

## 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.  
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. G. B. RIDOUT..... Eye Specialist.  
Winona, Minn. .... Dr. J. D. KEYES..... Surgeon.  
Cochrane, Wis. .... Dr. E. A. MEILI..... Surgeon.  
Alma, Wis. .... Dr. J. S. TENNEY..... Surgeon.  
Redwing, Minn. .... Dr. R. F. HEDIN..... Surgeon.  
Prescott, Wis. .... Dr. H. G. LANEY..... Surgeon.  
St. Paul, Minn. .... Dr. J. W. JESION..... Surgeon and Examiner.  
St. Paul, Minn. .... Dr. D. I. DERAUF..... Surgeon.  
St. Paul, Minn. and  
Mounds Sanitarium. .... Dr. G. EARL..... Surgeon and Examiner.  
Minneapolis, Minn. .... Dr. R. C. WEBB..... Surgeon.  
Minneapolis, Minn. .... Dr. I. SIVERTSEN..... Surgeon.  
Minneapolis, Minn. .... Dr. D. J. MOOS..... Surgeon.  
Minneapolis, Minn. .... Dr. F. J. PRATT, III..... Eye Specialist.

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

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

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

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

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

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

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

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

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

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

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

W. B. SIMMONS,  
General Superintendent Transportation, Chicago, Ill.

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

# TIME TABLE

OF THE

## LA CROSSE DIVISION

OF THE

## EASTERN DISTRICT

# No. 68

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

## SUNDAY, SEPTEMBER 27, 1953

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

# Savanna Tower to North La Crosse—Subdivision—Westward

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

FIRST CLASS					Signs	Distance from Chicago	Mile Post Location	STATIONS	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS					
Daily Passenger	Daily except Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger			
147	45	53	47	21												25	49
A.M. 12.10	A.M. 12.16	A.M. 1.20	A.M. 1.30	A.M. 10.44	B.C.K.O.R. T.W.Yd.	142.94	143.68	..... SAVANNA TOWER..... 0.96	Yard	Yard	Continuous.	P.M. 1.40	P.M. 3.07	P.M. 5.59			
						143.90	144.64	C.M.St.P.&P.Cross'g(Interl'kd) 0.20									
						144.10	144.85	C.M.St.P.&P.Cross'g(Interl'kd) 0.79									
A 12.15 A.M.	s 12.23 12.53	s 1.25 1.30	s 1.35 1.54	s 10.50 10.52	B.K.R.W. Yd.	144.89	145.64	..... SAVANNA..... 5.04	Yard	Yard	Continuous.	s 1.45 1.47	s 3.15 3.17	s 6.05 6.07			
						149.93	150.68	..... MARCUS..... 3.01		11	No Office.						
	s 1.05	1.38	2.01	10.57		152.94	153.66	..... PROVING GROUND..... 4.48			No Office.	1.52	3.22	6.12			
	1.11	1.42	2.05	10.59		157.42	158.16	..... WHITTON..... 5.35		19	No Office.	1.55	3.25	6.14			
						162.77	163.52	..... BLANDING..... 8.09		8	No Office.						
	1.26	1.56	2.20	11.08	K.Yd.	170.86	171.60	..... GALENA JCT..... 0.75	119	74	Continuous.	2.04	3.34	6.23			
	1.29	1.58	2.22	11.10		171.61	172.35	..... PORTAGE.....			Continuous.	2.06	3.36	6.25			

