MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Savanna, Ill	Dr. J. B. SCHREITER	Local Surgeon.
Galena, Ill	Dr. E. M. BENCH	Local Surgeon.
Dubuque, Iowa	Dr. R. R. HARRIS	Local Surgeon.
East Dubuque, Ill	Dr. U. S. LEWIS	Local Surgeon.
Prairie du Chien, Wis	Dr. O. E. SATTER	Local Surgeon.
La Crosse, Wis	Dr. R. H. GRAY	Medical Examiner.
La Crosse, Wis	Dr. GUNNAR GUNDERSEN	Local Surgeon.
La Crosse, Wis	Dr. SIGURD B. GUNDERSEN	Local Surgeon.
La Crosse, Wis	Dr. JAMES E. McLOONE	Local Surgeon.
La Crosse, Wis	Dr. L. W. EIDAM	Oculist.
Trempealeau, Wis	Dr. LESTER C. WEST	Local Surgeon.
Winona, Minn	Dr. JOHN D. KEYES	Local Surgeon.
Redwing, Minn	Dr. ARNOLD E. JOHNSON	Local Surgeon.
Alma, Wis	Dr. J. S. TENNEY	Local Surgeon.
Prescott, Wis	Dr. GEO. M. DILL	Local Surgeon.
St. Paul, Minn	Dr. ARTHUR W. IDE	Medical Examiner.
St. Paul, Minn	Dr. J. W. JESION	Local Surgeon.
St. Paul, Minn	Dr. L. A. NELSON	Oculist.
Minneapolis, Minn	Dr. R. C. WEBB	Surgeon.
Minneapolis, Minn	Dr. IVAR SIVERTSEN	Local Surgeon.
Minneapolis, Minn	Dr. R. I. RIZER	Consultant.
Minneapolis, Minn	Dr. F. J. PRATT, JR	Oculist.

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

In cases 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, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to tresspassers, 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 tresspasser should not, except in an 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 had been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears it clearly and immediately demanded. 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.

R. B. KEPNER, M. D.
Medical Director Relief Department, Chicago.

O. H. HORRALL, M. D.
Chief Surgeon, Chicago.

J. H. AYDELOTT,
General Manager, Chicago.

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

W. E. HAIST,
Superintendent, Aurora, Ill.

J. E. CARROLL.
Assistant Superintendent, Dayton's Bluff, Minn.

P. F. THOMAS,
Assistant Superintendent, North La Crosse.

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

L. C. TWYMAN,
Assistant Superintendent Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LA CROSSE DIVISION

OF THE

EASTERN DISTRICT

No. 44

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

SUNDAY, JANUARY 28, 1940

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.

THE GUNTHORP-WARREN PRINTING COMPANY, 210 WEST JACKSON, CHICAGO

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

LA CROSSE DIVISION. **TIME TABLE No. 44.** **EFFECTIVE JANUARY 28, 1940.**

FIRST CLASS													FREIGHT TRAINS	
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight
147	23	45	21	151	49	51	47							81	97
P.M. L11.30	P.M. L 5.33	P.M. L 1.38	A.M. L11.01	A.M. L10.07	A.M. L 2.11	A.M. L 1.56	A.M. L12.42	B.C.K.O.R. T.W.Yd.	143.68	SAVANNA TOWER	Yard	Yard	Continuous.	A.M. L 6.00	P.M. L 4.30
									144.64	0.96 R. R. Crossing (Interlocked)					
									144.85	0.21 R. R. Crossing (Interlocked)					
A11.40 P.M.	5.37	1.43	11.05	A10.15 A.M.	2.16	2.01	12.47	B.K.R.W. Yd.	145.64	0.79 SAVANNA		34	Continuous.		
	5.38	1.50	11.06		2.21	2.06	1.02		150.68	5.04 MARCUS		15	No Office.		
		s 2.00							153.65	2.97 PROVING GROUND			No Office.		
		2.06			2.36	2.21	1.15		158.16	4.51 WHITTON	E125	31	No Office.		
									163.51	5.35 BLANDING		28	No Office.		
	5.58	2.20	11.26		2.50	2.35	1.28	K.W.Yd.	171.60	8.09 GALENA JCT.	115	70	Continuous.		
		2.22			2.52	2.37	1.30		172.36	0.76 PORTAGE			Continuous.		

