J P Nelson

SURGEONS AND PHYSICIANS

Savanna, Ill.	Dr. J. B. SCHREITER	Surgeon and Examiner.
Savanna, Ill.	Dr. L. B. HUSSEY	Surgeon and Examiner.
Galena, Ill.	Dr. R. E. LOGAN	Surgeon.
Dubuque, Iowa	Dr. JOHN A. CAHILL	Surgeon and Examiner.
Dubuque, Iowa	Dr. R. R. HARRIS	Surgeon.
East Dubuque, Ill.	Dr. U. S. LEWIS	Surgeon.
Cassville, Wis.	Dr. J. DAVID	Surgeon.
Prairie du Chien, Wis.	Dr. O. E. SATTER	Surgeon.
La Crosse, Wis.	Dr. J. C. FOX	Surgeon and Examiner.
La Crosse, Wis.	Dr. G. GUNDERSEN	Surgeon.
La Crosse, Wis.	Dr. A. H. GUNDERSEN	Surgeon.
La Crosse, Wis.	Dr. S. B. GUNDERSEN	Surgeon.
La Crosse, Wis.	Dr. BERNARD J. MANSHEIM	Eye Specialist.
La Crosse, Wis.	Dr. P. W. PHILLIPS	Surgeon.
La Crosse, Wis.	Dr. G. B. RIDOUT	Eye Specialist.
La Crosse, Wis.	Dr. G. I. UHRICH	Surgeon and Examiner.
Winona, Minn.	Dr. J. D. KEYES	Surgeon.
Cochrane, Wis.	Dr. E. A. MEILI	Surgeon.
Alma, Wis.	Dr. J. S. TENNEY	Surgeon.
Redwing, Minn.	Dr. E. H. JUERS	Surgeon.
Prescott, Wis.	Dr. H. G. LANEY	Surgeon.
St. Paul, Minn.	Dr. D. E. DERAUF	Surgeon and Examiner.
St. Paul, Minn.	Dr. D. I. DERAUF	Surgeon.
St. Paul, Minn., and Mounds Sanitarium.	Dr. G. EARL	Surgeon and Examiner.
Minneapolis, Minn.	Dr. R. C. WEBB	Surgeon.
Minneapolis, Minn.	Dr. D. J. MOOS	Surgeon.
Minneapolis, Minn.	Dr. F. J. PRATT, III	Eye Specialist.

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

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

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

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

E. L. POTARF,
General Manager, Chicago, Ill.

W. R. EBLE,
Ass't General Manager, Chicago, Ill.

E. R. SHRADER,
General Superintendent, Galesburg, Ill.

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

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

I. W. CRIST,
Assistant Superintendent, Aurora, Ill.

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

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

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LA CROSSE DIVISION

OF THE

EASTERN DISTRICT

No.

73

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

SUNDAY, APRIL 29, 1956

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, CHICAGO

Savanna Tower to North La Crosse—Subdivision—Westward

LA CROSSE DIVISION. TIME TABLE No. 73. EFFECTIVE APRIL 29, 1956.

FIRST CLASS												FIRST CLASS		
		Daily Passenger	Daily except Sunday Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days, except Saturday	Daily Passenger	Daily Passenger	Daily Passenger
		147	45	47	21							25	31	23
		A.M. L12.10	A.M. L12.16	A.M. L 1.45	A.M. L10.12	B.C.K.O.R. T.W.Yd.	143.68	SAVANNA TOWER			Continuous.	P.M. L 1.40	P.M. L 4.06	P.M. L 6.14
								0.96						
							144.64	C.M.St.P.& P.Cross'g(Interl'kd)						
								0.20						
							144.85	C.M.St.P.& P.Cross'g(Interl'kd)						
								0.79						
		A12.15 A.M.	s12.23 12.53	s 1.50 2.09	s10.18 10.20	B.K.R.W. Yd.	145.64	SAVANNA			Continuous.	s 1.45 1.47	s 4.13 4.15	s 6.20 6.22
								5.04						
						F.	150.68	MARCUS			No Office.			
								3.01						
			s 1.05	2.17	10.27	F.	153.66	PROVING GROUND			No Office.	1.55	4.23	6.29
								4.48						
			1.11	2.23	10.30	F.	158.16	WHITTON		19	No Office.	1.59	4.27	6.32
								5.35						
						F.	163.52	BLANDING		8	No Office.			
								8.09						
			1.26	2.33	10.39	B.K.Yd.	171.60	GALENA JCT.	119	74	Continuous.	2.08	4.36	6.41
								0.75						
			1.29	2.36	10.41		172.35	PORTAGE			Continuous.	2.11	4.39	6.43