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

s 2.10	c 2.14	s 2.37	s 11.29	W. Yd.	184.31	185.05	..... EAST DUBUQUE..... 12.70	134	50	Continuous.	s 2.25	s 3.55	s 6.44	
					184.53	185.27	... I. C. Cross'g (Interlocked) ... 0.22							
s 2.37	2.29	2.52	11.38		198.54	199.28	..... POTOSI..... 14.01	118	60	8:00 a.m. to 5:00 p.m.	2.34	4.04	6.53	
f 2.45	2.35	2.58	11.41		204.72	205.47	..... McCARTNEY..... 6.18		6	No Office.	2.38	4.08	6.56	
s 2.55	2.43	3.05	11.47		212.26	213.01	..... CASSVILLE..... 7.54	119	78	8:00 a.m. to 5:00 p.m.	2.43	4.13	7.02	
s 3.07	2.53	3.15	11.53		222.06	222.80	..... GLEN HAVEN..... 9.80		27	8:00 a.m. to 5:00 p.m.	2.51	4.21	7.08	
s 3.17	2.59	3.22	11.56	C.W.	227.63	228.36	..... BAGLEY..... 5.57	117	77	7:00 a.m. to 4:00 p.m.	2.55	4.25	7.11	
f 3.23					231.26	231.99	..... WYALUSING..... 3.63		48	No Office.				
					234.83	235.56	..... PORTS..... 3.57			No Office.				
	3.28	3.08	3.32	P. M. 12.01		236.21	236.97	..... CRAWFORD C.M.St.P.&P.Cross'g(Interl'kd) 2.71		16	Continuous.	3.00	4.30	7.16
s 3.45	c 3.16	s 3.40	s 12.08	Yd.	238.92	239.66	..... PRAIRIE DU CHIEN..... 7.69	117	145	12:01 a.m. to 8:00 a.m.	c 3.05	c 4.35	s 7.23	
					246.61	247.35	..... CHARME..... 7.07		5	No Office.				
s 4.05	3.32	3.58	12.20		253.68	254.42	..... LYNXVILLE..... 7.74		24	No Office.	3.17	4.47	7.35	
s 4.15	3.39	4.06	12.26	W.	261.42	262.16	..... FERRYVILLE..... 7.71	116	32	7:30 a.m. to 4:30 p.m.	3.23	4.53	7.41	
s 4.25	3.45	4.13	12.31		269.13	270.09	..... DE SOTO..... 3.99		29	8:00 a.m. to 5:00 p.m.	3.28	4.58	7.46	
f 4.30	3.50	4.17	12.34		273.12	274.09	..... VICTORY..... 6.67		6	No Office.	3.31	5.01	7.49	
s 4.39	3.55	4.23	12.38		279.79	280.75	..... GENOA..... 6.07		16	No Office.	3.36	5.06	7.53	
f 4.47	4.00	4.28	12.42		285.86	286.82	..... STODDARD..... 6.55		29	8:00 a.m. to 5:00 p.m.	3.41	5.11	7.57	
					292.41	293.37	..... CALVERT..... 1.31		12	No Office.				
	4.59	4.08	4.35	12.47		293.72	294.68	..... HERRINGTON..... 1.61			No Office.	3.46	5.16	8.02
					295.33	296.29	..... GRAF..... 1.26			No Office.				
s 5.22	s 4.15	s 4.41	s 12.52		296.59	297.55	..... LA CROSSE..... 2.33			No Office.	s 3.51	s 5.21	s 8.07	
					298.92	299.88	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked) 0.28							
A 5.30 A.M.	A 4.23 A.M.	A 4.49 A.M.	A 1.00 P. M.	B.C.K.O.R. T.W.Y. Yd.	299.20	300.16	..... NORTH LA CROSSE..... (156.26)	Yard	Yard	Continuous.	A 3.59 P.M.	A 5.29 P.M.	A 8.15 P.M.	
05 23.5	4:37 33.6	2:53 53.3	2:55 52.8	2:08 72.4			..... SCHEDULE TIME.....				2:12 70.2	2:12 70.2	2:08 72.4	
							..... AVERAGE MILES PER HOUR.....							

FOOTNOTES ON PAGE 6.

