

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

Henry A. Scandrett, Walter J. Cummings, George J. Haight, Trustees

## DUBUQUE & ILLINOIS DIVISION

### SECOND DISTRICT

# TIME TABLE NO. 11

TAKING EFFECT AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME

# SUNDAY, JANUARY 31, 1937

Superseding Time Table No. 10

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

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

W. M. THURBER,  
Assistant Superintendent.

A. J. ELDER,  
Superintendent.

J. L. BROWN,  
General Superintendent of Transportation.

N. A. RYAN,  
Assistant General Manager.

O. N. HARSTAD,  
General Manager.

WESTWARD--DUBUQUE SHOPS AND GREEN ISLAND SUBDIVISION--EASTWARD

SECOND CLASS			FIRST CLASS				Capacity of Sidings in Cars			Time Table No. 11 In Effect 12:01 a.m., January 31, 1937			SYMBOLS		FIRST CLASS		SECOND CLASS					
63	67	89	107	9	35	3	Sidings	Other Tracks	Distance from Savanna	STATIONS	Distance from Dubuque Shops	Telegraph Calls	Office Closed Week Days	See Special Rule, Page 5	4	38	62	78	60	168	68	76
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily	Daily	Sunday Only	Daily Except Sun.	Daily Except Sun.	Daily									Daily	Daily	Daily Except Mon.	Daily	Sunday Only	Sunday Only	Daily Except Sun.	Daily
3.15PM			10.10PM		4.20AM	2.10AM				SAVANNA	48.1	SA				9.40PM		6.50AM		11.30AM	8.40PM	9.10PM
L 3.45PM	L 11.45AM	L 3.30AM	L 10.35PM	L 4.58AM	L 2.30AM	129	29	14.9		GREEN ISLAND	33.2	GE		BCDEJKRST WYZ	A f 9.14PM	A 6.23AM	A 11.35AM	A 10.45AM	A 8.00PM	A 8.32PM	A 10.35PM	
3.52	11.53	3.40	10.42	5.05	2.30	79	7	18.7		PLEASANT CREEK	29.4		No Office		9.05	6.16	11.15	10.15	7.45		10.15	
4.01	12.03PM	3.49	10.50	5.12		100		22.9		PARK SIDING	25.2		No Office		8.57	6.09	11.06	10.05	7.35		10.05	
4.05	12.05	3.51	10.55	5.16	s 2.46	10	71	24.1		BELLEVUE	24.0	BU	10.10AM to 2.15PM 10.15PM to 2.10AM	WK	s 8.55	6.07	10.59	10.00	7.30	8.15	9.55	
4.10	12.09	4.00				77	8	25.0		NORTH BELLEVUE	23.1		No Office		8.45	6.03	10.35	9.55	7.25		9.40	
4.19	12.20	4.15		5.26		78		28.7		SMITHS	19.4		No Office		8.39	5.57	10.25	9.40	7.15		9.25	
4.28	12.30	4.30		f 5.34	3.03	77	6	33.5		GORDONS FERRY	14.6	GF	12.01PM to 4.01AM	DW	f 8.30	5.49	10.12	9.30	7.05	7.55	9.10	
4.37	12.42	4.45		f 5.42		78		38.0		WILKINS	10.1		No Office		8.23	5.42	9.59	9.20	6.55		8.55	
				f 5.47				40.5		MASSEY	7.6		No Office		f 8.18							
				f 5.49				41.0		SHOWANDASEE	7.1		No Office		f 8.16							
4.47	12.59	5.15	11.34	5.53	3.17	75		43.1		CATTESE	5.0		No Office		8.13	5.15	9.42	9.10	6.45	7.31	8.37	
								45.8		SOUTH JUNCTION	2.3		No Office									
										DUBUQUE	1.2		No Office	MZK	A 3.37PM	s 8.05	5.08	9.25	8.55	6.38	7.21	8.23
A 5.05PM	A 1.30PM	A 5.50AM	A 12.01AM	As 7.50PM	A 6.20AM	A 3.42AM	Yard	48.1		DUBUQUE SHOPS	0.0	DS		BCDKRSTWZ	L 3.30PM	L 7.51PM	L 5.00AM	L 9.15AM	L 8.45AM	L 6.30PM	L 7.15PM	L 8.15PM
1.20	1.45	2.20	1.21	0.05	1.22	1.12				Schedule Time					0.07	1.23	1.23	2.25	2.00	1.30	1.17	2.25
24.9	19.0	14.2	24.6	14.4	24.3	27.7				Average Speed per Hour					10.2	24.0	24.0	13.7	16.6	22.2	25.9	13.7

Trains Must Not Exceed Maximum Speed of 40 Miles Per Hour

DUBUQUE SHOPS AND GREEN ISLAND SUB-DIVISION.

This time table conveys no right to the track between Green Island and Savanna: Iowa Division time table and rules govern. Manual block system is in use between Green Island and Dubuque Shops. Train order signals will also be used as block signals; see rules 221-B and 311. Block signal rule 319-A applies at Green Island, Bellevue, and Dubuque Shops. Trains other than first class trains accepting and moving under a clear signal or clearance card must approach Green Island, Bellevue, and Dubuque Shops under control and proceed only as the way is seen or known to be clear.

Train Nos. 3, 35 and 38 may register at Dubuque Shops by card.