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

	s 6.14	s 2.44	s11.42		s 3.08	2.53	s 1.53	W.Yd.	185.06	12.70 EAST DUBUQUE	140	56	Continuous.		
									185.27	0.21 R. R. Crossing (Interlocked)					
	6.27	s 3.03	11.54		3.25	3.10	f 2.10		199.28	14.01 POTOSI	125	75	8:30 a.m. to 5:30 p.m.		
		f 3.11	P.M.		3.31	3.16	2.16		205.47	6.19 McCARTNEY		13	No Office.		
	6.37	s 3.22	12.03		3.39	3.24	s 2.27		213.01	7.54 CASSVILLE	125	70	8:30 a.m. to 5:30 p.m.		
		s 3.35			3.49	3.34	2.36		222.80	9.79 GLEN HAVEN		21	8:30 a.m. to 5:30 p.m.		
	6.50	s 3.43	12.12		3.55	3.40	2.41	C.W.Yd.	228.36	5.56 BAGLEY	125	15	8:30 a.m. to 5:30 p.m.		
		f 3.48							231.99	3.63 WYALUSING		7	No Office.		
									235.56	3.57 PORTS			No Office.		
	6.56	3.54	12.17		4.04	3.49	2.51		236.97	1.41 CRAWFORD		14	Continuous.		
										R. R. (Crossing Interlocked)					
	s 7.00	s 4.04	s12.21		s 4.17	s 4.02	s 3.05	W.Y. Yd.	239.67	2.7 PRAIRIE DU CHIEN	W125 E90	130	8:30 p.m. to 5:30 a.m.		
									247.35	7.68 CHARME		5	No Office.		
		s 4.24			4.34	4.19	3.20		254.42	7.07 LYNXVILLE		15	8:00 a.m. to 5:00 p.m.		
	7.19	s 4.35	12.40		4.42	4.27	3.27	W.	262.16	7.74 FERRYVILLE	125	22	8:30 a.m. to 5:30 p.m.		
		s 4.46			4.50	4.35	3.34		270.09	7.71 DE SOTO		15	8:30 a.m. to 5:30 p.m.		
		f 4.52			4.54	4.39	3.38		274.09	4.00 VICTORY		15	No Office.		
		s 5.01			5.00	4.45	3.44		280.75	6.66 GENOA		8	8:15 a.m. to 5:15 p.m.		
		f 5.09			5.06	4.51	3.50		286.82	6.07 STODDARD	E86	20	8:30 a.m. to 5:30 p.m.		
									293.37	6.55 CALVERT		7	No Office.		
	7.44	5.19	1.04		5.14	4.59	3.58		294.78	1.41 HERRINGTON			No Office.		
	s 7.47	s 5.25	s 1.07		s 5.20	s 5.05	s 4.05		297.54	2.76 LA CROSSE			No Office.		
									299.88	2.34 R. R. Crossings (Interlocked)					
	A 7.50 P.M.	A 5.29 P.M.	A 1.10 P.M.		A 5.25 A.M.	A 5.10 A.M.	A 4.10 A.M.	B.C.K.O.R. T.W.Y.Yd.	300.16	0.28 NORTH LA CROSSE	Yard	Yard	Continuous.	A11.59 A.M.	A10.30 P.M.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily
:10 11.7	2:12 70.2	3:39 42.3	2:04 74.7	:08 14.7	3:04 50.3	3:04 50.3	3:08 49.3			SCHEDULE TIME AVERAGE SPEED AN HOUR				5:59 26.3	6:00 26.3

Double track between Savanna Tower and Ports and between Crawford and Herrington.
Automatic block system and Rules D-251, D-252 and D-254 in effect between Savanna Tower and Herrington.
No train order signal at Galena Jct. governing trains operating on Galena Branch. Conductors and Enginemen must have Clearance Form A.
No. 47 will stop at De Soto to discharge revenue passengers from Chicago.
No. 47 will stop at Proving Ground to discharge passengers from Chicago or east and Rock Island or south.
No. 47 must not exceed 35 miles an hour Sunday only when dispatching mail at Potosi.
No. 51 will stop at East Dubuque to receive passengers for west of Minneapolis.
No. 49 must not exceed 35 miles an hour when dispatching mail at Cassville, Glen Haven and Bagley.
No. 49 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 Galena; carries passengers.
Local extra leaves Savanna 6:00 A. M. daily except Sunday for North La Crosse; carries passengers East Dubuque to North La Crosse.
Draw Bridge 171.64 over Galena River at Galena Jct., interlocked.

