

SURGEONS AND PHYSICIANS

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

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

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

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

HORRALL,
Chief Surgeon,
Chicago, Illinois.

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

J. H. AYDELOTT,
General Manager, Chicago, Ill.

S. L. FEE,
General Superintendent, Galesburg, Ill.

J. L. MULROY,
Superintendent, Aurora, Ill.

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

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

W. S. KERR,
Assistant Superintendent, North La Crosse, Wis.

F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.

C. A. Carter

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

53

OF THE

LA CROSSE DIVISION

OF THE

53

EASTERN DISTRICT

No. 53

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

SUNDAY, FEBRUARY 23, 1947
DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

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

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FIRST CLASS				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	51	151	49							21	45	23	147
A.M. 12.15	A.M. 1.56	A.M. 10.22	P.M. 3.11	B.C.K.O.R. T.W.Yd.	143.68	..... SAVANNA TOWER	Yard	Yard	Continuous.	A.M. 11.01	P.M. 12.50	P.M. 6.07	P.M. 11.42
						0.96							
					144.64	C.M.St.P.&P.Cross'g(Interl'kd)							
						0.20							
					144.85	C.M.St.P.&P.Cross'g(Interl'kd)							
						0.79							
s 12.20	s 2.01	A 10.30	s 3.15	B.K.R.W. Yd.	145.64	..... SAVANNA	Yard	Yard	Continuous.	s 11.05	s 12.55	s 6.11	A 11.50
12.45	2.11	A.M.	3.17			5.04				11.07	1.10	6.13	P.M.
					150.68	..... MARCUS		8	No Office.				
						3.01							
s 12.56	2.20		3.22		153.66	..... PROVING GROUND			No Office.	11.12	s 1.22	6.18	
						4.48							
1.02	2.25		3.24		158.16	..... WHITTON	125	17	No Office.	11.14	1.29	6.20	
						5.35							
					163.52	..... BLANDING		7	No Office.				
						8.09							
1.17	2.39		3.34	K.W.Yd.	171.60	..... GALENA JCT.	115	70	Continuous.	11.24	1.45	6.30	
						0.75							
1.19	2.41		3.36		172.36	..... PORTAGE			Continuous.	11.25	1.47	6.31	

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

s 1.50	s 2.56		s 3.55	W.Yd.	185.05	..... EAST DUBUQUE	140	59	Continuous.	s 11.44	s 2.15	s 6.50	
						12.70							
						0.22							
					185.27	..... I. C. Cross'g (Interlocked) ...							
						14.01							
2.05	3.11		4.04		199.28	..... POTOSI	125	64	8:30 a.m. to 5:30 p.m.	11.53	s 2.33	7.01	
						6.18							
2.10	3.17		4.08		205.47	..... McCARTNEY		5	No Office.	11.56	f 2.40	7.04	
						7.54				P.M.			
s 2.19	3.25		4.13		213.01	..... CASSVILLE	125	100	8:30 a.m. to 5:30 p.m.	12.02	s 2.51	7.11	
						9.80							
2.29	3.34		4.21		222.80	..... GLEN HAVEN		27	8:30 a.m. to 5:30 p.m.	12.08	s 3.04	7.17	
						5.57							
2.40	3.40		4.25	C.W.Yd.	228.36	..... BAGLEY	125	40	8:30 a.m. to 5:30 p.m.	12.11	s 3.12	7.22	
						3.63							
					231.99	..... WYALUSING		34	No Office.		f 3.17		
						3.57							
					235.56	..... PORTS			No Office.				
						1.38							
2.48	3.49		4.30		236.97	..... CRAWFORD		15	Continuous.	12.16	3.22	7.27	
						2.71							
						2.71							
s 2.57	s 4.00		4.35	W.Y. Yd.	239.66	..... PRAIRIE DU CHIEN	125	133	8:30 p.m. to 5:30 a.m.	s 12.23	s 3.32	s 7.34	
						7.69							
					247.35	..... CHARME		5	No Office.				
						7.07							
3.13	4.19		4.47		254.42	..... LYNXVILLE		25	8:00 a.m. to 5:00 p.m.	12.35	s 3.51	7.46	
						7.74							
3.21	4.27		4.53	W.	262.16	..... FERRYVILLE	125	31	8:30 a.m. to 5:30 p.m.	12.41	s 4.01	7.52	
						7.71							
3.29	4.35		4.58		270.09	..... DE SOTO		51	8:30 a.m. to 5:30 p.m.	12.46	s 4.11	7.57	
						3.99							
3.34	4.39		5.01		274.09	..... VICTORY		6	No Office.	12.49	f 4.16	8.00	
						6.67							
3.40	4.45		5.06		280.75	..... GENOA		15	8:15 a.m. to 5:15 p.m.	12.53	s 4.22	8.04	
						6.07							
3.46	4.51		5.11		286.82	..... STODDARD		29	8:30 a.m. to 5:30 p.m.	12.57	f 4.29	8.08	
						6.55							
					293.37	..... CALVERT		11	No Office.				
						1.31							
					294.68	..... HERRINGTON			No Office.	1.02	4.37	8.16	
						2.86							
s 4.05	s 5.05		s 5.21		297.54	..... LA CROSSE			No Office.	s 1.07	s 4.49	s 8.21	
						2.34							
					299.88	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked)							
						0.28							
A 4.10	A 5.10		A 5.29	B.C.K.O.R. T.W.Y.Yd.	300.16	..... NORTH LA CROSSE	Yard	Yard	Continuous.	A 1.15	A 4.55	A 8.29	
										P.M.	P.M.	P.M.	
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
3:25	2:59	:08	2:13			..... SCHEDULE TIME				2:08	3:45	2:16	:08
45.0	51.7	14.7	69.4			..... AVERAGE MILES AN HOUR				72.4	41.2	68.2	14.7