Nos. 9, 4 and 38 will register at Dubuque. Trains that do not stop at Green Island may register by card. LA CRESCENT AND DUBUQUE SHOPS SUB-DIVISION.

This time table conveys no right to track between LaCrosse and LaCrescent. The Conductor and Engineman of each train must each have a LaCrosse bridge train order card properly filled out and signed by Operator in charge.

This time table conveys no right to the main track between Marquette Passenger depot and yard limit board located west of Marquette Yard. I&D Division time table and rules govern.

Manual block system is in use between Dubuque Shops and Marquette. Train order signals will also be used as block signals; see rules 221-B and 311. Block signal rule 319-A applies at Guttenberg, McGregor and Marquette. Trains other than first class trains accepting and moving under a clear signal must approach Guttenberg, McGregor and Marquette under control and proceed only as the way is seen or known to be clear. Conductors of all D&I Division trains will register at Marquette passenger station.

All trains must obtain clearance card Form A or A-1 at Marquette.

Train Nos. 35 and 38 may register at LaCrescent by card.

RENO-PRESTON-ISINOIRS SUB-DIVISIONS.

This time table conveys no right to the track between Isinours Jct. and Isinours. I&SM Division time table and rules govern.

Nos. 405 and 422 need not obtain clearance card Form A or A-1 at Preston, Junction or Isinours Junction.

TURKEY RIVER:

Two automatic signals for the protection of switches and main track at Turkey River including the junction switch at Turkey River Junction are located:

Westward signal 59-5, 2500 feet east of Turkey River depot,

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

controls to a point 2500 feet west of signal 60-6. Eastward signal 60-6 located 1758 feet west of Junction switch at Turkey River controls to a point 2000 feet east of signal 59-5.

The signals will operate in two positions:

1. Caution, as per Rule 503-J.
2. Proceed, as per Rule 503-K.

Both signals stand normally at caution, but clear upon the approach of train when about 2000 feet from the signal, providing the track is clear and switches are lined.

Enginemen finding the governing signal in caution position will proceed under proper control expecting to find the track occupied, switches wrong, broken rail, or train order signal at stop.

Standard switch indicators controlled by track circuits in both directions at the house track switch at Turkey River and the east siding and Junction switch at Turkey River Jct.

These indicators show by STOP or PROCEED indication whether or not there are any trains on the circuit. In accordance with Rule 512 the indicators do not in any way relieve enginemen and trainmen from protecting their train as required by the rules.

When the switch indicators show PROCEED indication Turkey River Junction to West Union subdivision trains will have the right to use main track between Turkey River and Turkey River Junction protecting against first class trains.

INSTRUCTIONS GOVERNING REMOTE CONTROL AND SPRING SWITCHES AT WEST END OF DOUBLE TRACK AT LA CROSSE.

The switch at the end of double track approximately 1,000 feet west of the Roundhouse at La Crosse will be electrically interlocked and controlled from the telegraph office at Copeland Avenue, and the switch that connects the west end of the westward main track with the lead track will be a spring switch. The normal position of the spring switch is for the lead. When the spring switch has not been lined for a westward movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch unless the switch is thrown by hand. Trains or engines moving over the interlocked switch or the spring switch will be governed by interlocking signal. All interlocking rules apply to these signals. When the interlocking sig-

nals indicate STOP and for any reason cannot be cleared, train or engine may proceed only on proper authority from the Operator at Copeland Ave. and at restricted speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. Telephone for communicating with the Operator at Copeland Ave. is located at the interlocked switch. Switching movements in the interlocking limits may be made only on authority of the Operator at Copeland Ave. In case of failure of the interlocked switch, the two lever stand can be operated by hand as per instructions which are placed in the telephone box and on the plate on cover of the switch machine but the interlocked switch should be operated by hand only under the authority and direction of the Operator at Copeland Ave. When the signal governing a movement over the spring switch indicates STOP, in addition to observing other rules. No movement must be made until the switch points have been examined and found to be fully closed and in proper position. The normal position of the hand operated lead switch is for track 3. For movement to or from track 4, it is necessary to line this switch before the signal governing such movement can be cleared. Failure of the interlocked switch or signals must be promptly reported to the Chief Dispatcher from the first open telegraph office where regular stop is made.

SPEED RESTRICTIONS:

Following figures indicate maximum permissible speeds at the points described under conditions named.

DUBUQUE SHOPS AND GREEN ISLAND SUB-DIVISION.

L-2b and L3 engines 15 miles per hour over bridge K-44 one-third mile east of Bellevue.

All trains 10 miles per hour through Bellevue.

L-2b and L3 engines 15 miles per hour over bridge K-96 east of Dubuque.

All trains 20 miles per hour between Jones and 17th streets, Dubuque.

LA CRESCENT AND DUBUQUE SHOPS SUB-DIVISION.

All trains 20 miles per hour over highway crossing at Eagle Point, Dubuque.

L-2b and L-3 engines 30 miles per hour over Bridge K-212 at Turkey River.

All trains 30 miles per hour around curve at bridge K-266 three-fourths mile east of east passing track switch at Guttenberg.

All trains 25 miles per hour through Guttenberg.

All trains 30 miles per hour around curve just east of bridge K-406, one-half mile west of North Wye Switch, Marquette.