# North La Crosse to Savanna Tower—Subdivision—Eastward

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

FIRST CLASS					Signs	Miles from Savanna Tower	STATIONS		Capacity of		Office Open Saturday and Sunday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks	Daily Passenger	Daily Passenger		Daily Passenger	Daily Passenger	Daily except Saturday Passenger		
<b>54</b>	<b>48</b>	<b>148</b>										<b>26</b>	<b>44</b>	<b>22</b>	<b>24</b>	<b>52</b>
A.M. A 4:48	A.M. A 5:20	A.M. A 5:27			B.C.K.O.R. T.W.Yd.	.0	..... SAVANNA TOWER.....	Yard	Yard	Continuous		A.M. A 11:18	A.M. A 11:37	P.M. A 12:29	P.M. A 8:38	A.M. A 5:25
						.96	C.M.St.P.&P.Cross'g(Interl'kd)									
						1.16	C.M.St.P.&P.Cross'g(Interl'kd)									
					B.K.R.W. Yd.	1.95	..... SAVANNA .....	Yard	Yard	Continuous		s 11:13	s 11:32	s 12:25	s 8:34	s 5:20
						6.99	..... MARCUS .....		11	No Office						
						10.00	..... PROVING GROUND .....			No Office		11:03	11:18	12:14	8:18	s 3:44
						14.48	..... WHITTON .....	120	19	No Office.		11:00	11:15	12:11	8:15	3:37
						19.83	..... BLANDING .....		8	No Office.						f 3:31
					K.Yd.	27.92	..... GALENA JCT. ....	119	74	Continuous.		10:50	11:05	12:03	8:06	3:22
						28.67	..... PORTAGE .....			Continuous.		10:48	11:03	12:01 P.M.	8:04	3:20

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

					W.Yd.	12.70	..... EAST DUBUQUE.....	134	50	Continuous.		s 10:35	s 10:50	s 11:48	s 7:51	s 3:00
						41.59	... I. C. Cross'g (Interlocked) ...									
						55.60	..... POTOSI .....	118	60	Closed.		10:22	10:37	11:33	7:36	s 2:14
						61.78	..... McCARTNEY .....		6	No Office.		10:18	10:33	11:29	7:32	2:07
						69.32	..... CASSVILLE .....	119	78	Closed.		10:13	10:28	11:24	7:27	s 1:59
						79.12	..... GLEN HAVEN .....		27	Closed.		10:04	10:19	11:16	7:19	s 1:47
					C.W.	84.69	..... BAGLEY .....	117	77	Closed.		9:59	10:14	11:13	7:16	s 1:39
						88.32	..... WYALUSING .....		48	No Office.						f 1:33
						91.89	..... PORTS .....			No Office.						
						93.27	..... CRAWFORD C.M.St.P.&P.Cross'g(Interl'kd)		16	Continuous.		9:51	10:06	11:06	7:09	1:28
						95.98	..... PRAIRIE DU CHIEN.....	83	145	12:01 a.m. to 8:00 a.m.		9:48	10:03	s 11:02	s 7:05	s 1:23
						103.67	..... CHARME .....		5	No Office.						f 12:59
						110.74	..... LYNXVILLE .....		24	No Office.		9:34	9:49	10:47	6:50	s 12:49
					W.	118.48	..... FERRYVILLE .....	116	32	Closed.		9:29	9:44	10:43	6:46	s 12:38
						126.19	..... DE SOTO .....		29	Closed.		9:24	9:39	10:39	6:42	s 12:26
						130.18	..... VICTORY .....		6	No Office.		9:21	9:36	10:37	6:40	f 12:19
						136.85	..... GENOA .....		16	No Office.		9:17	9:32	10:33	6:36	s 12:11
						142.92	..... STODDARD .....		29	Closed.		9:13	9:28	10:29	6:32	s 12:02 A.M.
						149.47	..... CALVERT .....		12	No Office.						
						150.78	..... HERRINGTON .....			No Office.		9:08	9:23	10:24	6:27	11:40
						152.39	..... GRAF .....			No Office.						
						153.65	..... LA CROSSE .....			No Office.		s 9:02	s 9:17	s 10:20	s 6:23	s 11:35
						155.98	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked)									
					B.C.K.O.R. T.W.Y.Yd.	156.26	..... NORTH LA CROSSE..... (156.26)	Yard	Yard	Continuous.		L 8:58 A.M.	L 9:13 A.M.	L 10:15 A.M.	L 6:18 P.M.	L 11:20 P.M.
							..... SCHEDULE TIME .....					2:13	2:17	2:09	2:14	4:40
							..... AVERAGE MILES PER HOUR.....					69.6	67.7	71.8	69.1	33.1

FOOTNOTES ON PAGE 6.