FOOTNOTES ON PAGE 6.

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

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FIRST CLASS				Signs	Miles from Savanna Tower	STATIONS	Capacity of		Office Open Sundays	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
44	48	148	50						22	152	52	24	46	
A.M. 11:36	A.M. 5:25	A.M. 4:45	A.M. 4:35	B.C.K.O.R. T.W.Yd.	.0	..... SAVANNA TOWER.....	Yard	Yard	Continuous	P.M. 12:37	P.M. 1:04	P.M. 3:36	P.M. 8:44	
					.96	C.M.St.P.&P.Cross'g(Interl'kd)								
					1.16	C.M.St.P.&P.Cross'g(Interl'kd)								
s 11:32	s 5:20	L 4:40	s 4:30	B.K.R.W. Yd.	1.95	..... SAVANNA.....	Yard	Yard	Continuous	s 12:33	L 1:00	L 3:30	s 8:40	A.M. 3:50
s 11:30	s 5:10	A.M.	s 4:15		6.99	..... MARCUS.....		8	No Office					
					10.00	..... PROVING GROUND.....			No Office				8:25	s 3:40
11:16	4:52		3:57		14.48	..... WHITTON.....	125	17	No Office.	12:17			8:22	3:34
11:13	4:48		3:51		19.83	..... BLANDING.....		7	No Office.	12:14				f 3:28
11:03	4:33		3:30	K.W.Yd.	27.92	..... GALENA JCT.....	115	70	Continuous.	12:05			8:13	3:18
11:01	4:31		3:31		28.67	..... PORTAGE.....			Continuous.	12:03			8:11	3:16