All trains 20 miles per hour around the two curves at Yellow River except L-2 engines in series 8000 to 8133 ten miles per hour.

All trains 30 miles per hour around curve just east of bridge K-420, one-half mile west of west switch, Yellow River.

All trains 20 miles per hour around curve at Bridge K-522, one-half mile east of east switch at Lansing.

All trains 20 miles per hour between slow boards at Lansing. L-2b and L-3 engines 15 miles per hour over Bridge K-526 west of Lansing.

BRANCH LINES.

A-2, G-6 and G-8 engines 15 miles per hour over bridge K-1076 three-fourths mile west of Garber, K-1224 one and one-half miles east of Volga City, also K-1270 and K-1278 located three miles and one mile east of Lima.

All trains 15 miles per hour over bridges K-1368 one-fourth mile east of Bluff Springs, K-1378 one and one-fourth miles west of Bluff Springs and K-1390 one and one-fourth mile east of Waterville.

All trains 15 miles per hour over bridge K-1832 just east of Junction on Reno-Preston Line.

MISCELLANEOUS: TRACK RESTRICTIONS.

Bellevue: K-1 or larger engines must not go beyond coal shed just west of mill on mill track.

Spechts Ferry: Class L-2 or heavier engines must not be used on house track.

No. Buena Vista: Class L-2 or heavier engines will move carefully on house track. Class F-engines move carefully entering this track.

Waukon Jct.: Class L-2 or heavier engines must not be used on storage track.

Division: During rainy weather or when frost is going out and material is likely to fall from the bluffs onto tracks, reduce speed and keep sharp lookout at all dangerous places.

Preston: On account of close clearance on the highway between main track and side track serving the Preston Crushed Stone Company located about 2040 feet east of Preston station, all trains must approach that point under control and take every possible precaution to prevent accident to vehicles or pedestrians on this highway.