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

LA CROSSE DIVISION. **TIME TABLE No. 44.** **EFFECTIVE JANUARY 28, 1940.**

FIRST CLASS													FREIGHT TRAINS	
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Savanna Tower	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Freight	Daily Freight
24	152	52	22	148	48	50	44							82	80
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.							A.M.	P.M.
A 8.39	A 4.29	A 4.20	A12.30	A 5.50	A 5.43	A 5.31	A 5.17	B.C.K.O.R. T.W.Yd.	.0	SAVANNA TOWER	Yard	Yard	Continuous	A 6.30	A 5.15
										0.96					
									.96	R. R. Crossing (Interlocked)					
										0.21					
									1.17	R. R. Crossing (Interlocked)					
										0.79					
8.35	L 4.24	4.15	12.26	L 5.45	5.38	5.26	5.12	B.K.R.W. Yd.	1.96	SAVANNA		34	Continuous		
8.34	P.M.	4.05	12.25	A.M.	5.28	5.16	5.02								
										5.04					
									7.00	MARCUS		15	No Office		
										2.97					
		s 3.51							9.97	PROVING GROUND			No Office		
										4.51					
		3.44			5.08	4.58	4.44		14.48	WHITTON	E125	31	No Office.		
										5.35					
		f 3.37							19.83	BLANDING		28	No Office.		
										8.09					
8.13		3.28	12.05 P.M.		4.53	4.41	4.28	K.W.Yd.	27.92	GALENA JCT.	115	70	Continuous.		
		3.26			4.51	4.39	4.26		28.68	0.76 PORTAGE			Continuous.		

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

										12.70					
s 7.59		s 3.08	s11.51		s 4.36	4.21	4.08	W.Yd.	41.38	EAST DUBUQUE	140	56	Continuous.		
										0.21					
									41.59	R. R. Crossing (Interlocked)					
										14.01					
7.45		s 2.46	11.37		4.18	4.01	3.48		55.60	POTOSI	125	75	2:00 p.m. to 4:00 p.m.		
										6.19					
		2.38			4.12	3.54	3.41		61.79	McCARTNEY		13	No Office.		
										7.54					
7.35		s 2.30	11.28		4.05	3.46	3.33		69.33	CASSVILLE	125	70	2:00 p.m. to 4:00 p.m.		
										9.79					
		s 2.18			3.55	3.36	3.22		79.12	GLEN HAVEN		21	2:00 p.m. to 4:00 p.m.		
										5.56					
7.21		s 2.10	11.15		3.50	3.29	3.14	C.W.Yd.	84.68	BAGLEY	125	15	2:00 p.m. to 4:00 p.m.		
										3.63					
		f 2.04							88.31	WYALUSING		7	No Office.		
										3.57					
									91.88	PORTS			No Office.		
										1.41					
7.14		1.57	11.08		3.39	3.14	2.58		93.29	CRAWFORD		14	Continuous.		
										R. R. Crossing (Interlocked)					
										2.7					
s 7.10		s 1.53	s11.04		s 3.35	3.10	2.53	W.Y. Yd.	95.99	PRAIRIE DU CHIEN	W125 E90	130	8:30 p.m. to 5:30 a.m.		
		f 1.39							103.67	7.68 CHARME		5	No Office.		
										7.07					
		s 1.31			3.18	2.51	2.35		110.74	LYNXVILLE		15	Closed.		
										7.74					
6.52		s 1.21	10.46		3.11	2.43	2.28	W.	118.48	FERRYVILLE	125	22	1:10 p.m. to 4:40 p.m.		
										7.71					
		s 1.11			3.04	2.35	2.21		126.19	DE SOTO		15	Closed.		
										4.00					
		f 1.05			3.00	2.31	2.17		130.19	VICTORY		15	No Office.		
										6.66					
		s12.56			2.54	2.24	2.10		136.85	GENOA		8	Closed.		
		f12.48			2.48	2.17	2.03		142.92	6.07 STODDARD	E86	20	Closed.		
										6.55					
									149.47	CALVERT		7	No Office.		
6.27		12.39	10.22		2.40	2.08	1.54		150.88	1.41 HERRINGTON			No Office.		
s 6.25		s12.35	s10.20		s 2.35	s 2.03	s 1.50		153.64	2.76 LA CROSSE			No Office.		
									155.98	2.34 R. R. Crossings (Interlocked)					
L 6.22 P. M.		L12.30 P.M.	L10.17 A.M.		L 2.30 A.M.	L 1.59 A.M.	L 1.47 A.M.	B.C.K.O.R. T.W.Y.Yd.	156.26	0.28 NORTH LA CROSSE	Yard	Yard	Continuous.	L12.35 A.M.	L12.15 P.M.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily
2:12	:05	3:35	2:08	:05	2:58	3:17	3:15			SCHEDULE TIME				5:55	5:00
70.2	23.5	43.1	72.4	23.5	52.0	47.0	47.5			AVERAGE SPEED AN HOUR				26.5	31.4