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

s 10:48	4:16		s 3:14	W.Yd.	41.37	..... EAST DUBUQUE.....	140	59	Continuous.	s 11:49			s 7:57	s 3:02
					41.59	..... I. C. Cross'g (Interlocked).....								
10:35	4:01		2:46		55.60	..... POTOSI.....	125	64	2:00 p.m. to 4:00 p.m.	11:38			7:46	s 2:37
10:30	3:54		2:39		61.78	..... McCARTNEY.....		5	No Office.	11:33			7:41	2:27
10:26	3:46		2:29		69.32	..... CASSVILLE.....	125	100	2:00 p.m. to 4:00 p.m.	11:29			7:37	s 2:19
10:17	3:36		2:19		79.12	..... GLEN HAVEN.....		27	2:00 p.m. to 4:00 p.m.	11:20			7:28	s 2:07
10:13	3:31		2:14	C.W.Yd.	84.69	..... BAGLEY.....	125	40	2:00 p.m. to 4:00 p.m.	11:17			7:25	s 1:59
					88.32	..... WYALUSING.....		34	No Office.					f 1:53
					91.89	..... PORTS.....			No Office.					
10:04	3:20		2:04		93.27	..... CRAWFORD.....		15	Continuous.	11:08			7:16	1:47
						C.M.St.P.&P.Cross'g(Interl'kd)								
10:01	s 3:16		2:00	W.Y. Yd.	95.98	..... PRAIRIE DU CHIEN.....	90	133	8:30 p.m. to 5:30 a.m.	s 11:04			s 7:12	s 1:43
					103.67	..... CHARME.....		5	No Office.					f 1:26
9:47	3:01		1:42		110.74	..... LYNXVILLE.....		25	Closed.	10:50			6:57	s 1:17
9:42	2:53		1:36	W.	118.48	..... FERRYVILLE.....	125	31	3:00 p.m. to 5:00 p.m.	10:46			6:53	s 1:03
9:37	2:45		1:29		126.19	..... DE SOTO.....		51	Closed.	10:41			6:49	s 12:49
9:34	2:41		1:25		130.18	..... VICTORY.....		6	No Office.	10:38			6:46	f 12:42
9:30	2:35		1:19		136.85	..... GENOA.....		15	Closed.	10:34			6:42	s 12:33
9:26	2:29		1:13		142.92	..... STODDARD.....		29	Closed.	10:30			6:38	f 12:25
					149.47	..... CALVERT.....		11	No Office.					
9:21	2:21		1:05		150.78	..... HERRINGTON.....			No Office.	10:25			6:33	12:16
s 9:17	s 2:16		s 1:01		153.64	..... LA CROSSE.....			No Office.	s 10:21			s 6:29	s 12:12
					155.98	C.M.St.P.&P.Cross'g(Interl'kd) C.&N.W.Cross'g(Interlocked)								
L 9:11	L 2:11		L 12:55	B.C.K.O.R. T.W.Y.Yd.	156.26	..... NORTH LA CROSSE.....	Yard	Yard	Continuous.	L 10:15			L 6:23	L 12:05
A.M.	A.M.		A.M.							A.M.			P.M.	A.M.
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
2:19	2:59	:05	3:20			..... SCHEDULE TIME.....				2:16	:04	:06	2:16	3:45
66.7	51.7	23.5	46.3			..... AVERAGE MILES AN HOUR.....				68.0	29.2	23.5	68.0	41.2