**WESTWARD--LA CRESCENT AND DUBUQUE SHOPS SUBDIVISION--EASTWARD**

SECOND CLASS				FIRST CLASS			Capacity of Sidings in Cars	Distance from Dubuque Shops	STATIONS	Distance from LaCrosse	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule, Page 5	FIRST CLASS		SECOND CLASS							
63	67	89	303	9	35	3								4	38	62	60	76	368	68	168	78	
Time Freight	Time Freight	Time Freight	Mixed	Passenger	Passenger	Passenger	Sidings	Other Tracks	In Effect 12:01 a. m., January 31, 1937	Time Freight	Time Freight	Time Freight	Mixed	Time Freight	Time Freight	Time Freight							
Daily	Daily	Daily	Daily	Daily Except Sun.	Daily Except Sun.	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily Except Sun.	Sunday Only	Sunday Only
L 5.15 <sup>PM</sup>	L 2.30 <sup>PM</sup>	L 6.50 <sup>AM</sup>		L 8.05 <sup>PM</sup>	L 6.22 <sup>AM</sup>	L 3.43 <sup>AM</sup>		Yard		DUBUQUE SHOPS	118.5	DS		BCDKRSTWZ	A 3.30 <sup>PM</sup>	A 7.50 <sup>PM</sup>	A 4.50 <sup>AM</sup>	A 7.45 <sup>AM</sup>	A 1.45 <sup>PM</sup>		A 6.55 <sup>PM</sup>	A 6.05 <sup>PM</sup>	A 5.15 <sup>AM</sup>
5.24	2.45	7.19		8.15			101	35	4.5	EDMORE	114.0		No Office		3.17	7.41		7.19 <sup>89</sup>	1.20		6.46	5.48	5.05
5.35 <sup>168</sup>	3.05 <sup>4</sup>	7.33		f 8.26	f 6.42		72	3	11.1	SPECHTS FERRY	107.4	SF	8:00PM to 11:00AM		f 3.05 <sup>67</sup>	7.30		7.05	1.03		6.36	5.35 <sup>63</sup>	4.54
5.46	3.17	7.46		8.37			78		17.8	CAMERON	100.7		No Office		2.52	7.19		6.51	12.44		6.25	5.23	4.43
5.48	3.19	7.48		f 8.40	f 6.56			8	18.9	WAUPETON	99.6		No Office		f 2.50	f 7.17		6.49	12.31		6.23	5.21	4.41
5.54	3.27	7.56		f 8.47	s 7.04	4.19 <sup>62</sup>	57	6	22.6	NORTH BUENA VISTA	95.9	B	3:30PM to 6:30AM		s 2.41	f 7.09	4.19 <sup>3</sup>	6.41	12.18		6.16	5.14	4.35
6.03	3.37	8.05		f 8.55	s 7.15		24	26.8	4.2	TURKEY RIVER	91.7	J	3:30PM to 11:30AM		s 2.31	s 7.01		6.31	12.03		6.09	5.06	4.28
6.07 <sup>68</sup>	3.40	8.07		8.59		4.27 <sup>78</sup>	78	39	27.2	TURKEY RIVER JCT	91.3		No Office	DJTW	2.24	6.58		6.29	12.01 <sup>PM</sup>		6.07 <sup>63</sup>	5.05	4.27 <sup>3</sup>
6.20	4.01	8.24		s 9.15	s 7.31	s 4.37	80	49	33.5	GUTTENBERG	85.0	RG	6:00PM to 2:00AM	W	s 2.12	s 6.47	3.47	6.15	11.40		5.57	4.53	4.14
6.38 <sup>38</sup>	4.15	8.34		9.23			75		38.1	ECKARDS	80.4		No Office		2.02	6.38 <sup>63</sup>		6.05	11.26		5.50	4.45	3.52
6.49	4.35 <sup>168</sup>	8.45		f 9.33	s 7.48		75	8	43.2	CLAYTON	75.3	X	4:00PM to 7:00AM		s 1.53	f 6.29		5.55	11.16		5.41	4.35 <sup>67</sup>	3.43
6.58	4.47	8.51		9.39			77	6	46.0	SNY MAGILL	72.5		No Office		1.45	6.22		5.48	11.10		5.36	4.22	3.39
7.10	5.02	9.03		f 9.52	s 8.04	s 5.17	52	15	52.0	MCGREGOR	66.5	V	4:15PM to 7:15AM		s 1.35	s 6.12		5.35	10.55		5.26	4.10	3.29
7.20	5.15 <sup>38-68</sup>	9.15 <sup>78</sup>	L 6.15 <sup>AM</sup>	A 10.05 <sup>PM</sup>	s 8.19	A 5.30 <sup>AM</sup>	130	Yard	53.4	MARQUETTE (C. M. ST. P. & P. CROSSING)	65.1	WS		MBJRY	L 1.25 <sup>PM</sup>	s 6.05 <sup>67</sup>		5.30 <sup>3</sup>	10.50 <sup>89</sup>	A 12.25 <sup>PM</sup>	5.22 <sup>67</sup>	4.05	3.25
A 7.45 <sup>PM</sup>									54.0	MARQUETTE YARD	64.5		No Office	BCDJTWZ			L 3.10 <sup>AM</sup>	L 5.25 <sup>AM</sup>			L 5.20 <sup>PM</sup>	L 4.00 <sup>PM</sup>	
	6.05	10.09	6.23				29	0	56.7	YELLOW RIVER	61.8		No Office			5.43			9.40	12.13			2.26
	6.15	10.18	A s 6.33 <sup>AM</sup>		f 8.35		87	42	61.0	WAUKON JUNCTION	57.5	AU	3:30PM to 6:30AM	DJWY	s 5.35				9.30	L 12.03 <sup>PM</sup>			2.12
	6.23	10.26			s 8.43		100	40	64.9	HARPERS FERRY	53.6	H	5:00PM to 8:00AM		s 5.27				9.20				2.02
							5		69.3	OAK SPRINGS	49.2		No Office										
	6.40	10.42			f 8.54 <sup>76</sup>		35	0	72.6	HEYTMANS	45.9		No Office		f 5.17				8.54 <sup>35</sup>				1.46
	7.02	10.58			s 9.11		49	63	80.2	LANSING	38.3	SN	5:00PM to 8:00AM		s 5.05				8.25				1.30
	7.20	11.14			9.23		78		86.7	KAINS	31.8		No Office		4.53				7.40				1.15
	7.35	11.24			s 9.33		80	99	91.6	NEW ALBIN	26.9	NA	4:15PM to 7:15AM		s 4.45				7.20				1.03
	7.55	11.41			s 9.50		78	51	99.1	RENO	19.4	RO	5:00PM to 8:00AM	CDJWY	s 4.33				6.40				12.45
	8.10	11.55			f 10.01		32	10	106.0	BROWNSVILLE	12.5		No Office		s 4.22				6.10				12.20
	8.27	12.05 <sup>PM</sup>			10.11		74		111.1	NORMA	7.4		No Office		4.14				5.45				12.10 <sup>AM</sup>
	A 8.55 <sup>PM</sup>	A 12.55 <sup>PM</sup>			A 10.21 <sup>AM</sup>		33		115.7	LA CRESCENT (C. M. ST. P. & P. CROSSING)	2.8	GN	11:30PM to 7:30AM	JRY	L s 4.07 <sup>PM</sup>			L 5.30 <sup>AM</sup>					L 11.55 <sup>PM</sup>
					s 10.30 <sup>AM</sup>				116.5	BRIDGE SWITCH [DRAW BRIDGE]	2.0		No Office										
									118.1	WEST WYE SWITCH	0.4	BK											
	A 9.30 <sup>PM</sup>	A 1.30 <sup>PM</sup>			A 10.40 <sup>AM</sup>				118.5	LA CROSSE		AD		BCDJRSTWYZ	L 4.00 <sup>PM</sup>			L 4.30 <sup>AM</sup>					L 11.00 <sup>PM</sup>
2.30	7.00	6.40	0.18	2.00	4.18	1.47				Schedule Time					2.05	3.50	1.40	2.20	9.15	0.22	1.35	2.05	6.15
21.6	16.9	17.7	25.3	27.0	27.6	29.9				Average Speed per Hour					25.6	30.9	32.3	23.0	12.8	20.7	34.1	25.9	19.0