# North La Crosse to Minneapolis—Subdivision—Westward.

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

FIRST CLASS			Signs	Distance from Chicago	Mile Post Location	STATIONS	Miles from North La Crosse	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily except Sunday Passenger						Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
53	47	45									21	25	49	23
A. M.	A. M.	A. M.	B.C.K. O.R.T. W.Y.Yd.					Yard	Yard	Continuous.	P. M.	P.M.	P.M.	P.M.
L 4:33	L 4:54	L 5:40		299.20	301.27	..... NORTH LA CROSSE.....	.0				L 1:01	L 4:01	L 5:31	L 8:16
4:37	4:58	5:44		301.05	303.12	..... SULLIVAN.....	1.85			No Office.	1:03	4:05	5:35	8:18
		s 5:46		301.64	303.71	..... ONALASKA.....	2.44			No Office.				
				308.78	310.85	..... LYTLE.....	9.58			No Office.				
4:52	5:13	s 6:01		315.42	317.49	..... TREMPEALEAU.....	16.22		6	No Office.	1:12	4:15	5:45	8:27
5:01	5:22	s 6:16	K. W. Yd.	323.65	325.72	..... EAST WINONA.....	24.45	117	62	Continuous.	1:19	4:23	5:53	8:34
						G.B. & W. Crossing (Interlocked)								
c 5:04	s 5:25	6:20		326.12	328.19	..... C. & N. W. Cross'g (Auto. Interl.).....	26.92			No Office.	s 1:21	s 4:26	s 5:56	s 8:36
						..... WINONA JCT.....	26.92							
5:11	5:31	s 6:28		331.75	333.82	..... FOUNTAIN CITY.....	32.55		34	6:15 a.m. to 3:15 p.m.	1:25	4:30	6:00	8:40
5:19	5:40	s 6:40		341.01	343.08	..... COCHRANE.....	41.81		160	See footnote.	1:34	4:39	6:09	8:49
5:27	5:49	s 6:51	W.	349.26	351.33	..... ALMA.....	50.06		47	8:00 a.m. to 5:00 p.m.	1:39	4:47	6:17	8:54
5:34	5:56	s 7:00		356.55	358.62	..... NELSON.....	57.35		36	No Office.	1:43	4:54	6:24	8:58
				358.63	360.70	..... MINER.....	59.43			No Office.				
5:37	5:59	7:05		360.00	362.07	..... TREVINO.....	60.80		12	No Office.	1:47	4:58	6:28	9:02
				360.86	362.93	..... MEARS.....	61.66			No Office.				
5:40	6:04	s 7:13		364.09	366.16	..... PEPIN.....	64.89		37	Continuous.	1:50	5:02	6:32	9:05
5:47	6:10	s 7:22	C.W.	370.47	372.54	..... STOCKHOLM.....	71.27	118	18	No Office.	1:55	5:09	6:39	9:10
5:54	6:17	s 7:29		376.66	378.73	..... MAIDEN ROCK.....	77.46		70	7:15 a.m. to 4:15 p.m.	2:00	5:15	6:45	9:15
6:03	6:25	s 7:41		384.25	386.32	..... BAY CITY.....	85.05		55	7:30 a.m. to 4:30 p.m.	2:06	5:21	6:51	9:21
6:10	6:30	s 7:47		388.89	390.96	..... HAGER.....	89.69	125	20	No Office.	2:10	5:25	6:55	9:25
6:18	6:38	f 7:54		394.26	396.33	..... DIAMOND BLUFF.....	95.06		39	No Office.	2:14	5:29	6:59	9:29
6:30	6:51	s 8:14	W.	405.49	407.56	..... PRESCOTT.....	106.29		62	8:00 a.m. to 5:00 p.m.	2:22	5:38	7:08	9:37
				405.78	407.85	..... BURNS.....	106.58			No Office.				
		f 8:19		408.17	410.25	..... HASTINGS.....	108.97	121	10	No Office.				
				408.20	410.28	..... C.M.St.P. & P. Cross'g (Interl'kd).....	109.00							
6:40	6:59	8:22		408.42	410.50	..... St. Croix Tower.....	109.22			Continuous.	2:29	5:43	7:13	9:44

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

			B.C.K.O. T.W.Yd.	426.48	428.56	..... DAYTON BLUFF.....	127.28	Yard	Yard	No Office.				
A 7:15	s 7:35	s 9:10	B.K.R.	428.33	430.40	..... ST. PAUL.....	129.13			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 3:00	A 6:15	A 7:45	s 10:15
A. M.	7:55	9:25				(129.13)					P.M.	P.M.		