FOOTNOTES ON PAGE 6.

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

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FIRST CLASS			Signs	Mile Post Location	STATIONS	Miles from North La Crosse	Capacity of		Office Open Week Days	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
47	51	49							21	45	23	
A.M.	A.M.	P.M.							P.M.	P.M.	P.M.	
L 4:20	L 5:20	L 5:31	B.C.K. O.R.T. W.Y.Yd.	300.16 301.27	NORTH LA CROSSE	.0	Yard	Yard	Continuous.	L 1:16	L 5:02	L 8:30
4:24	5:24	5:35		302.59	SULLIVAN	1.32			No Office.	1:18	5:06	8:32
				303.71	ONALASKA	2.44			No Office.	s 5:08		
				310.85	LYTLE	9.58			No Office.			
4:39	5:41	5:45		317.49	TREMPEALEAU	16.22		9	No Office.	1:26	s 5:24	8:40
4:47	5:50	5:53	K. W. Yd.	325.72	EAST WINONA G.B. & W. Crossing (Interlocked)	24.45	125	53	Continuous.	1:34	5:37	8:48
				328.20	C. & N.W. Cross'g (Auto. Interl.) WINONA JCT.	26.93			No Office.	s 1:36	5:40	s 8:50
s 4:52	5:53	5:56		333.82	FOUNTAIN CITY	32.55		42	7:30 a.m. to 4:30 p.m.	1:40	s 5:49	8:54
5:00	6:01	6:00		343.08	COCHRANE	41.81	125	41	7:30 a.m. to 4:30 p.m.	1:49	s 6:02	9:03
5:08	6:11	6:09		351.33	ALMA	50.06		50	8:00 a.m. to 5:00 p.m.	1:54	s 6:14	9:08
s 5:20	6:20	6:17	W.	358.62	NELSON	57.35		36	8:00 a.m. to 5:00 p.m.	1:58	s 6:25	9:12
5:29	6:28	6:24		362.07	TREVINO C.M. St. P. & P. Cross'g (Interl'kd)	60.80		12	Continuous.	2:02	6:30	9:17
5:34	6:33	6:28		362.93	MEARS	61.66			No Office.			
				366.16	PEPIN	64.89		38	8:00 a.m. to 5:00 p.m.	2:05	s 6:38	9:20
5:39	6:38	6:31		372.54	STOCKHOLM	71.27	125	31	8:00 a.m. to 5:00 p.m.	2:11	s 6:48	9:26
5:47	6:44	6:37	C.W.Yd.	378.73	MAIDEN ROCK	77.46		70	8:00 a.m. to 5:00 p.m.	2:15	s 6:57	9:30
5:53	6:50	6:42		386.32	BAY CITY	85.05		55	8:00 a.m. to 5:00 p.m.	2:19	s 7:09	9:34
6:01	6:58	6:47		390.96	HAGER	89.69	125	20	No Office.	2:23	7:17	9:38
6:05	7:03	6:51		396.34	DIAMOND BLUFF	95.07		25	No Office.	2:26	f 7:25	9:41
s 6:20	7:22	7:05	W.Yd.	407.56	PRESCOTT	106.30		48	8:00 a.m. to 5:00 p.m.	2:35	s 7:44	9:48
				407.85	BURNS	106.59			No Office.			
				410.25	HASTINGS	108.98	125	11	No Office.		f 7:51	
				410.28	C.M. St. P. & P. Cross'g (Interl'kd)	109.01						
6:25	7:29	7:10	R.	410.50	St. Croix Tower	109.23			Continuous.	2:44	7:53	9:55