Trains Must Not Exceed Maximum Speed Of 40 Miles Per Hour

**SPECIAL RULES: EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS (See Special Rules on Pages 2 and 5)**

991  
618  
3/5

2329  
24  
268

5314  
48  
10/5

1130

9/30/37

**4 WESTWARD-TURKEY RIVER AND WEST UNION SUBDIVISION-EASTWARD**

SECOND CLASS 235	Capacity of Sidings in Cars		Distance from Turkey River Junction	Time Table No. 11 In Effect 12:01 a. m. January 31, 1937	Distance from West Union	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	THIRD CLASS 268
	Sidings	Other Tracks							
Mixed Daily Except Sun.				<b>STATIONS</b>					
L 7.30AM	17			TURKEY RIVER JUNCTION	58.3		No Office	DJTW	A 2.15PM
s 7.37	18	2.2	2.2	MILLVILLE	56.1		No Office		s 2.06
s 7.57	24	8.1	5.9	OSTERDOCK	50.2	Z	4:30PM to 7:30AM		s 1.50
s 8.19	25	14.9	6.8	GARBER	43.4	K	5:00PM to 8:00AM		s 1.25
s 8.40	24	23.4	8.5	LITTLEPORT	34.9	W	5:00PM to 8:00AM		s 12.57
s 8.57	15	27.5	4.1	MEDERVILLE	30.8		No Office		s 12.38
s 9.02	6	30.5	3.0	OSBORNE	27.8		No Office		s 12.28
s 9.22	38	36.8	6.3	VOLGA CITY	21.5	VI	5:00PM to 8:00AM	CDW	s 12.10PM
s 9.48	18	44.6	7.6	WADENA	13.7	WA	5:00PM to 8:00AM		s 11.45
s 10.07	16	50.9	6.3	LIMA	7.4		No Office		s 11.25
A 10.32AM	40	58.3	7.4	WEST UNION		UN	5:00PM to 8:00AM	KRTW	L 11.05AM
3.05				Schedule Time					3.10
18.9				Average Speed per Hour					18.4

Trains Must Not Exceed Maximum Speed of 25 Miles Per Hour.

**SPECIAL RULES**

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
(See Special Rules on Page 2)

**WESTWARD-WAUKON JUNCTION AND WAUKON SUBDIVISION-EASTWARD**

SECOND CLASS 303	Capacity of Sidings in Cars		Distance from Waukon Jct.	Time Table No. 11 In Effect 12:01 a. m. January 31, 1937	Distance from Waukon	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	THIRD CLASS 368
	Sidings	Other Tracks							
Mixed Daily				<b>STATIONS</b>					
L 6.50AM	22			WAUKON JUNCTION	22.8	AU	3:30PM to 6:30AM	BDJRWY	A 11.59AM
f 7.05	11	4.4	4.4	BLUFF SPRINGS	18.4		No Office		f 11.44
s 7.20	21	9.4	5.0	WATERVILLE	13.4		No Office		s 11.28
f 7.33	12	14.5	5.1	ROSSVILLE	8.3		No Office		f 11.10
	9	21.0	6.5	WAUKON DBLG. SPUR	1.8		No Office		
As 8.30AM	68	22.8	1.8	WAUKON		WN	5:00PM to 8:00AM	DRT	L 10.50AM
1.40				Schedule Time					1.09
13.7				Average Speed per Hour					19.8

Trains Must Not Exceed Maximum Speed of 25 Miles Per Hour.

**SPECIAL RULES**

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
(See Special Rules on Page 2)

**SUNDAY HOURS FOR TELEGRAPHERS:**

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletins. When so changed all concerned will note same in pencil on their copy of time table.

Station	Sunday Hours	Station	Sunday Hours
Green Island	Continuous	Guttenberg	2:00 AM to 10:00 AM
Bellevue	2:00 AM to 4:00 AM 8:00 AM to 10:00 AM 8:00 PM to 10:00 PM	Marquette	Continuous
Gordons Ferry	4:00 AM to 6:00 AM	LaCrescent	7:30 AM to 9:30 AM 6:45 PM to 8:45 PM
Dubuque Shops	Continuous	Waukon	9:30 AM to 11:30 AM
Spechts Ferry	2:30 PM to 4:30 PM		

Communication can be had with Dispatcher on telephones located as follows:

Brownsville—Depot.	Eckards—West end of siding.	No. Buena Vista—Freight House.	Edmore—Pit track switch.
Kains—East end of siding.	Turkey River Jct.—Phone box west end of pump house.	Waupeton—Freight house.	Cattese—East end of siding.
Heytman—Depot.	Turkey River—Section Foreman's house.	Spechts Ferry—Phone box on pole at west end of depot.	Wilkins—East end of siding.
Sny Magill—West end of siding.			Gordons Ferry—Depot.
			Smiths—East end of siding.
			Bellevue—Depot