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

								12.70						
			s 2.10	s 2.52	s10.57	Yd.	185.05	EAST DUBUQUE	134	50	Continuous.	s 2.28	s 4.56	s 6.59
								0.22						
							185.27	I. C. Cross'g (Interlocked)						
								14.01						
			s 2.37	3.06	11.08		199.28	POTOSI	118	60	8:00 a.m. to 5:00 p.m.	2.40	5.08	7.10
								6.18						
			f 2.45	3.12	11.12	F.	205.47	McCARTNEY		6	No Office.	2.44	5.12	7.14
								7.54						
			s 2.55	3.18	11.17		213.01	CASSVILLE	119	78	8:00 a.m. to 5:00 p.m.	2.49	5.17	7.19
								9.80						
			s 3.07	3.28	11.24		222.80	GLEN HAVEN		27	8:00 a.m. to 5:00 p.m.	2.57	5.25	7.26
								5.57						
			s 3.17	3.34	11.27		228.36	BAGLEY	117	77	8:00 a.m. to 5:00 p.m.	3.01	5.29	7.29
								3.63						
			f 3.23			F.	231.99	WYALUSING		48	No Office.			
								3.57						
						F.	235.56	PORTS			No Office.			
								1.38						
			3.28	3.41	11.33		236.97	CRAWFORD		16	Continuous.	3.07	5.35	7.35
								C.M.St.P.& P.Cross'g(Interl'kd)						
								2.71						
			s 3.50	s 3.55	s11.38	Yd.	239.66	PRAIRIE DU CHIEN	117	145	12:01 a.m. to 8:00 a.m.	c 3.11	c 5.40	s 7.40
								7.69						
						F.	247.35	CHARME		5	No Office.			
								7.07						
			s 4.05	4.08	11.49	F.	254.42	LYNXVILLE		24	No Office.	3.23	5.52	7.51
								7.74						
			s 4.15	4.15	11.54		262.16	FERRYVILLE	116	32	7:30 a.m. to 4:30 p.m.	3.28	5.57	7.56
								7.71						
			s 4.25	4.21	11.59		270.09	DE SOTO		29	8:00 a.m. to 5:00 p.m.	3.33	6.02	8.01
					P.M.			3.99						
			f 4.30	4.25	12.02	F.	274.09	VICTORY		6	No Office.	3.36	6.05	8.04
								6.67						
			s 4.39	4.31	12.06	F.	280.75	GENOA		16	No Office.	3.40	6.09	8.08
								6.07						
			f 4.47	4.36	12.10		286.82	STODDARD		29	8:00 a.m. to 5:00 p.m.	3.45	6.13	8.12
								6.55						
						F.	293.37	CALVERT		12	No Office.			
								1.31						
			4.59	4.42	12.15	F.	294.68	HERRINGTON			No Office.	3.50	6.18	8.17
								1.61						
						F.	296.29	GRAF			No Office.			
								1.26						
			s 5.22	s 4.51	s12.20	F.	297.55	LA CROSSE			No Office.	s 3.55	s 6.23	s 8.22
								2.33						
							299.88	C.M.St.P.& P.Cross'g(Interl'kd) C.& N.W.Cross'g(Interlocked)						
								0.28						
			A 5.30 A.M.	A 4.57 A.M.	A12.27 P.M.	B.C.K.O.R. T.W.Y.Yd.	300.16	NORTH LA CROSSE (156.26)			Continuous.	A 4.02 P.M.	A 6.29 P.M.	A 8.28 P.M.
		:05 23.5	4:37 33.6	2:48 55.1	2:07 73.0			SCHEDULE TIME AVERAGE MILES PER HOUR				2:15 68.5	2:14 69.1	2:06 73.6

FOOTNOTES ON PAGE 6.