Double track between Herrington and Crawford, and between Ports and Savanna Tower.

Automatic block system and Rules D-251, D-252 and D-254 in effect between Herrington and Savanna Tower.

No train order signal at North La Crosse; no eastward train order signal at Savanna. Conductors and enginemen must have Clearance Form A.

No. 44 will stop at Cassville, No. 50 at Glen Haven and No. 48 at Bagley; to discharge revenue passengers from La Crosse or beyond and receive passengers for Savanna or beyond.

No. 44 and No. 50 will stop at Prairie du Chien and East Dubuque to discharge passengers from West of Minneapolis.

Local extra leaves Galena 12:01 P. M. daily except Sunday for Savanna; carries passengers.

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

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

LA CROSSE DIVISION. **TIME TABLE No. 44.** **EFFECTIVE JANUARY 28, 1940.**

FIRST CLASS													FREIGHT TRAINS	
		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight
		23	45	21	49	51	47							81	97
		P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	B.R.K. O.C.T.						P.M.	P.M.
		L 7.50	L 5.37	L 1.10	L 5.35	L 5.20	L 4.17	W.Y.Yd.	301.27	NORTH LA CROSSE	Yard	Yard	Continuous.	L12.15	L11.00
										1.30					
			5.41		5.39	5.24	4.21		302.57	SULLIVAN JCT.			No Office.		
										1.15					
			s 5.42						303.72	ONALASKA			No Office.		
										7.13					
			5.50		5.48	5.33	4.29		310.85	LYTLE			No Office.		
										6.64					
			s 5.59		5.56	5.41	4.35		317.49	TREMPEALEAU		9	No Office.		
										8.24					
			6.12		6.05	5.50	4.43	W. K. Yd.	325.73	EAST WINONA R. R. Crossing (Interlocked)	W125 E125	60	Continuous.		
										2.19					
		s 8.11	6.15	s 1.31	6.08	5.53	s 4.49		327.92	MINER R. R. Crossing (Auto. Interl.)			No Office.		
										5.90					
			s 6.24		6.16	6.01	4.56		333.82	FOUNTAIN CITY		20	7:30 a.m. to 4:30 p.m.		
										9.26					
		8.24	s 6.36	1.44	6.26	6.11	5.05		343.08	COCHRANE	W125 E90	30	7:30 a.m. to 4:30 p.m.		
										8.25					
			s 6.49		6.35	6.20	s 5.17	W.	351.33	ALMA		28	8:00 a.m. to 5:00 p.m.		
										7.29					
			s 7.00		6.43	6.28	5.25		358.62	NELSON	E35	32	8:00 a.m. to 5:00 p.m.		
										3.45					
		8.39	7.05	1.58	6.48	6.33	5.30		362.07	TREVINO R. R. Crossing (Interlocked)		15	Continuous.		
										.86					
									362.93	MEARS			No Office.		
										3.23					
			s 7.13		6.53	6.38	5.35		366.16	PEPIN	W23	25	8:00 a.m. to 5:00 p.m.		
										5.38					
		8.49	s 7.22	2.07	6.59	6.44	5.41	C.W.Yd.	372.54	STOCKHOLM	125	27	8:30 a.m. to 5:30 p.m.		
										6.19					
			s 7.31		7.05	6.50	5.47		378.73	MAIDEN ROCK	E33	24	7:00 a.m. to 4:00 p.m.		
										7.59					
			s 7.42		7.13	6.58	5.55		386.32	BAY CITY	W25	22	7:00 a.m. to 4:00 p.m.		
										4.64					
		9.03	f 7.50	2.20	7.18	7.03	6.00		390.96	HAGER	125	18	No Office.		
										5.38					
			f 7.57		7.24	7.09	6.07		396.34	DIAMOND BLUFF	W35	29	No Office.		
										11.22					
			s 8.14		7.37	7.22	s 6.22	W.Yd.	407.56	PRESCOTT	E27	45	7:00 a.m. to 4:00 p.m.		
										0.29					
									407.85	BURNS			No Office.		
										2.40					
			f 8.20						410.25	HASTINGS	125	5	No Office.		
										0.03					
									410.28	R. R. Crossings (Interlocked)					
										0.22					
		9.20	8.22	2.36	7.44	7.29	6.28	R.	410.50	St. Croix Tower			Continuous.		