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

	A 8:20	A 9:50	B.K.R.	438.86	440.93	..... MINNEAPOLIS.....	139.66			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	A 3:30			A 10:45
	A. M.	A. M.				(139.66)					P. M.			P.M.
2:42	3:26	4:10				SCHEDULE TIME.....					2:29	2:14	2:14	2:29
47.8	40.6	33.5				AVERAGE MILES PER HOUR.....					56.2	57.8	57.8	56.2

FOOTNOTES ON PAGE 6.

# Minneapolis to North La Crosse—Subdivision—Eastward.

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

FIRST CLASS				Signs	Miles from Minneapolis	STATIONS	Capacity of		Office Open Saturday and Sunday	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Siding	Other Tracks		Daily except Saturday Passenger	Daily Passenger	Daily Passenger			
26	44	22	24							52	54	48			
A.M.	A.M.	A.M.	P.M.						P.M.	A.M.	A.M.				
A 8:56	A 9:11	A 10:14	A 6:17	B.C.K.O.R. T.W.Y.Yd.	138.27	..... NORTH LA CROSSE.....	Yard	Yard	Continuous.	A 11:10	A 1:35	A 1:56			
8:53	9:08	10:10	6:13		136.42	..... SULLIVAN.....			No Office.	11:04	1:30	1:52			
					135.83	..... ONALASKA.....			No Office.	s 11:03					
					128.69	..... LITTLE.....			No Office.						
8:43	8:58	9:59	6:01		122.05	..... TREMPEALEAU.....		6	No Office.	s 10:40	1:17	1:37			
8:36	8:51	9:54	5:56	K.W.Yd.	113.82	..... EAST WINONA.....	118	62	Continuous.	s 10:25	1:09	c 1:29			
						G.B. & W. Crossing (Interlocked)									
c 8:33	c 8:48	s 9:52	s 5:54		111.35	C. & N.W. Cross'g (Auto. Interl.)			No Office.	10:15	s 1:07	c 1:26			
8:29	8:44	9:45	5:47		105.72	..... WINONA JCT.....			No Office.	s 10:08	1:01	1:20			
8:22	8:37	9:39	5:41		96.46	..... FOUNTAIN CITY.....		34	Closed.	s 9:54	12:53	1:12			
8:16	8:31	9:34	5:36	W.	88.21	..... COCHRANE.....		160	See Footnote.	s 9:41	12:47	1:05			
8:12	8:27	9:29	5:31		80.92	..... ALMA.....		47	Closed.	s 9:27	12:41	12:58			
					78.84	..... NELSON.....		36	No Office.						
8:09	8:24	9:27	5:29		77.47	..... MINER.....		12	No Office.	9:21	12:37	12:54			
					76.61	..... TREVINO.....			No Office.						
8:05	8:20	9:22	5:24		73.38	..... MEARS.....			No Office.						
8:00	8:15	9:17	5:19	C.W.	67.00	..... PEPIN.....	118	18	Continuous.	s 9:14	12:32	12:49			
7:54	8:09	9:12	5:14		60.81	..... STOCKHOLM.....		70	No Office.	s 9:00	12:26	12:43			
7:48	8:03	9:07	5:09		53.22	..... MAIDEN ROCK.....		55	Closed.	s 8:49	12:20	12:37			
7:44	7:59	9:03	5:05		48.58	..... BAY CITY.....		20	No Office.	s 8:37	12:14	12:30			
7:40	7:55	9:00	5:02		43.21	..... HAGER.....	125	39	No Office.	s 8:22	12:11	12:26			
7:30	7:45	8:51	4:53	W.	31.98	..... DIAMOND BLUFF.....		62	No Office.	f 8:14	12:06	12:21			
					31.69	..... PRESCOTT.....			Closed.	s 7:58	11:56	12:11			
					29.30	..... BURNS.....		10	No Office.	f 7:49					
					29.27	..... HASTINGS.....	121		No Office.						
					29.05	C.M. St.P. & P. Cross'g (Interl'kd)									
7:26	7:41	8:47	4:49			..... St. Croix Tower.....			Continuous.	7:45	11:50	12:05			