North La Crosse to Savanna Tower—Subdivision—Eastward

LA CROSSE DIVISION. TIME TABLE No. 73. EFFECTIVE APRIL 29, 1956.

FIRST CLASS										FIRST CLASS				
			Daily Passenger	Daily Passenger	Signs	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily except Saturday Passenger
			48	148						26	32	22	24	52
			A. M. A 5.18	A.M. A 5.27	B.C.K.O.R. T.W.Yd.	SAVANNA TOWER			Continuous	A. M. A11.24	A. M. A11.43	P. M. A12.32	P. M. A 8.08	A. M. A 5.25
						0.96 C.M.St.P.&P.Cross'g(Interl'kd) 0.20								
						C.M.St.P.&P.Cross'g(Interl'kd) 0.79								
			5.13 s 4.53	L 5.22 A.M.	B.K.R.W. Yd.	SAVANNA			Continuous	11.19 s11.17	11.38 s11.36	12.28 s12.27	8.04 s 8.02	5.20 s 4.00
					F.	5.04 MARCUS		6	No Office					
			4.43		F.	3.01 PROVING GROUND			No Office	11.06	11.24	12.17	7.52	f 3.44
			4.40		F.	4.48 WHITTON	120	19	No Office.	11.03	11.20	12.14	7.48	3.36
					F.	5.35 BLANDING		8	No Office.					f 3.30
			4.27		B.K.Yd.	8.09 GALENA JCT.	119	74	Continuous.	10.51	11.08	12.03	7.37	3.20
			4.25			0.75 PORTAGE			Continuous.	10.48	11.05	12.01 P.M.	7.34	3.17

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

			s 4.06		Yd.	12.70 EAST DUBUQUE	134	50	Continuous.	s10.35	s10.52	s11.48	s 7.21	s 2.57
						0.22 I. C. Cross'g (Interlocked)								
			3.47			14.01 POTOSI	118	60	Closed.	10.23	10.39	11.36	7.07	s 2.32
			3.41		F.	6.18 McCARTNEY			No Office.	10.18	10.34	11.32	7.03	2.26
			3.34			7.54 CASSVILLE	119	78	Closed.	10.13	10.29	11.28	6.59	s 2.18
			3.25			9.80 GLEN HAVEN		27	Closed.	10.05	10.21	11.21	6.52	s 2.06
			3.20			6.57 BAGLEY	117	77	Closed.	10.01	10.17	11.18	6.49	s 1.55
					F.	3.63 WYALUSING		48	No Office.					f 1.50
					F.	3.57 PORTS			No Office.					
			3.12			1.38 CRAWFORD C.M.St.P.&P.Cross'g(Interl'kd)		16	Continuous.	9.54	10.10	11.11	6.42	1.44
			s 3.06		Yd.	2.71 PRAIRIE DU CHIEN	83	145	12:01 a.m. to 8:00 a.m.	9.50	10.05	s11.07	s 6.38	s 1.38
					F.	7.69 CHARME			No Office.					
			2.51		F.	7.07 LYNXVILLE		24	No Office.	9.39	9.54	10.55	6.26	s 1.13
			2.45			7.74 FERRYVILLE	116	32	Closed.	9.34	9.49	10.50	6.21	s 1.03
			2.38			7.71 DE SOTO		29	Closed.	9.28	9.43	10.45	6.16	s12.53
			2.34		F.	3.99 VICTORY		6	No Office.	9.25	9.40	10.42	6.13	s12.46
			2.28		F.	6.67 GENOA		16	No Office.	9.21	9.36	10.38	6.09	s12.38
			2.24			6.07 STODDARD		29	Closed.	9.17	9.32	10.34	6.05	s12.30
					F.	6.55 CALVERT		12	No Office.					
			2.18		F.	1.31 HERRINGTON			No Office.	9.11	9.26	10.28	5.59	12.15
					F.	1.61 GRAF			No Office.					
			s 2.14		F.	1.26 LA CROSSE			No Office.	s 9.07	s 9.21	s10.24	s 5.55	s12.10
						2.33 C.M.St.P.&P.Cross'g(Interl'kd) .C.& N.W.Cross'g(Interlocked)								A. M.
			L 2.06 A. M.		B.C.K.O.R. T.W.Y.Yd.	0.28 NORTH LA CROSSE (156.26)			Continuous.	L 9.01 A. M.	L 9.15 A. M.	L10.18 A. M.	L 5.49 P. M.	L11.50 P. M.
			2:47 55.4	:05 23.5		SCHEDULE TIME AVERAGE MILES PER HOUR				2:16 68.2	2:21 65.7	2:09 71.7	2:13 69.6	4:10 37.1

