	7:42	9:43	F.		396.33	5.37 BAY CITY			111	20	No Office.	12:18	7:39	7:53	9:00	4:33
6:04					F.		407.56	11.23 HAGER			39	39	No Office.	12:13	7:35	7:49	8:56	4:29
c 6:14	1:54	6:14	7:56	9:56			407.85	0.29 DIAMOND BLUFF			62	62	7:00 a.m. to 4:00 p.m.	s 12:04	7:25	7:39	8:47	4:20
					F.		410.25	2.39 PRESCOTT					No Office.					
					F.		410.28	0.03 BURNS			121	10	No Office.					
6:20	1:58	6:17	7:59	10:00			410.50	0.22 HASTINGS					No Office.					
								0.22 C.M.St.P.&P.Cross'g (Interl'kd)					Continuous.	11:59	7:21	7:35	8:43	4:16
								18.06 St. Croix Tower					Continuous.	11:59	7:21	7:35	8:43	4:16

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

					B.C.K.O. T.W.Yd.	428.56	18.06 DAYTON BLUFF			No Office.							
s 7:15	s 2:30			s 10:35			1.85										
7:35	2:35	A 6:55	A 8:45	10:40	B.K.R.	430.40	(129.13) ST. PAUL			5:00 a.m. to 2:00 p.m. 3:30 p.m. to 11:30 p.m.		s 11:30	L 7:00	L 7:15	8:27	4:00	
		P.M.	P.M.									s 10:50	A.M.	A.M.	s 8:22	s 3:55	

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

A 8:00	A 2:55			A 11:00	B.K.R.	440.93	10.53 MINNEAPOLIS			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	L 10:30			L 8:00	L 3:30
A.M.	P.M.			P.M.			(139.66)				P.M.			A.M.	P.M.
3:35	2:24	2:10	2:17	2:27			SCHEDULE TIME				3:36	1:56	1:58	2:15	2:18
38.9	58.1	59.5	56.5	57.0			AVERAGE MILES PER HOUR				38.7	66.7	65.6	62.1	60.7

Nos. 26 and 32 stop at Winona Jct. to let off passengers from west of Minneapolis.
No. 47 stop at Cochrane, Alma, Pepin, Maiden Rock, Bay City and Prescott to discharge revenue passengers or to receive revenue passengers when notified prior to departure from North La Crosse.
Eastward trains originating in the Daytons Bluff Yard must receive Clearance Form A at St. Croix Tower.
Eastward first class trains will register by ticket at St. Croix Tower.
No train order signal North La Crosse. Conductors and Enginemen must have Clearance Form A.
First class trains may register by ticket at North La Crosse.

When first-class trains meet at North La Crosse the movement will be made under the supervision of the yardmaster.
Office open Saturday and Sunday:
North La Crosse, East Winona and St. Croix Tower, continuous.
St. Paul 5:00 a.m. to 2:00 p.m.
3:30 p.m. to 11:30 p.m.
Minneapolis 5:30 a.m. to 2:30 p.m.
3:50 p.m. to 11:50 p.m.
Other track: Off eastward track, M.P. 310.85, capacity 20 cars.

Freight Trains (Information Only)

WESTWARD						STATIONS	EASTWARD					
	Daily Freight	Daily Freight	Daily Freight				Daily Freight	Daily Freight	Daily Freight	Daily Ex. Sat. Sun. MDSE.		
	81	83	97				82	80	88	D.B.C.		
	A.M. L 2:00	P.M. L 9:15	P.M. L 3:30		..... SAVANNA	A.M. A 6:30	P.M. A 2:00	P.M. A 7:30	A.M. A 12:50		
	7:00		9:00		..... NORTH LA CROSSE	2:00	7:45	3:30	9:05		
	8:00		9:30		..... DAYTON BLUFF	1:30	7:00	3:10	8:45		
	P.M. A 2:00	A.M. A 5:00	A.M. A 2:00			A.M. L 9:30	A.M. L 1:30	A.M. L 11:45	P.M. L 5:30			

Way-freight extra leaves Savanna 8 a.m. daily except Saturday and Sunday for North La Crosse.

Way-freight extra leaves North La Crosse 6 a.m. daily except Saturday and Sunday for Dayton Bluff.

SPEED RESTRICTIONS

1. Passenger, mail, express, and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13559, inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

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

Steam or Diesel engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

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.

Gas or gas-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. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

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

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H. either in service or when being handled dead in train.