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

Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Miles from Minneapolis	STATIONS	Siding	Other Tracks	Office Open Saturday and Sunday	Daily except Saturday Passenger	Daily Passenger	Daily Passenger		
				B.C.K.O. T.W.Yd.	12.38	..... DAYTON BLUFF.....	Yard	Yard	No Office.					
L 7:00	L 7:15	s 8:29	4:30	B.K.R.	10.53	..... ST. PAUL.....			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 7:15	L 11:30	11:45		
A.M.	A.M.	8:20	4:25			(129.13)				6:55	P.M.	s 11:10		

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

Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Miles from Minneapolis	STATIONS	Siding	Other Tracks	Office Open Saturday and Sunday	Daily except Saturday Passenger	Daily Passenger	Daily Passenger		
		L 8:00	L 4:00	B.K.R.	.0	..... MINNEAPOLIS.....			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	L 6:30		L 10:50		
		A.M.	P.M.			(139.66)				P.M.		P.M.		
1:56	1:58	2:14	2:17			..... SCHEDULE TIME.....				4:40	2:05	3:06		
67.0	67.0	61.9	61.2			..... AVERAGE MILES PER HOUR.....				29.9	61.9	45.1		

**FOOTNOTES ON PAGE 6.**

## Savanna Tower and North La Crosse—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

### FOOTNOTES

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

Automatic Block System in effect between Savanna Tower and Galena Jct. Interlocking; Galena Jct. Interlocking and M.P. 184.8 at East Cabin; I. C. Crossing Interlocking, East Dubuque, and Ports; Crawford and Herrington. Rules D-251, D-252, D-253 and D-254 in effect.

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

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

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

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

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

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.

Spur track between Galena Jct. and Galena, 4 miles, within yard limits. Rule 908 in effect.

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

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

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

No. 49 must not exceed 10 M.P.H. to dispatch mail at Prairie du Chien.

No. 25 and No. 49 stop at Prairie du Chien to receive passengers for west of Fargo, N. D.

No. 53 stop at East Dubuque and Prairie du Chien to receive passengers for west of Minneapolis.

No. 47 must not exceed 55 M.P.H. when dispatching mail at Cassville, Glen Haven and Bagley.

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

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

No. 54 stop at Prairie du Chien and East Dubuque to let off passengers from west of Minneapolis.

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

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

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

## North La Crosse and Minneapolis—Subdivision

LA CROSSE DIVISION.

TIME TABLE No. 68.

EFFECTIVE SEPTEMBER 27, 1953.

### FOOTNOTES

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

Automatic Block System in effect between Sullivan and Miner; Mears and Prescott. Rules D-251, D-252, D-253 and D-254 in effect.

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

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

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

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

Eastward first class trains will register at St. Croix Tower by ticket.

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

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

Office Cochrane open 8:00 A. M. to 5:00 P. M. daily except Sunday.

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

Draw Bridge 362.64 over Chippewa River at Trevino, interlocked.

No. 47 must not exceed 50 M.P.H. when dispatching mail at Alma and Maiden Rock.

No. 53 stop at Winona Jct. to receive passengers for west of Minneapolis.

No. 45 stop at St. Paul Park.

No. 52 reduce speed to 10 M.P.H. passing Dayton Bluff yard office to dispatch company mail.

No. 52 stop on flag at Newport for passengers.

No. 48 stop at East Winona to receive transfer mail from No. 52 daily except Saturday and Sunday.