FOOTNOTES ON PAGE 6.

North La Crosse to Minneapolis—Subdivision—Westward.

LA CROSSE DIVISION. TIME TABLE No. 73. EFFECTIVE APRIL 29, 1956.

FIRST CLASS											FIRST CLASS			
			Daily Passenger	Daily except Sunday Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days, except Saturday	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
			47	45							21	25	31	23
			A. M.	A. M.	B.C.K. O.R.T.						P. M.	P. M.	P. M.	P. M.
			L 5.02	L 5.40	W.Y.Yd.	301.27	NORTH LA CROSSE			Continuous.	L12.28	L 4.04	L 6.31	L 8.29
							1.85							
			5.05	5.44	F.	303.12	SULLIVAN			No Office.	12.31	4.07	6.34	8.32
							0.59							
				s 5.46	F.	303.71	ONALASKA			No Office.				
							7.14							
					F.	310.85	LYTLE			No Office.				
							6.64							
			5.17	s 6.01	F.	317.49	TREMPEALEAU		6	No Office.	12.42	4.19	6.46	8.43
							8.23							
			5.24	s 6.16	K.Yd.	325.72	EAST WINONA	117	62	Continuous.	12.48	4.26	6.52	8.49
							G.B.& W.Crossing (Interlocked)							
							2.47							
							.C.& N.W.Cross'g(Auto. Interl.)							
			s 5.28	s 6.20	F.	328.19	WINONA JCT.			No Office.	s12.52	s 4.30	s 6.57	s 8.53
							5.63							
			5.34	s 6.28		333.82	FOUNTAIN CITY		34	8:00 a.m. to 5:00 p.m.	12.58	4.36	7.03	8.59
							9.26							
			5.41	s 6.40		343.08	COCHRANE		160	See footnote	1.05	4.43	7.10	9.06
							8.25							
			5.49	s 6.51		351.33	ALMA		47	8:00 a.m. to 5:00 p.m.	1.11	4.49	7.16	9.12
							7.23							
			5.55	s 7.00	F.	358.62	NELSON		36	No Office.	1.16	4.55	7.22	9.17
							2.08							
					F.	360.70	MINER			No Office.				
							1.37							
			5.59	7.05	F.	362.07	TREVINO		12	No Office.	1.19	4.59	7.25	9.20
							0.86							
					F.	362.93	MEARS			No Office.				
							3.23							
			6.04	s 7.13		366.16	PEPIN		37	Continuous.	1.23	5.04	7.30	9.24
							6.38							
			6.09	s 7.22	F.	372.54	STOCKHOLM	118	18	No Office.	1.27	5.10	7.35	9.28
							6.19							
			6.16	s 7.29		378.73	MAIDEN ROCK		70	7:15 a.m. to 4:15 p.m.	1.32	5.16	7.41	9.33
							7.59							
			6.22	s 7.41		386.32	BAY CITY		55	7:30 a.m. to 4:30 p.m.	1.38	5.22	7.47	9.39
							4.64							
			6.26	s 7.47	F.	390.96	HAGER	125	20	No Office.	1.41	5.25	7.50	9.42
							5.37							
			6.33	f 7.54	F.	396.33	DIAMOND BLUFF		39	No Office.	1.45	5.29	7.54	9.46
							11.23							
			6.46	s 8.14		407.56	PRESCOTT		62	8:00 a.m. to 5:00 p.m.	1.54	5.38	8.03	9.55
							0.29							
					F.	407.85	BURNS			No Office.				
							2.39							
				f 8.19	F.	410.25	HASTINGS	121	10	No Office.				
							0.03							
						410.28	C.M.St.P.& P.Cross'g(Interl'kd)							
							0.22							
			6.52	8.22		410.50	St. Croix Tower			Continuous.	1.59	5.43	8.08	9.59