**WESTWARD - RENO AND PRESTON SUBDIVISION - EASTWARD**

THIRD CLASS 433	SECOND CLASS		Capacity of Sidings in Cars		Distance from Reno	Time Table No. 11 In Effect 12:01 a. m., January 31, 1937	Distance from Preston	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule, Page 5	FIRST CLASS 404	SECOND CLASS 472	SECOND CLASS 422
	405	471	Sidings	Other Tracks									
Mixed Daily Except Sun.	Mixed Daily Except Sun.	Mixed Daily Except Sun.				<b>STATIONS</b>							
L 5.45PM	L 9.58AM	L 9.58AM	22	7		RENO	57.5	RO	5:00PM to 8:00AM	BCDJRWY	As 8.55AM	As 5.20PM	
s 5.56	s 10.14	s 10.14	16	5.1	5.1	FREEBURG	52.4		No Office		s 8.40	s 5.05	
6.08	10.31	10.31	7	10.7	5.6	EGBERT	46.8		No Office		8.24	4.42	
s 6.22	s 10.55	s 10.55	9	44	3.3	CALEDONIA	43.5	DO	4:45PM to 7:45AM	DW	s 8.15	s 4.30	
f 6.44	f 11.15	f 11.15	7	21.2	7.2	WILLINGTON GROVE	36.3		No Office		f 7.55	f 4.08	
s 6.55	s 11.27	s 11.27	27	23.8	2.6	SPRING GROVE	33.7	SG	4:30PM to 7:30AM	DW	s 7.50	s 4.00	
			6	27.3	3.5	NEWHOUSE DBLG. SPUR	30.2		No Office				
f 7.10	f 11.42	f 11.42	9	28.9	1.6	NEWHOUSE	28.6		No Office		f 7.36	f 3.43	
s 7.25	s 12.05PM	s 12.05PM	20	32.7	3.8	MABEL	24.8	MO	4:00PM to 7:00AM	DW	s 7.27	s 3.35	
s 7.42	s 12.25	s 12.25	14	38.2	5.5	PROSPER	19.3	RS	4:00PM to 7:00AM		s 7.14	s 3.20	
s 7.53	s 12.40	s 12.40	24	41.8	3.6	CANTON	15.7	CN	3:45PM to 6:45AM	W	s 7.04	s 3.10	
s 8.08	s 1.05	s 1.05	36	46.6	4.8	HARMONY	10.9	HA	3:30PM to 6:30AM	DW	s 6.53	s 2.55	
f 8.23	f 1.20	f 1.20	6	51.3	4.7	HUTTON	6.2		No Office		f 6.40	f 2.40	
8.40	L 9.57PM	L 9.57PM		56.6	5.3	JUNCTION	0.9		No Office	J	6.28	2.25	A 9.01PM
As 8.45PM	As 10.05PM	As 10.05PM	39	57.5	0.9	PRESTON		AX	3:00PM to 6:00AM	BCRTW	L 6.25AM	L 2.20PM	L 8.55PM
3.00	0.08	3.47				Schedule Time					2.30	3.00	0.06
19.1	6.7	15.2				Average Speed per Hour					23.0	19.1	9.0

Passenger Trains Must Not Exceed Maximum Speed of 30 Miles Per Hour:  
Freight Trains 25 Miles Per Hour.

**SPECIAL RULES**

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
(See Special Rules on Page 2)

**WESTWARD - ISINOURS AND JUNCTION SUBDIVISION - EASTWARD**

SECOND CLASS 405	Capacity of Sidings in Cars		Distance from Isinours	Time Table No. 11 In Effect 12:01 a. m., January 31, 1937	Distance from Junction	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule, Page 5	SECOND CLASS 422
	Sidings	Other Tracks							
Mixed Daily Except Sun.				<b>STATIONS</b>					
L 9.40PM	31	42		ISINOURS	5.2		No Office	JT	A 9.25PM
L 9.43PM			0.7	ISINOURS JUNCTION	4.5		No Office		A 9.20PM
A 9.57PM			5.2	JUNCTION			No Office	J	L 9.01PM
0.17				Schedule Time					0.24
18.3				Average Speed per Hour					13.0

Passenger Trains Must Not Exceed Maximum Speed of 30 Miles Per Hour:  
Freight Trains 20 Miles Per Hour.

**SPECIAL RULES**

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
(See Special Rules on Page 2)

**TRAIN DISPATCHERS**

O. A. RAMPSON  
V. W. McCURDY  
E. W. OLSON  
H. M. WILKINSON  
W. J. RELLIHAN  
E. J. CRAWFORD,  
Chief Dispatcher

## SPECIAL RULES

### YARD LIMITS AT

Green Island.....	Extend from 5,300 feet west of Iowa Division R. R. Crossing to Iowa Division R. R. Crossing.
Bellevue.....	Extend from 1,000 feet east of East Switch at Park Siding to 5,500 feet west of west passing track switch North Bellevue.
Dubuque.....	Extend from 2,000 feet west of Eagle Point Lime Works switch to 4,000 feet east of I. C. Ry. Crossing at South Junction.
Marquette.....	5,000 feet west of west passing track switch at Marquette to 2,000 feet east of east passing track switch at McGregor.
Reno.....	Extend from 3,500 feet east of East Wye switch to 2,000 feet west of west passing track switch.
La Crescent.....	Extend from 2,000 feet east of west crossover from Dub-III Main Track to I. & S. M. Main Track to Junction Switch.
Waukon Junction.....	Extend from 2,000 feet west of west storage track switch on branch to main Line Switch.
Waukon.....	Extend from 2,000 feet east of east switch leading to new Stock Yard to end of main line.
Turkey River Jct.....	Extend from 2,000 feet west of west switch on branch to Junction Switch.
West Union.....	Extend from 2,000 feet east of east switch to C. R. I. & P. transfer switch.
Reno.....	Extend from 2,000 feet west of west scale track switch on branch to Junction Switches.
Preston.....	Extend from 200 feet east of Junction on Reno-Preston Subdivision to end of main line.