No. 26, No. 44 and No. 48 stop at Winona Jct. to let off passengers from west of Minneapolis.

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

Local extra leaves North La Crosse 5:00 A. M. Monday, Wednesday and Friday.

Local extra leaves Dayton Bluff 6:00 A. M. Tuesday, Thursday and Saturday.

**SPEED RESTRICTIONS**

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

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

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

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

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

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

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

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

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

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

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.

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

- A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes.  
Nos. 25, 26, 44, 49, 53 and 54 must not exceed 85 M.P.H. All restrictions below this maximum will govern.  
Nos. 25, 26, 44, 49, 53 and 54 must not exceed Class B speed restrictions between M.P. 364.50 and M. P. 389.30.
- B—Passenger trains handled by diesel, S-1-A, S-2-A, S-4, S-4-A or O-5-A engines, operated with automatic air brakes.
- C—All other steam passenger trains.  
Solid express trains consisting of equipment authorized for handling in passenger trains.
- D—Freight trains.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On Sidings.....	Reduced speed 10	Reduced speed 10
All crossovers and turnouts not otherwise specified....		
Steam engines running backward either light or handling trains.....	20	20
Pile drivers, steam shovels and clamshells or similar equipment.....		30
Rotary snow plows.....		25
★ Derricks.....		30
Scale test cars.....		25
Loaded 30 yard air dump cars in 202500-202884 series, in rear of train when possible.....		35
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam, disconnected on one side, with main rod down.....	25	25
Wholly disconnected or dead steam engines.....		20

★When handling 250-ton wrecking derrick 204376 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M.P.H.

This derrick must not operate between Galena Jct. and Galena or over bridge between East Winona and Winona.

**SPEED OF TRAINS:**

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

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

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 M.P.H., except trains having drovers cars 5760 to 5765, inclusive, will be operated as Class B trains.

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

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

## SPEED RESTRICTIONS—Continued.

## SAVANNA TOWER AND NORTH LA CROSSE SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 142.89 to M.P. 144.50 .....	70	70	60	Yd.
Savanna Tower Interlocking through crossover end of double track .....	40	30	30	Yd.
ZONE—M.P. 144.50 to Savanna Depot .....	25	25	25	Yd.
C.M.St.P. & P. Crossings, M.P. 144.64 and M.P. 144.85 .....	20	20	20	20
ZONE—Savanna Depot to M.P. 146.20 .....	90	79	75	Yd.
Spring switch, west end of Savanna Yard, tralling movements through switch .....	15	15	15	15
Curve M.P. 146.15, eastward track .....	70	60	60	Yd.
ZONE—M.P. 146.20 to M.P. 170.07 .....	90	79	75	50
ZONE—M.P. 170.07 to M.P. 171.00 .....	90	79	75	Yd.
ZONE—M.P. 171.00 to M.P. 171.99 .....	40	40	40	Yd.
Galena River Bridge 171.64 .....	30	20	20	20
End of double track, M.P. 171.60 and M.P. 171.72, Galena Jct. ....	40	30	30	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q) .....	40	40	40	25
M.P. 172.47 (CB&Q) to M.P. 184.86 (IC)—See Special Instructions 7 .....				
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q) .....	40	40	40	Yd.
ZONE—M.P. 185.50 to M.P. 187.00 .....	75	75	75	Yd.
ZONE—M.P. 187.00 to M.P. 187.57 .....	90	79	75	Yd.
ZONE—M.P. 187.57 to M.P. 238.18 .....	90	79	75	50
Ports, end of double track through turnout .....	50	40	40	40
Crawford, end of double track through turnout .....	50	40	40	40
Crawford, CMStP&P Crossing .....	60	40	40	40
ZONE—M.P. 238.18 to M.P. 239.00 .....	90	79	75	Yd.
ZONE—M.P. 239.00 to M.P. 240.00 .....	40	40	40	Yd.
ZONE—M.P. 240.00 to M.P. 241.38 .....	90	79	75	Yd.
ZONE—M.P. 241.38 to M.P. 296.29 .....	90	79	75	50
Herrington, through crossovers, M.P. 294.68 .....	50	40	40	35
La Crosse, end of double track through turnout, M.P. 296.29 .....	50	40	40	40
ZONE—M.P. 296.29 to M.P. 299.78 .....	70	70	60	45
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27 .....	10	10	10	Yd.