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.

										18.06					
								B.C.K.O. T.W.Yd.	428.56	DAYTON'S BLUFF	Yard	Yard	No Office.	A 6.00 P.M.	A 4.00 A.M.
										1.81					
		s 9.45	9.00 9.15	s 3.00	A 8.30 A.M.	A 8.15 A.M.	7.10 7.23	B.R.	430.40	ST. PAUL			5:30 a.m. to 2:30 p.m 4:00 p.m. to 11:59 p.m		

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

										10.53					
		A10.15 P.M.	A 9.40 P.M.	A 3.30 P.M.			A 7.53 A.M.	B.R.	440.93	MINNEAPOLIS			Continuous.		
		Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily
		2:25	4:03	2:20	2:55	2:55	3:36			SCHEDULE TIME				5:45	5:00
		57.5	34.4	59.8	44.2	44.2	38.7			AVERAGE SPEED AN HOUR				22.1	25.4

Double track between Sullivan Jct. and Trevino, between Mears and Prescott and between Burns and St. Croix Tower.
Automatic block system and Rules D-251, D-252 and D-254 in effect between Sullivan Jct. and St. Croix Tower.
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's Bluff.
No. 47 must not exceed 30 miles an hour when dispatching mail at Maiden Rock.
No. 47 will stop on flag at Pepin and Maiden Rock for revenue passengers.
No. 51 will stop at Miner to discharge revenue passengers from Chicago.
No. 45 will stop at East Winona for passengers daily except Sunday and will stop at Miner 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.
Local extra leaves North La Crosse 6:00 A. M. Daily except Sunday for Dayton's Bluff; carries passengers Onalaska to Newport.
Draw Bridge 407.72 over St. Croix River at Prescott interlocked.
Draw Bridge 362.64 over Chippewa River at Trevino interlocked.

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

LA CROSSE DIVISION. **TIME TABLE No. 44.** **EFFECTIVE JANUARY 28, 1940.**

FIRST CLASS													FREIGHT TRAINS	
		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from North La Crosse	STATIONS	Capacity of Siding	Other Tracks	Office Open Sundays	Daily Freight	Daily Freight
		48	50	44	24	52	22							80	82
		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.							A.M.	P.M.
		A 2.20	A 1.50	A 1.37	A 6.22	A12.20	A10.17	C.W.O.T.Y. B.K.R. Yd.	.0	NORTH LA CROSSE	Yard	Yard	Continuous.	A11.30	A11.20
									1.30						
		2.16	1.46	1.33		12.16			1.30	SULLIVAN JCT.			No Office.		
									1.15						
						s12.14			2.45	ONALASKA			No Office.		
									7.13						
		2.05	1.36	1.23		12.04 P.M.			9.58	LYTLE			No Office.		
									6.64						
		1.59	1.26	1.14		s11.56			16.22	TREMPEALEAU		9	No Office.		
									8.24						
		s 1.49	1.15	1.05		11.44		K.W.Yd.	24.46	EAST WINONA R. R. Crossing (Interlocked)	W125 E125	60	Continuous.		
									2.19						
		1.40	1.12	1.02	s 5.58	s11.42	s 9.53		26.65	MINER R. R. Crossing (Auto. Interl.)			No Office.		
									5.90						
		1.35	1.04	12.54		s11.31			32.55	FOUNTAIN CITY		20	10:00 a.m. to 11:59 a.m		
									9.26						
		1.26	12.54	12.44	5.46	s11.17	9.41		41.81	COCHRANE	W125 E90	32	10:00 a.m. to 11:59 a.m		
									8.25						
		f 1.18	12.44	12.35		s11.04		W.	50.06	ALMA		28	9:30 a.m. to 11:30 a.m		
									7.29						
		1.11	12.35	12.27		s10.52			57.35	NELSON	E35	32	Closed.		
									3.45						
		1.08	12.31	12.23	5.32	10.45	9.27		60.80	TREVINO R. R. Crossing (Interlocked)		15	Continuous.		
									0.86						
									61.66	MEARS			No Office.		
									3.23						
		1.04	12.26	12.18		s10.38			64.89	PEPIN	W23	25	Closed.		
									6.38						
		12.58	12.19	12.10	5.23	s10.28	9.17	C.W.Yd.	71.27	STOCKHOLM	125	27	Closed.		
									6.19						
		12.52	12.12	12.03 A.M.		s10.18			77.46	MAIDEN ROCK	E33	24	Closed.		
									7.59						
		12.45	12.03 A.M.	11.53		s10.07			85.05	BAY CITY	W25	22	Closed.		
									4.64						
		12.41	11.58	11.48	5.09	s 9.59	9.03		89.69	HAGER	125	18	No Office.		
									5.38						
		12.36	11.51	11.41		f 9.51			95.07	DIAMOND BLUFF	W35	29	No Office.		
									11.22						
		12.25	f11.37	11.28		s 9.36		W. Yd.	106.29	PRESCOTT	E27	45	Closed.		
									0.29						
									106.58	BURNS			No Office.		
									2.40						
						f 9.27			108.98	HASTINGS			No Office.		
									0.03						
									109.01	R. R. Crossings (Interlocked)	125	5			
									0.22						
		12.19 A.M.	11.28	11.21	4.52	9.25	8.46	R.	109.23	St. Croix Tower			Continuous.		