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.

			Signs	Mile Post Location	STATIONS	Miles from North La Crosse			Office Open Week Days			
Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
			B.C.K.O. T.W.Yd.	428.56	DAYTON BLUFF	127.29	Yard	Yard	No Office.			
									5:30 a.m. to 11:59 p.m. Mon., Tues., Fri. & Sat. 5:30 a.m. to 2:30 p.m. 4:00 p.m. to 11:59 p.m. Sun., Wed. and Thurs.			
s 7:10 7:30	A 8:15 A.M.	A 7:45 P.M.	B.K.R.	430.40	ST. PAUL	129.14				s 3:15	s 8:40 8:55	s 10:30

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

			Signs	Mile Post Location	STATIONS	Miles from North La Crosse			Office Open Week Days			
Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
A 8:00 A.M.			B.K.R.	440.93	MINNEAPOLIS	139.67			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	A 3:45 P.M.	A 9:20 P.M.	A 11:00 P.M.
Daily	Daily	Daily								Daily	Daily	Daily
3:40 38.0	2:55 44.2	2:14 57.8			SCHEDULE TIME					2:29 56.2	4:18 32.5	2:30 55.8
					AVERAGE MILES AN HOUR							

FOOTNOTES ON PAGE 6.

40756
30127
10229

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

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FIRST CLASS			Signs	Miles from Minneapolis	STATIONS	Capacity of		Office Open Sundays	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
22	24	46							50	48	44
A.M.	P.M.	P.M.							A.M.	A.M.	A.M.
A10:14	A 6:22	A11:55	B.C.K.O.R. T.W.Y.Yd.	138.28	..... NORTH LA CROSSE	Yard	Yard	Continuous.	A12:45	A 2:01	A 9:10
10:11	6:19	11:51		136.96	..... SULLIVAN			No Office.	12:41	1:57	9:07
		s11:49		135.84	..... ONALASKA			No Office.			
		11:39		128.70	..... LYTTLE			No Office.			
9:58	6:04	s11:32		122.06	..... TREMPALEAU		9	No Office.	12:19	1:42	8:51
9:53	5:59	s11:22	K.W.Yd.	113.83	..... EAST WINONA	125	53	Continuous.	12:11	1:35	8:44
					G.B. & W. Crossing (Interlocked)						
s 9:51	s 5:57	11:17		111.35	C. & N.W. Cross'g (Auto. Interl.)			No Office.	s12:09	1:31	8:42
9:45	5:50	s11:12		105.73	..... WINONA JCT.			Closed.	12:01	1:26	8:38
9:39	5:44	s11:00		96.47	..... FOUNTAIN CITY		42	Closed.	A.M. 11:53	1:17	8:32
9:33	5:38	s10:49	W.	88.22	..... COCHRANE		41	Closed.	11:45	1:09	8:26
9:29	5:34	s10:37		80.93	..... ALMA		50	Closed.	11:39	1:01	8:21
9:26	5:31	10:30		77.48	..... NELSON		36	Closed.	11:36	12:58	8:18
					TREVINO		12	Continuous.			
					C.M.St.P. & P. Cross'g (Interl'kd)						
				76.62	..... MEARS			No Office.			
9:20	5:26	s10:23		73.39	..... PEPIN		38	Closed.	11:32	12:54	8:12
9:16	5:21	s10:13	C.W.Yd.	67.01	..... STOCKHOLM	125	31	Closed.	11:26	12:48	8:08
9:10	5:15	s10:03		60.82	..... MAIDEN ROCK		70	Closed.	11:21	12:42	8:02
9:05	5:10	s 9:52		53.23	..... BAY CITY		55	Closed.	11:14	12:35	7:56
9:02	5:07	s 9:44		48.59	..... HAGER	125	20	No Office.	11:10	12:31	7:52
8:56	5:01	f 9:37		43.21	..... DIAMOND BLUFF		25	No Office.	11:06	12:27	7:46
8:49	4:54	s 9:21	W. Yd.	31.98	..... PRESCOTT		48	Closed.	10:56	12:16	7:39
				31.69	..... BURNS			No Office.			
		f 9:12		29.30	..... HASTINGS	125	11	No Office.			
				29.27	C.M.St.P. & P. Cross'g (Interl'kd)						
8:45	4:50	9:10	R.	29.05	..... St. Croix Tower			Continuous.	10:50	12:10	7:35

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

			B.C.K.O. T.W.Yd.	12.38	..... DAYTON BLUFF	Yard	Yard	No Office.			
										
s 8:25	s 4:30	s 8:45	B.K.R.	10.53	..... ST. PAUL			5:30 a.m. to 2:30 p.m. 4:00 p.m. to 11:59 p.m.	L10:30 P.M.	s11:50 11:35	L 7:15 A.M.

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

L 8:00 A.M.	L 4:00 P.M.	L 8:02 P.M.	B.K.R.	.0	..... MINNEAPOLIS			5:50 a.m. to 2:50 p.m. 3:50 p.m. to 11:50 p.m.	L11:10 P.M.		
Daily	Daily	Daily			.....				Daily	Daily	Daily
2:14 61.9	2:22 58.4	3:53 35.9			..... SCHEDULE TIME				2:15 57.8	2:51 48.9	1:55 67.7
					..... AVERAGE MILES AN HOUR						

FOOTNOTES ON PAGE 6.

Savanna Tower and North La Crosse—Sub-division

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FOOTNOTES

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

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

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

Single track through Galena Jct. Interlocking; between Ports and Crawford; Herrington and C. M. St. P. & P. Crossing, North La Crosse. Centralized Traffic Control in effect between Ports and Crawford; Herrington and C. M. St. P. & P. Crossing, North La Crosse.

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

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

No train order signal at Galena Jct. governing trains on Galena Branch. Conductors and Enginemen must have Clearance Form A. Galena Branch trains will register at Galena Jct.

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

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

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

No. 51 must not exceed 35 miles an hour when dispatching mail at Cassville, Glen Haven and Bagley.

No. 51 must not exceed 15 miles an hour Sunday only when dispatching mail at Potosi.

Local extra leaves Savanna 6:00 A. M. daily except Sunday for North La Crosse; carries passengers.

Local extra leaves Savanna 6:00 A. M. for Galena and leaves Galena 1:00 P. M. daily except Sunday for Savanna. Carries passengers.

North La Crosse and Minneapolis—Sub-division

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

FOOTNOTES

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

Automatic Block System in effect between Sullivan and Crossover, 100 feet east of Bridge 360.74; Mears and Prescott. Rules D-251, D-252 and D-254 in effect.

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

Centralized Traffic Control in effect between Crossover, 100 feet east of Bridge 360.74 and Trevino; Burns and St. Croix Tower.