### TONNAGE RATING

BETWEEN GREEN ISLAND AND LA CRESCENT — BOTH DIRECTIONS  
L-2 engine. 6000 tons. G-8 - K-1s - F-3 - 3500 tons. F-5 - 3700 tons.

WESTWARD			BRANCH LINES			EASTWARD		
From	To		G-4	G-5s	G-6s	From	To	
Turkey River Jct.	Volga City	1175				West Union	Lima	535
Volga City	Wadena	910				Lima	Turkey River Jct.	1610
Wadena	West Union	535				Waukon	Waukon Jct.	1500
Waukon Junction	Rossville	575	750			Preston	Harmony	390
Rossville	Waukon	350	425			Harmony	Mabel	900
*Reno	Caledonia	200	275	350		Mabel	Spring Grove	370
Caledonia	Spring Grove	370	500	625		Spring Grove	Caledonia	900
Spring Grove	Mabel	1200	1550	1930		Caledonia	Reno	1500
Mabel	Prosper	200	275	350		Preston	Isinours	1200
Prosper	Preston	1200	1550	1930				
Isinours	Preston	1000	1300	1625				

\*Cars for Freeburg and Egbert in addition to this. This Rating Subject to Change by Instruction from Chief Dispatcher.

### COMPANY SURGEONS LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago	†Dr. A. R. Metz, Chief Surgeon	Chicago, Ill.	Union Station ..... Central 7600
Chicago	†Dr. R. Householder, Asst. to Chief Surgeon	Chicago, Ill.	Washington Blvd. .... Seeley 1640
Chicago	†Dr. James F. De Pree, Asst. to Chief Surgeon	Chicago, Ill.	Washington Blvd. .... Seeley 1640
Chicago	Drs. Wescott and Wescott (Oculists)	Chicago, Ill.	30 N. Michigan ..... Dearborn 3127
Chicago	Dr. L. F. McBride (Aurist)	Chicago, Ill.	122 S. Michigan ..... Wabash 2272
Chicago	Dr. H. A. Hooper (Dentist)	Chicago, Ill.	53 E. Washington ..... State 0509
Savanna	†J. B. Schreiter	Savanna	B 344 ..... Savanna B 190
Savanna	†E. C. Turner	Savanna	B 315 ..... Savanna B 33
Sabula	F. D. Ayers	Main St.	51 ..... Main St. 51
Bellevue	J. C. Dennison	Bellevue	R 41 ..... Bellevue W 41
Bellevue	E. A. Hanske, Asst.	Bellevue	19 ..... Bellevue 40
Dubuque	†John C. Hancock	1105 Highland	217 ..... 210 B. & I. Bldg. 699
Dubuque	†J. B. Heles	116 Alpine	446 ..... 1200 Main 736
Dubuque	G. W. Hoag (Dentist)	110 Fremont	2128 ..... 973 Main B 1815
Dubuque	John A. Thorsen (Oculist)	195 Fremont	2108 ..... 605 Roshek Bldg. 372
Guttenberg	C. W. Duffin	Guttenberg	Guttenberg
Guttenberg	A. E. Beyer	Guttenberg	66 ..... Guttenberg 66
McGregor	†E. C. Meggers	McGregor	163 ..... Hospital 163
McGregor	A. C. Brooks	McGregor	McGregor 46 J
McGregor	W. H. Thomas	McGregor	139 ..... McGregor 41
Lansing	J. W. Thornton	Diagonal St.	39 R ..... Diagonal St. 39 R
LaCrosse	*J. J. Egan	130 So. 14th St.	200-3 S. .... 500 Batavian Bk. Bldg. 200
LaCrosse	†J. E. McLoone	118 No. 16th St.	588 ..... 500 Batavian Bk. Bldg. 200
LaCrosse	F. A. Douglas (Oculist)	140 So. 20th St.	2469 M ..... 303 State Bk. Bldg. 2254 A
LaCrosse	S. Gunderson	218 So. 14th St.	545 ..... 1836 South Ave. 3500
Elkport	F. J. Kriebs	Elkport, Main & Bluff	10 ..... Elkport, Main & Bluff 10
Littleport	J. C. Brown	Littleport	5 Long ..... Littleport Interstate 20
Volga City	J. A. Cahill	Adams Bldg.	10 ..... Adams Bldg. 10
West Union	T. A. King	118 Maple Ave.	188 ..... Vine St. 188
Waukon	C. W. Rominger	202 Lincoln	206 ..... 2 Clinton St. 111
Harmony	Norman Anderson	Jefferson St.	80 R 3 ..... Main St. 80 R 2
Preston	Carl W. Krause	Preston, Minn.	7 ..... Preston, Minn. 53

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

### WATCH INSPECTORS

E. L. Scheppele.....	Dubuque	Glynn Cremer.....	La Crosse	Ed Kummen.....	Preston
R. M. Garrett.....	Savanna	C. B. Wright & Son.....	No. La Crosse	Kelly's Watch Shop.....	Waukon
C. F. Saengling.....	McGregor	O. W. Heiserman.....	West Union		

## MARQUETTE:

A spring switch is located at the south yard switch approximately 1400 feet east of the Madison Divn. R. R. crossing at Marquette. The normal position of this switch is for the main line. Eastward trains trailing through this switch from yard track to the main line will make no movement in the reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand. A color light dwarf signal located just east of the spring switch will indicate position of switch for westward trains. Trains finding this signal at stop in addition to observing other rules will examine switch to know that points are fully closed and in proper position before passing over same. Trains in either direction will not exceed a speed of twenty (20) miles per hour over the spring switch. Failure of the signal must be promptly reported to the Train Dispatcher at the first open telegraph office where regular stop is made. The dwarf signal and concrete foundation located between the main line and the passing track just south of the new spring switch does not clear a man on the side of a car.