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.

									18.06						
								B.C.K.O. T.W.Yd.	127.29	DAYTON'S BLUFF	Yard	Yard	No Office.	L 7.00 A.M.	L 7.30 P.M.
									1.81						
		11.59 11.45	L11.00 P.M.	L10.55 P.M.	4.30 4.25	9.00 8.40	8.25 8.20	B.R.	129.13	ST. PAUL			6:00 a.m. to 11:00 a.m 12:01 p.m. to 6:00 p.m 7:00 p.m. to 11:59 p.m		

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

									10.53						
		L11.20 P.M.			L 4.00 P.M.	L 8.15 A.M.	L 8.00 A.M.	B.R.	139.66	MINNEAPOLIS			Continuous.		
		Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily
		3:00 46.5	2:50 45.5	2:42 47.8	2:22 58.9	4:05 34.1	2:17 61.1			SCHEDULE TIME AVERAGE SPEED AN HOUR				4:30 28.2	3:50 33.3

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

Automatic block system and Rules D-251, D-252 and D-254 in effect between St. Croix Tower and Sullivan Jct.

Spring switch located No. 1 track at East end of Battle Creek yard at Dayton's Bluff.

No. 52 will stop on flag at Newport for passengers and parcel post mail.

No. 48 due to leave Minneapolis Sundays will stop at Miner instead of East Winona for passengers.

No. 44 and No. 50 will stop at Miner to discharge passengers from West of Minneapolis.

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

Draw Bridge 362.64 over Chippewa River at Trevino, interlocked.

SPECIAL INSTRUCTIONS

Trainmaster.....W. B. Simmons, Aurora.
Master Mechanic.....H. C. Gugler, Chicago
Asst. Master Mechanic.....M. J. Brown, Chicago
Road Foreman.....C. R. Graf, North La Crosse.
Chief Dispatcher.....C. W. Olson, North La Crosse.
Night Chief Dispatcher.....D. Rupp, North La Crosse.

DISPATCHERS

W. H. Muldowney. R. P. Paul. E. A. Stouvenal. R. H. Mourning. A. Wetterlin.

1. Where manual or controlled manual block system rules are in effect, light engines, mail and express trains 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 dispatcher when no 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. Conductors 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 and 24 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."

2. Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order will be delivered to the train completing reverse movement unless movement is controlled by signal indication and except on joint track between St. Croix Tower and St. Paul.

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.

Single track between Burns and Prescott, Mears and Trevino, Crawford and Ports and over Galena River Bridge at Galena Jct. The movement of trains in either direction will be governed by signal indication, regardless of superiority.

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.

Between Trevino and cross-over located 100 feet east of Bridge 360.74, the movement of trains on both tracks in either direction will be governed by signal indication, regardless of superiority.

Single track between Herrington and Sullivan Jct.