Single track between West Wye Switch, North La Crosse and Sullivan; Trevino and Mears; Prescott and Burns. Centralized Traffic Control in effect.

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

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

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

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

Draw Bridge 362.64 over Chippewa River at Trevino, Interlocked.

No. 47 must not exceed 45 miles an hour Sunday only when dispatching mail at Bay City.

No. 47 must not exceed 30 miles an hour when dispatching mail at Malden Rock.

No. 51 will stop at Winona Jct. to discharge revenue passengers from Chicago.

No. 45 will stop at East Winona for passengers daily except Sunday and will stop at Winona Jct. for passengers Sunday only.

No. 45 will stop at Hager for passengers and mail daily except Sunday, and on Sunday will stop on flag.

No. 45 will stop at St. Paul Park daily except Sunday to dispatch mail and express.

No. 46 will stop on flag at Newport for passengers.

No. 46 will reduce speed to ten miles an hour passing Dayton Bluff yard office to dispatch Company mail.

No. 46 due to leave Minneapolis Sundays will stop at Winona Jct. Instead of East Winona for passengers.

No. 49 will stop at Winona Jct. to let off passengers from Chicago and receive passengers for Spokane or beyond.

No. 44 will stop at Winona Jct. to let off passengers from Spokane or beyond.

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. These trains carry passengers between Onalaska and Newport.

Freight Trains (Information Only)

LA CROSSE DIVISION.

TIME TABLE No. 53.

EFFECTIVE FEBRUARY 23, 1947.

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

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at "restricted speed" until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines, or engines with cabooses, must approach all hazardous road crossings where view is obscured prepared to stop, and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A. M. and 6:30 P. M., and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

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

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

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

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

Diesel-electric power units running light must not exceed 60 miles an hour.

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

- Gas-electric motor cars..... 60 M. P. H.
- Diesel-electric power units..... 75 M. P. H.
- Diesel-electric switch engines..... 40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

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

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

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—Continued.

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

- A—Trains 21, 22, 23, 24, 44 and 49 when consisting of all light weight cars handled by Diesel engines.
- B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.
Class A trains handled by S-1-A or S-2-A engine.
Class A trains operated with automatic brake instead of electric straight air.
- C—All other steam passenger trains. Solid express trains consisting of equipment authorized for handling in passenger trains.
- D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4 or S-4-A engines.
- E—Freight trains handled by other freight engines.

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

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

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes. The triangle type signal with reflex letter "Z" thereon indicates zone territory with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

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

SPEED RESTRICTIONS—Continued.

SAVANNA TOWER AND NORTH LA CROSSE SUB-DIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 142.89 to M.P. 144.50.....	75	75	60	Yd.	Yd.
Savanna Tower Interlocking through crossover end of double track.....	40	25	25	Yd.	Yd.
ZONE—M.P. 144.50 to Savanna Depot.....	25	25	25	Yd.	Yd.
C.M.St.P. & P. Crossings, M.P. 144.64 and M.P. 144.85.....	20	20	20	20	20
ZONE—Savanna Depot to M.P. 146.20.....	95	80	75	Yd.	Yd.
Spring switch, west end of Savanna Yard, trailing movements through switch.....	15	15	15	15	15
Curve M.P. 146.15, eastward track.....	70	60	60	Yd.	Yd.
ZONE—M.P. 146.20 to M.P. 170.07.....	95	80	75	60	50
ZONE—M.P. 170.07 to M.P. 171.00.....	95	80	75	Yd.	Yd.
ZONE—M.P. 171.00 to M.P. 171.99.....	40	40	40	Yd.	Yd.
End of double track, M.P. 171.50 and M.P. 171.72, Galena Jct.....	40	25	25	Yd.	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q).....	40	40	40	25	25
M.P. 172.47 to M.P. 184.86—See Special Instruction 33.....					
ZONE—M.P. 184.86 (1C) to M.P. 185.50 (CB&Q).....	40	40	40	Yd.	Yd.
ZONE—M.P. 185.50 to M.P. 187.00.....	75	75	75	Yd.	Yd.
ZONE—M.P. 187.00 to M.P. 187.57.....	95	80	75	Yd.	Yd.
ZONE—M.P. 187.57 to M.P. 226.49.....	95	80	75	60	50
ZONE—M.P. 226.49 to M.P. 229.99.....	95	80	75	Yd.	Yd.
ZONE—M.P. 229.99 to M.P. 238.18.....	95	80	75	60	50
Ports, end of double track through turnout.....	50	40	40	40	40
Crawford, end of double track through turnout.....	50	40	40	40	40
Crawford, CMS&P Crossing.....	60	40	40	40	40
ZONE—M.P. 238.18 to M.P. 239.00.....	95	80	75	Yd.	Yd.
ZONE—M.P. 239.00 to M.P. 240.00.....	20	15	15	Yd.	Yd.
ZONE—M.P. 240.00 to M.P. 241.38.....	95	80	75	Yd.	Yd.
ZONE—M.P. 241.38 to M.P. 296.29.....	95	80	75	60	50
Herrington, through crossovers, M.P. 294.68.....	50	40	40	35	35
La Crosse, end of double track through turnout, M.P. 296.29.....	50	40	40	40	40
ZONE—M.P. 296.29 to M.P. 299.33.....	70	70	60	45	45
ZONE—M.P. 299.33 to M.P. 300.40.....	Restricted speed	Restricted speed	Restricted speed	Yd.	Yd.