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.

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....		
Trailing movement through spring switches not otherwise specified.....	15	15
Steam engines running backward either light or handling trains.....	20	20
Pile drivers, steam shovels and clamshells or similar equipment.....		30
Rotary snow plows.....		25
★ Derricks.....		30
Scale test cars.....		25
Loaded air dump cars in rear of train when possible.....		35
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 or bridge derrick 204620 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M.P.H.

These derricks 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

SPEED RESTRICTIONS—Concluded.

Nos. 25, 26, 31, 32, 47 and 48 must not exceed 50 M.P.H. between M.P. 364.50 and M.P. 366.50, and 70 M.P.H. between M.P. 366.50 and M.P. 379.00.

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.

SAVANNA TOWER AND NORTH LA CROSSE SUBDIVISION			NORTH LA CROSSE AND MINNEAPOLIS SUBDIVISION		
LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—M.P. 142.89 to M.P. 144.50	70	Yd.	ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	Yd.
Savanna Tower Interlocking through crossover end of two main tracks	40	Yd.	ZONE—M.P. 301.27 to M.P. 303.75	75	Yd.
ZONE—M.P. 144.50 to Savanna Depot	25	Yd.	Sullivan through East Crossover	40	Yd.
C.M.St.P. & P. Crossings, M.P. 144.64 and M.P. 144.85	20	20	Sullivan through West Crossover	40	Yd.
ZONE—Savanna Depot to M.P. 146.20	79	Yd.	ZONE—M.P. 303.75 to M.P. 324.48	79	50
Curve M.P. 146.15, eastward track	70	Yd.	ZONE—M.P. 324.48 to M.P. 327.08	79	Yd.
ZONE—M.P. 146.20 to M.P. 170.07	79	50	Curve M.P. 325.60	60	Yd.
ZONE—M.P. 170.07 to M.P. 171.00	79	Yd.	ZONE—M.P. 327.08 to M.P. 364.50	79	50
ZONE—M.P. 171.00 to M.P. 171.99	40	Yd.	Miner through west crossover	40	30
Galena River Bridge M.P. 171.64	30	25	Trevino, end of two main tracks through turnout	40	35
Galena River Bridge M.P. 171.64, trains powered with S-4-A and O-5-A engines	20	20	Chippewa River Bridge, M.P. 362.64	79	40
End of two main tracks, M.P. 171.50 and M.P. 171.72, Galena Jct.	40	Yd.	Mears, end of two main tracks through turnout	40	35
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q)	40	25	ZONE—M.P. 364.50 to M.P. 366.50	60	40
M.P. 172.47 (CB&Q) to M.P. 184.86 (IC)	See IC Rules in Special Instructions		ZONE—M.P. 366.50 to M.P. 410.25 (St. Croix Tower)	79	50
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q)	40	Yd.	County Trunk Highway E, M.P. 390.10, when on siding	10	10
ZONE—M.P. 185.50 to M.P. 187.00	75	Yd.	Curve, M.P. 407.20	60	40
ZONE—M.P. 187.00 to M.P. 187.57	79	Yd.	Prescott, end of two main tracks through turnout	40	30
ZONE—M.P. 187.57 to M.P. 238.18	79	50	Curve, M.P. 407.70	30	20
Ports, end of two main tracks through turnout	40	35	St. Croix River Drawbridge, M.P. 407.72	30	15
Crawford, end of two main tracks through turnout	40	35	Burns, end of two main tracks through turnout	40	30
Crawford, CMStP&P Crossing	60	40	ZONE—M.P. 410.25 (St. Croix Tower) to St. Paul	See CMStP&P-CB&Q Joint Timetable.	
ZONE—M.P. 238.18 to M.P. 239.00	79	Yd.	ZONE—St. Paul-Minneapolis	See Great Northern Timetable	
ZONE—M.P. 239.00 to M.P. 240.00	40	Yd.			
ZONE—M.P. 240.00 to M.P. 241.38	79	Yd.			
ZONE—M.P. 241.38 to M.P. 296.29	79	50			
Herrington, through crossovers, M.P. 294.68	40	35			
Graf, end of two main tracks through turnout, M.P. 296.29	40	35			
ZONE—M.P. 296.29 to M.P. 299.78	70	45			
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	Yd.			

Freight trains 82, 83, 88, DBC and 97, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 146.20 and 168.00
187.57 and 228.00
241.38 and 296.29.