Between Herrington and C. M. St. P. & P. crossing, North La Crosse, and between west wye switch, North La Crosse and Sullivan Jct., the movement of trains in either direction will be governed by signal indication, regardless of superiority. Automatic block system rules in effect.

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.

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. Freight trains have no class or time table authority and will not display classification signals between Savanna 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 Baggageman in addition to Conductor and Engineer.

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.

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, 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 and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

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.

13. Rule 914 in Book of Rules of Operating Department is modified to read 4,000 feet instead of 3,000 feet.

14. 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.

15. Where movement of trains in either direction is governed by signal indication, regardless of superiority, a train stopped by a stop signal must stay until authorized to proceed. Or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued Proceed complying with Rule 509-A.

16. Where signals protecting switches operated by remote control are in stop position, train or engine men will promptly communicate with operator, and when so instructed may proceed by stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

SPECIAL INSTRUCTIONS—Continued

17. SPRING SWITCHES are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home block 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.

18. C. & N. W. crossing at Miner 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.

19. 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.)

20. 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.

Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at a speed not to exceed 15 miles an hour.

Speed Restrictions: Between Portage and East Cabin	Miles Per Hour
Passenger trains with passenger engines, passenger engines running light or with caboose	70
Passenger trains with freight engines	40
Dispatch and local freight trains	45
Freight engines running light or with caboose	40
All other trains including work	40
All trains through turn outs Portage	25
Engines not equipped with trucks, eight-wheel locomotive cranes, or trains handling them	15
Engines backing up light or with cars	15
All trains moving over cross-over, junctions and siding switches unless board-at-switch authorizes greater speed	10
Derricks	25
Between East Cabin and Dubuque Jct.	10

SPECIAL INSTRUCTIONS—Concluded

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 take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

SPEED RESTRICTIONS

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

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.

2. Enginemen handling light engines must approach all hazardous road crossing where view is obscured prepared to stop.

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.

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.

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

3. (a) Nos. 21, 22, 23, and 24 between Savanna and Minneapolis when handled by any one of the steam locomotives listed in note below will observe speeds for Diesel-operated Zephyr trains as authorized on Page 8 and indicated by wayside zone and curve posts, except that through turnouts or crossovers or over track or bridges covered by slow order the speed limits prescribed for other than Zephyr trains will apply unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004.

(b) Between Savanna and Minneapolis steam locomotives listed in note below handling standard passenger train equipment on Nos. 21, 22, 23, and 24, or steam sections of trains operating with standard equipment on Zephyr schedules will not exceed 80 miles an hour nor use less than 45 second to the mile, and on curves that carry speed restrictions for Diesel-operated Zephyr trains will reduce speed 10 miles an hour below the numeral restriction shown on wayside curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004, 5600, 5602, 5603, 5607, 5621, 5622, 5623, 5624, 5625.

(c) When any train covered by Paragraphs (a) and (b) is handled by other Class S4 or O-5 engine than those listed, maximum speed will not exceed 75 miles an hour, with all other restrictions applying for curves, turnouts, etc., as listed in Paragraph (b) unless modified by train order.

(d) When Zephyr train equipment is handled over a sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

SPEED RESTRICTIONS

LOCATION	Passenger, Mail and Express Trains M. P. H.	Freight Trains M. P. H.
Maximum speed	65	50
With O-5 engine	.....	55
Savanna Tower through crossover	25	25
Savanna, C. M. St. P. & P. crossings	20	20
Galena Jct. to Galena	15	15
Galena Jct., turnout	25	25
East Dubuque, I. C. crossing	40	40
O-5 engines over I. C. Bridges 172.2, 174.0 and 172.2S	25	25
Ports, end of double track, through turnout	35	35
Crawford, C. M. St. P. & P. crossing	40	40
Crawford, end of double track, through turnout	25	25
Prairie du Chien, Webster St. to Hayden St.	15	15
Herrington crossover and turnout	25	25
Herrington end of double track through turnout	40	40
Herrington to C. M. St. P. & P. crossing	60	45
North La Crosse west Leg of wye	10	.....
Herrington to 12th St. La Crosse City track	35	35
La Crosse, 12th St. to La Crosse River bridge, City track	15	15
La Crosse River Bridge to North La Crosse depot City track	35	35
La Crosse Causeway crossing City track	10	10
La Crosse, Bridge 300.40, City track	25	25
North La Crosse to Sullivan Jct.	35	35
Sullivan Jct., through cross-overs	25	25
Sullivan Jct., over switches in eastward track	35	35
East Winona to Winona	15	15
Miner, C. & N. W. crossing	40	40
Trevino, end of double track, through turnout	40	40
Chippewa River Bridge 362.64	60	40
Mears, end of double track, through turnout	40	40
Trains using center siding Hager over grade crossing County Trunk Highway "E" M. P. 391.10	10	10
Prescott, end of double track, through turnout	25	25
Prescott, drawbridge	15	15
Burns, end of double track, through turnout	25	25
Hastings, C. M. St. P. & P. crossing	25	25
St. Croix Tower, railroad crossing	25	25
St. Croix Tower, turnout and curve, eastward	15	15
All cross-overs and turnouts not otherwise specified	10	10
Handling motor cars dead in train	65	.....
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
Handling K & J air dumps in series 202650-202799 (must be handled in rear of trains whenever possible)	.....	25
B, S4, M or O5 engines with drivers blocked up	30	30
Spring switch No. 1 track East end Battle Creek yard, Dayton's Bluff	15	15