Between Galena Jct. and Galena, 15 miles an hour.
S-1-A and S-2-A engines over Bridge 175.22, Galena Branch, 6 miles an hour.

SPEED RESTRICTIONS—Concluded

NORTH LA CROSSE AND MINNEAPOLIS SUB-DIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A Restricted Speed	B Restricted Speed	C Restricted Speed	D Yd.	E Yd.
ZONE—M.P. 299.33 to M.P. 300.40.....					
ZONE—M.P. 300.40 to M.P. 303.75.....	75	75	40	Yd.	Yd.
Sullivan, through crossovers.....	50	40	40	Yd.	Yd.
Spring switch, west end of North La Crosse Yard, trailing movements through switch.....	15	15	15	15	15
ZONE—M.P. 303.75 to M.P. 324.48.....	95	80	75	60	50
ZONE—M.P. 324.48 to M.P. 327.08.....	95	80	75	Yd.	Yd.
Curve M.P. 325.60, westward track.....	75	65	65	55	50
Curve M.P. 325.60, eastward track.....	60	50	50	50	50
ZONE—M.P. 327.08 to M.P. 357.00.....	95	80	75	60	50
Winona Jct., C&NW Crossing.....	40	40	40	40	40
ZONE—M.P. 357.00 to M.P. 364.50.....	85	75	75	55	50
Trevino, end of double track through turnout.....	50	40	40	40	40
Chippewa River Bridge, M.P. 362.64.....	85	60	60	40	40
Mears, end of double track through turnout.....	50	40	40	40	40
ZONE—M.P. 364.50 to M.P. 366.50.....	60	50	50	40	40
ZONE—M.P. 366.50 to M.P. 369.50.....	80	70	70	55	50
ZONE—M.P. 369.50 to M.P. 373.25.....	80	70	70	Yd.	Yd.
ZONE—M.P. 373.25 to M.P. 379.00.....	80	70	70	55	50
ZONE—M.P. 379.00 to M.P. 389.30.....	85	75	75	55	50
ZONE—M.P. 389.30 to M.P. 391.00.....	90	80	75	60	50
County Trunk Highway E, M.P. 390.10, when on siding.....	10	10	10	10	10
ZONE—M.P. 391.00 to M.P. 405.90.....	95	80	75	60	50
ZONE—M.P. 405.90 to M.P. 409.17.....	95	80	75	Yd.	Yd.
Curve, M.P. 407.20.....	60	50	50	Yd.	Yd.
Prescott, end of double track through turnout.....	40	25	25	Yd.	Yd.
Curve, M.P. 407.70.....	30	20	20	Yd.	Yd.
Prescott, Drawbridge.....	30	15	15	15	15
Burns, end of double track through turnout.....	40	25	25	Yd.	Yd.
ZONE—M.P. 409.17 to M.P. 410.25 (St. Croix Tower).....	95	80	75	60	50
ZONE—M.P. 410.25 (St. Croix Tower) to St. Paul.....	See CMS&P - CB&Q Joint Timetable.				
ZONE—St. Paul-Minneapolis.....	See Great Northern Timetable.				