303.75 and 324.48,
327.08 and 360.00,
391.00 and 405.90.

SPECIAL INSTRUCTIONS

District Master Mechanic..... J. R. Van Nortwick, Chicago.
 Assistant District Master Mechanic..... A. Baker, Chicago.
 Trainmaster..... D. E. Hain, North La Crosse.
 Trainmaster..... E. R. Craven, Aurora.
 Assistant Trainmaster..... F. J. Du Sell, Aurora.
 Road Foreman..... E. V. Waller, North La Crosse.
 Road Foreman..... W. L. Childers, North La Crosse.
 Road Foreman..... H. K. Narigon, Chicago.
 Road Foreman..... N. G. Spencer, Aurora.
 Road Foreman..... J. W. McPherson, Aurora.
 Road Foreman..... H. L. Bettger, Galesburg.
 Chief Dispatcher..... R. A. Molitor, Aurora.
 Night Chief Dispatcher..... B. E. Jones, Aurora.
 Night Chief Dispatcher..... R. P. Dewey, Aurora.

DISPATCHERS

J. M. Stoneberg	H. G. Cornwell	A. Granke
G. H. Chambers	L. T. Guenther	P. D. Russell
J. V. Howard	L. C. Slack	C. D. Richmond
H. W. Silverstein	L. A. Howard	K. W. Griffin
	C. L. Likes	H. D. Beverlin
	R. W. Carlson	

1. Unless otherwise advised by train dispatcher, where there is no operator on duty, second class and extra trains must clear first class trains per Rule 86, except must clear the time of trains Nos. 21, 22, 23, 24, 25, 26, 31 and 32 not less than 10 minutes.

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

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

2. USE OF TRACK.

BETWEEN SAVANNA TOWER AND ST. CROIX TOWER

Between Savanna Tower and Ports, Crawford and Herrington, Sullivan and Miner, Mears and Prescott there are two main tracks. Automatic Block System and rules D-251, D-252, D-253 and D-254 in effect.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN PORTS AND CRAWFORD, HERRINGTON AND CMStP&P INTERLOCKING AT M. P. 299.78, M. P. 301.49 AND SULLIVAN, MINER AND MEARS, PRESCOTT AND ST. CROIX TOWER.

AT NORTH LA CROSSE, TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN M. P. 299.78 AND M. P. 301.49. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Interlocking stations at Savanna Tower, Galena Jct., Portage, East Cabin, Crawford, Grand Crossing, East Winona and St. Croix Tower.

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

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

Fireman on eastward passenger trains approaching Savanna enroute to Chicago, will place main cab signal switch in the "ON" position. This switch is located in engine room or nose of diesel electric engines and can be manipulated without leaving cab.

"When cab signal switch is turned on, it will cause cab signal to display its most restrictive indication, and will also cause cab whistle to blow. Engineman will immediately move acknowledging lever (to the right of the engineman's seat) to the "ACKNOWLEDGE" position, then to the "C.O." position. This will extinguish cab signal and silence the cab whistle."

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

Spur track between Galena Jct. and Galena, 4 miles, within yard limits. Rule 908 in effect. Maximum speed 15 M.P.H.

I. C. Railroad crossing, M.P. 3.33 Galena, protected by interlocked gates. Normal position of gates "Stop" for C. B. & Q. Movements. Contact I. C. Dispatcher by telephone at crossing for authority to proceed over crossing. Operate Gates per instruction posted on instruction sheet located at crossing.

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 operator to use siding.

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

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.

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

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).

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

Steam engines 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.

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

At La Crosse, no cars or engines must be allowed to block any street longer than 5 minutes. The whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city. The whistle should not be used to recall flagman.

Between East Winona and Winona, 2.21 miles, track used jointly by CB&Q, GB&W, CGW, C&NW and CMStP&P trains and engines and are governed by rules and timetable of the CB&Q Railroad.

Rules 93 and 908 in effect.

Maximum speed 15 MPH, except 6 MPH over Mississippi River Bridge.

Draw span over Mississippi River Bridge protected by "Automatic Home Signals" located on either side of bridge. Engines stopped at Home Signal (501-K) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed, on yellow signal from bridgetender, per Rule 12c. This does not relieve requirements of flagging when home signal displayed STOP (501-K).

Note.—"End of Block" sign installed opposite the opposing home signals.

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

C&NW crossing at Winona Jct. is protected with automatic interlocking signals.