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS.

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals are located approximately 4000 feet from point of curve, or point where zone speed changes, unless otherwise specified.

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 for Zephyr type motor trains are as follows:

BETWEEN SAVANNA AND MINNEAPOLIS

Westward M.P.H. Zone	Westward M.P.H. Other	Condition	M. P. Location	Eastward M.P.H. Zone	Eastward M.P.H. Other
95	..		Savanna to 171.00	95	..
40	..		171.00 to 172.50	40	..
..	25	*Turnout	Portage	..	25
80	..		{346.90(IC) / 169.10(IC)} to {335.00(IC) / 181.00(IC)}	80	..
..	65	Curve	343.80(IC)	..	..
..	65	Curve	343.61(IC)	..	..
..	70	Curve	339.92(IC) 176.17(IC)	..	70
..	70	Curve	339.81(IC) 176.35(IC)	..	70
..	75	Curve	338.43(IC)	..	..
40	..		{335.00(IC) / 181.00(IC)} to 185.50 Q	40	..
75	..		185.50 to 187.00	75	..
95	..		187.00 to 239.00	95	..
..	..	*Turnout	Ports	..	50
..	60	*RR Crossing	Crawford	..	..
..	..	*Turnout	Crawford	..	40
20	..		239.00 to 240.00	20	..
95	..		240.00 to Herrington	95	..
..	30	*Crossover and turnout	Herrington	..	30
..	50	*Turnout	Herrington end of double track	..	..
70	..		Herrington to North La Crosse	70	..
..	15	*Curve	North La Crosse West leg of wye	..	15
60	..	†	North La Crosse to 303.00	60	..
..	40	*Turnout	Sullivan Junction	..	..
90	..		303.00 to 334.25	90	..
..	75	Curve	325.60	..	60
..	40	*RR Crossing	Miner	..	40
95	..		334.25 to 349.00	95	..
90	..		349.00 to 357.00	90	..
85	..		357.00 to 364.50	85	..
..	50	*Turnout	Trevino	..	..
..	50	*Turnout	Mears	..	..
60	..		364.50 to 366.50	60	..
80	..		366.50 to 379.00	80	..
85	..		379.00 to 389.30	85	..
90	..		389.30 to 410.25	90	..
..	60	Curve	407.20	..	60
..	40	*Turnout	Prescott	..	..
..	40	*Curve	407.70	..	40
..	..	*Turnout	Burns	..	40
55	..		410.25 to 415.25	..	..
..	25	*RR Crossing and turnout	St. Croix	..	25
60	..		415.25 to 418.25	..	..
90	..		418.25 Q to 124.50 CMStP&P	..	..
75	..		124.50 CMStP&P to Dayton's Bluff	..	..
..	..		113.60 CMStP&P to 410.25 Q	55	..
..	..		114.52 CMStP&P to 113.60 CMStP&P	85	..
..	..		119.26 CMStP&P to 114.52 CMStP&P	90	..
..	..		422.50 Q to 119.26 CMStP&P	80	..
..	..		426.50 to 422.50	90	..
..	..		Dayton's Bluff to 426.50	75	..
35	..		Dayton's Bluff to Minneapolis	35	..

†Roadway signal located at point where speed changes.

*No road way signal.

When using any turnout or cross-over not otherwise specified, will not exceed speed designated for other trains.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.