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

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When finished using switch, proceed as follows:

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

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

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

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

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

SPECIAL INSTRUCTIONS

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

DISPATCHERS

R. P. Paul. E. A. Stouvenal. A. Wetterlin. R. P. Dewey. H. M. Muldrow.

1. Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except in automatic signal territory, or where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductor must advise promptly when clear of main track and receive permission from signalman before he can again return to main track. Unless otherwise advised by dispatcher, where there is no signalman on duty, second class and extra trains must clear first class trains as per Rule 86, except, must clear the time of trains Nos. 21, 22, 23, 24, 44 and 49 not less than 10 minutes.

Rule 374 in Book of Rules of Operating Department is modified to read as follows: "When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

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

2. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

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

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

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

Between Dubuque and East Cabin, trains will be governed by the rules of the Illinois Central Railroad.

Between East Cabin and I. C. Tower, East Dubuque, all trains on both tracks must move at restricted speed.

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

Between St. Croix Tower and Burns the current of traffic is left handed. The movement of trains on both tracks in either direction will be governed by signal indication, regardless of superiority.

The west leg of wye between C. M. St. P. & P. crossing and west wye switch, North La Crosse, 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. Normal position of switches will be for the wye track.

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.

Hand throw switch leading from Main track to City track at Herrington is equipped with electric lock which is controlled by Train Dispatcher at North La Crosse. Before using switch call Train Dispatcher for unlock.

Hand throw derail located on City track and color light dwarf signal governs movement from City track to main track.

After switch unlocked and the derail and switch properly lined, dwarf signal should clear for movement to main track. If dwarf signal does not clear, call Train Dispatcher for authority to move on to main track.

Freight and passenger Diesel engines may operate on any track where O-1-A engines operate.

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

5. Extra trains will not display classification signals between Savanna Yard and Dayton's Bluff.

6. When under Rule 951 operators are instructed to handle switches for a train, they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

7. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14(b).

8. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

9. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

10. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

11. Derricks, steam shovels, pile drivers, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks, having specially designed idler cars, are excepted from requirements of this rule.

SPECIAL INSTRUCTIONS—Continued.

12. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

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

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

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

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

14. Rule 919 is modified to permit the use of a white electric lantern, the red lantern must be oil burning.

15. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track," is abolished.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five and be governed by Rule 509-A or 509-B.

17. SPRING SWITCHES are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

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

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

19. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

20. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

21. Where there are two sidings for meeting or passing trains the right hand track must be used unless otherwise provided. When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

22. The night signals to be used under Rule 906 are modified as follows:

Hot journals..... Stop signal followed by lamp swung in small vertical circle.

Brakes sticking... Stop signal followed by lamp in sliding movement out from body.

23. Rule 1314 in Book of Rules of Operating Department is modified as follows:

"On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

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

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

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded

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

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is clear.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102.

EMERGENCY RED REAR END LIGHTS. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following.

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

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

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

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

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

The red rear end lights must be burning at all times between sunset and sunrise and when day signals cannot be plainly seen, except when train is standing in the initial or terminal station, when switching is to be performed from the rear end and when train is on siding to be passed by another train.

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

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

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

34. 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.

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						
								75	75	50	45	30	25	30
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.

35. Between East Winona and Winona, 2.21 miles, the track will be used by C. B. & Q., G. B. & W., and C. G. W. trains and engines at restricted speed as the way is seen to be clear. Trains carrying passengers must be protected as prescribed by Rule 99.

Movements over Mississippi River Draw Bridge are governed by automatic signals. All trains must come to a stop at the Mississippi River Bridge at Winona and proceed only on signal from Bridge Tender.

Conductors of C. B. & Q. and G. B. & W. trains will register at East Winona and Winona.

Trains and engines must not exceed 15 miles an hour.

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

G. B. & W. Class D engines must not exceed 6 miles an hour over Mississippi River Bridge and must not doublehead over the bridge.

G. B. & W. Class C engines doubleheaded must not exceed 10 miles an hour over Mississippi River Bridge.

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

Normal indication of home signal is stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, train may proceed over crossing under protection.