When switching on westward track at west switch of westward siding East Winona, release button located in telephone pole box at switch should be used to permit C&NW movements over crossing at Winona Jct. After using release button, CB&Q home signal at Winona Jct. will not again clear until train or engine has passed a point 200 feet west of the switch.

Eastward CMStP&P trains enroute Eau Claire to Winona will secure two Clearances at Eau Claire; a CMStP&P Clearance Form A covering movement Eau Claire to Trevino and a CB&Q Clearance Form A covering movement Trevino to Winona. The CB&Q Clearance Form A to be checked by CB&Q train dispatcher as prescribed by Rule 221 (a).

Authority to use electric lock on switch leading to CB&Q westward main track, Trevino, will be secured from Operator at East Winona.

Unless otherwise provided, the authority to use electric lock will be authority to leave Trevino with the current of traffic.

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.

Westward CMStP&P trains must have Clearance Form A leaving East Winona.

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

Draw Bridge 362.64 over Chippewa River at Trevino, interlocked.

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

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 switch-tenders.

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

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.

SPECIAL INSTRUCTIONS—Continued

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.

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."

SPEED RESTRICTIONS GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE:

	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

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

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE N. (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, engine-men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 3. (Third paragraph).

"When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained, and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman."

RULE 7 (a). Third paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First Paragraph).

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

SPECIAL INSTRUCTIONS—Continued

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:
Day Signals —A red flag, torpedoes and red fuseses.
Night Signals—Torpedoes and red fuseses.

RULE 99 (b) (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuseses.

RULE 102 (a). (Second sentence, first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

CLEARANCE FORM F.

Proceed per Rule 509 A on track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 223 (a). (New paragraph).

Z—Radio Station.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive Indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509. (First paragraph).

When a train is stopped by a Stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

RULE 514.

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

RULE 576.

Cab Signal Indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and clear of the crossing. Burning red fuseses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 711. (New paragraph).

(m) Comparison of time required under Rule 3.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

(Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

SPECIAL INSTRUCTIONS—Concluded

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Savanna and St. Paul.

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970 (Second paragraph).

Instruct the fireman in his duties including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 974.

"Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

"Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

"When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked."

RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

5. 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.

6. Air brakes must be used on occupied passenger carrying equipment when switching.

7. To insure against fire damage, do not permit engines to stand over or near any open flame.

8. The following instructions will govern in the movement of GN, NP, and DMIR ore cars and handling iron ore moving in regular equipment:

Maximum speed for freight trains handling iron ore moving in regular equipment will be 35 miles per hour.

The movement of GN, NP and DMIR ore cars, loaded and empty, will be governed by the following:

In loaded movement, if handled with steam power, at least four ordinary cars must be placed between engine and first loaded ore car.

If handled with diesel power, the loaded ore cars may be coupled directly to the diesel.

Trains handling the above mentioned loaded ore cars must not exceed maximum speed of 30 miles per hour and must further reduce speed as follows:

20 miles per hour over Bridge 171.64 over Galena River at Galena Junction.

25 miles per hour over Wisconsin River bridge east of Crawford.

10 miles per hour over Bridge 300.40 over the CMStP&P Railroad, if necessary to run on old city line at La Crosse.

20 miles per hour over Bridge 362.64 over Chippewa River west of Trevino.

15 miles per hour over drawbridge 407.72 at Prescott.

Trains handling these empty ore cars must not exceed a maximum speed of 35 miles per hour.

Timetable speed restrictions which are lower than the above mentioned speeds will be complied with.

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

Savanna.....Pump house track.
 Proving Ground.....H Area, east of derail. Robinson Spur west of road crossing; Team track.
 Blanding.....Spur track.
 East Dubuque.....Westward connection to IC House track.
 Cassville.....DX Oil Spur, Standard Oil Spur, City Pump House track, Lead to team track connection.
 Bagley.....Coal chute track—East of coal chute.
 Crawford.....Transfer Track beyond east end of curve.
 Prairie du Chien.....Badger Spur (track to Canning Company), Tobacco track.
 Lynxville.....Business Track from East end of curve to West switch.
 Genoa.....Business track, east of road crossing.
 La Crosse.....Sinclair Oil Spur, east of derail.
 Lytle.....Gravel Spur.
 Alma.....Dairyland track, Farmers Union Spur.
 Stockholm.....Coal chute track, east of coal chute.
 Malden Rock.....Elevator Spur.
 Hager.....Business track.