## GENERAL INSTRUCTIONS

### SYMBOLS

B—Bulletin	G—Railroad Crossing protected by gates	K—Connection with foreign road	O—Oil	T—Turntable
C—Coal	I—Interlocking	M—Railroad Crossing protected by signals	P—Dispatchers' telephone	W—Water
D—Drenching Tower	J—Junction		R—Register	Y—Wye
E—Refreshments			S—Standard Clock	Z—Track scales

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage-men, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read:—Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows:—If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulling Order No. \_\_\_\_\_

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L, instead of starting the first of the long sounds at the whistle post, the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz:—between

Marquette and LaCrescent  
Waukon Junction and Waukon  
Reno, Preston and Isinours.  
Turkey River Junction and West Union

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:—"No. \_\_\_\_\_ left \_\_\_\_\_ at \_\_\_\_\_ M and has not passed \_\_\_\_\_." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and enginemen must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on siding, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employes, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their enginemen to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report.

Employees are prohibited from riding:

- (a) On engine footboards between engine and car when cars are being pushed.
(b) On leading footboard while coupling engine to cars.
(c) On engine pilots.
(d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
(e) On ends of cars containing loads which may shift.
(f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
(g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Table with 2 columns: Signal Name and Description. Includes HOT JOURNAL, BRAKES STICKING, BROKEN WHEELS, DEFECTIVE TRUCK, DRAGGING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOORS OR ANY OTHER DANGEROUS CONDITIONS.

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. left M and has not passed. You may proceed to with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in the case of passenger train, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows: INDICATION—Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed. NAME—Approach Signal.

- In this connection the following special rule defining speeds is adopted:
Normal Speed—The maximum speed authorized by time table in territory involved.
Medium Speed—One-half the authorized maximum speed.
Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch or stand plate.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position—light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 954 and 1035 of the Rules and Regulations of the Operating Department are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown. Rule D-86 is eliminated.

Rule 942 of the Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

Employees must not handle or board cars or engine that bear "Bad Order" cards, without first ascertaining the nature of the defect, that they may guard against injury.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph: If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

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

SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distant is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

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

Table with 2 columns: Location and Miles Per Hour. Locations include Between LaCrescent and Green Island, Between Reno and Preston, etc.

Trains handling lumberwood unloaders will not exceed speed of fifteen (15) miles per hour at any point. Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan Spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds.

Table with 2 columns: Location and Miles Per Hour. Locations include Between LaCrescent and Green Island, Between Reno and Preston, etc.

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty (60) miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

MARQUETTE

SPECIAL RULES

Movements over the railroad crossing at Marquette will be governed by manually controlled color light type dwarf home signals displaying indications in accordance with Rules 602-A and 602-G.

These signals are located approximately 100 ft. from the crossing and on the right hand side of track except that the signal governing westward movements on the D & I Division main track and the signal governing eastward movements on the D & I Division siding are located on the left hand side of track.

Trains or engines will approach the crossing under control prepared to stop before reaching the crossing, but when the home signal indicates "Proceed", they may proceed over the crossing at a speed not in excess of 10 miles per hour. When the home signal governing movements on the D & I Division main track or siding indicates "Stop" and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and operate the Time Release located in the box marked "RELEASE" which is locked with a switch lock. Instructions for operating the release are posted inside of this box. In case the operation of the Time Release does not change the indication of the home signal to "Proceed" the trainman at the crossing, after having made certain that no immediate train or engine movement is evident on the Madison Division main track, may signal his train or engine to proceed over the crossing. Under such conditions the movement must be made at slow speed and under the protection of the trainman at the crossing.

When the home signal governing movements on the Madison Division main track indicates "Stop" authority to proceed must be obtained from the bridge tender at the drawbridge. Under such conditions the movement must be made at slow speed and under the protection of a trainman at the crossing.

These signals do not control movements onto the drawbridge. Failure of the home signal must be promptly reported to the Chief Dispatcher from the first open telegraph office where regular stop is made.

MISSISSIPPI DRAW BRIDGE, BRIDGE SWITCH

Eastward and westward home signals governing movements over the Mississippi River Draw Bridge, east of Bridge Switch, have been replaced by upper quadrant semi-automatic home signals and smash boards.

Trains moving over the Drawbridge will be governed by the home signals, the aspects and routing of which are as shown on diagrams on bulletin boards. Interlocking rules in "Book of Rules and Regulations" apply to those signals.

When the home signals indicate "Stop" and for any reason cannot be cleared, trains may proceed only on hand signal from the bridge tender and at slow speed expecting to find a broken rail, obstruction or switch not properly set.

Failure of the signals or smashboards must be promptly reported to the Chief Dispatcher from the first open Telegraph Office where regulars stop is made. The "diagrams" mentioned above will be found on bulletin boards at La Crosse.