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



SPEED RESTRICTIONS—Concluded

NORTH LA CROSSE AND MINNEAPOLIS SUBDIVISION

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

See CMStP&P - CB&Q Joint Timetable.

See Great Northern Timetable

Freight Trains (Information Only)

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

## SPECIAL INSTRUCTIONS

Master Mechanic..... L. E. Quirlin, Chicago.  
 Trainmaster..... E. D. Harville, North La Crosse.  
 Trainmaster..... R. G. Johnson, Aurora.  
 Road Foreman..... W. J. Elam, North La Crosse.  
 Road Foreman..... J. C. Kuschel, North La Crosse.  
 Chief Dispatcher..... D. Rupp, North La Crosse.  
 Night Chief Dispatcher..... A. Wetterlin North La Crosse.

## DISPATCHERS

R. H. Mourning  
 R. C. Dyb

R. P. Dewey  
 J. F. Buroe

A. H. Granke  
 M. J. Moor

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, 44, 49, 53 and 54 not less than 10 minutes.

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

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

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

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

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

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

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

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

Between M.P. 299.98 and M.P. 301.49 North La Crosse, west leg of wye, will be used by first-class trains in either direction as prescribed by Rule 908. Other trains or engines must not enter this track without knowing that overdue first-class trains have arrived or left and will move as prescribed by Rule 908.

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

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

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

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

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

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

4. No cars or engines must be allowed to block any street in La Crosse longer than 5 minutes. The whistle should not be sounded except to prevent accident. Cylinder cocks should be closed and bell rung when engines are in motion in the city. The whistle should not be used to recall flagman.

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

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

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

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

Two Tracks: Between East Cabin and Portage.

Main tracks designated as follows:

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

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

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

Train Registers: East Cabin and Portage.

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

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

Yards: East Cabin.

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

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

## SPECIAL INSTRUCTIONS—Concluded

## 7. (Continued) SPEED RESTRICTIONS

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

	Stream lined trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Freight trains with passenger engines.	Passenger or freight trains with single truck freight engines.	Derricks.	Engines without trucks and engines backing up with or without cars.	Eight wheel locomotive cranes on their own wheels.
	Miles per Hour						
Maximum Speed.....	75	75	50	45	30	25	30
Diverging Routes, through crossover, junction and siding switches, through turnouts and trailing points, spring switches.....	25	25	15	15	15	15	15
Westward between MP-W 172 and W 173 curves.	55	50	40	40	25	25	25
Westward between MP-W 176 and W 177 curves...	70	70	50	45	30	25	30
Westward MP-W 177.55 curve.....	70	70	50	45	30	25	30
Eastward MP-W 176.35 and MP-W. 176.20 curves.	70	70	50	45	30	25	30
Between East Cabin and Dubuque Jct.....	10	10	10	10	10	10	10

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

Illinois Central definition for restricted speed is modified to read as follows:—"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 M.P.H."

8. Between East Winona and Winona, 2.21 miles, the track will be used by CB&Q, GB&W, CGW, and CMStP&P trains and engines at reduced speed, as the way is seen to be clear, not exceeding 15 M.P.H. Trains carrying passengers must be protected as prescribed by Rule 99.

Movements over Mississippi River Draw Bridge are governed by automatic signals. All trains and engines must stop at Stop signs and proceed on signal from bridgetender during the period navigation is open.

Trains and engines must not exceed 6 M.P.H. over Mississippi River Bridge.

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

9. 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.

10. 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 Pepin.

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

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

11. Rule 16 (k) is modified to one long sound of communicating signal to shut off train heat.

12. Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued and white lights will be used as classification signals for both day and night operation.

13. 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.

14. Rule 916 is modified to permit the deadheading of diesel engines directly behind road diesel engines between:

Savanna and St. Paul.

15. Modifying Rule 918, bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

16. Rule 1345 is modified as follows:—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.