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 BLUFF			No Office.				
							1.85							
			s 7.30 7.55	s 9.10 9.25	B.K.R.	430.40	ST. PAUL (129.13)			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 2.30	A 6.15 P. M.	A 8.40 P. M.	s10.30

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

			A 8.20 A. M.	A 9.50 A. M.	B.K.R.	440.93	10.53 MINNEAPOLIS (139.66)			5:50 a.m. to 2:50 p.m. 3:50 p.m. to11:50 p.m.	A 3.00 P. M.			A10.55 P. M.
			3:18 42.3	4:10 33.5			SCHEDULE TIME AVERAGE MILES PER HOUR				2:32 55.1	2:11 59.1	2:09 60.0	2:26 57.4

FOOTNOTES ON PAGE 6.

Minneapolis to North La Crosse—Subdivision—Eastward.

LA CROSSE DIVISION. **TIME TABLE No. 73.** **EFFECTIVE APRIL 29, 1956.**

FIRST CLASS							Capacity of			FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Daily except Saturday Passenger	Daily Passenger				
26	32	22	24						52	48				
A.M.	A.M.	A.M.	P.M.	B.C.K.O.R.					P.M.	A.M.				
A 8.59	A 9.13	A10.17	A 5.48	T.W.Y.Yd.	.....NORTH LA CROSSE.....			Continuous.	A11.40	A 2.00				
					1.85									
8.54	9.08	10.14	5.45	F.	.....SULLIVAN.....			No Office.	11.32	1.55				
					0.59									
				F.	.....ONALASKA.....			No Office.	11.31					
					7.14									
				F.	.....LYTLE.....		20	No Office.						
					6.64									
8.43	8.57	10.03	5.34	F.	.....TREMPEALEAU.....		6	No Office.	s11.16	1.42				
					8.23									
8.37	8.51	9.57	5.28	K.Yd.	.....EAST WINONA.....	118	62	Continuous.	s10.55	c 1.34				
					G.B.& W.Crossing (Interlocked)									
					2.47									
					.C.& N.W.Cross'g(Auto. Interl.)									
c 8.33	c 8.47	s 9.53	s 5.24	F.	.....WINONA JCT.....			No Office.	10.45	s 1.29				
					5.63									
8.28	8.41	9.47	5.18		.....FOUNTAIN CITY.....		34	Closed.	s10.37	1.22				
					9.26									
8.21	8.34	9.40	5.11		.....COCHRANE.....		160	See Footnote.	s10.26	1.14				
					8.25									
8.15	8.29	9.34	5.05		.....ALMA.....		47	Closed.	s10.16	1.07				
					7.29									
8.10	8.23	9.29	5.00	F.	.....NELSON.....		36	No Office.	s10.05	1.01				
					2.08									
				F.	.....MINER.....			No Office.						
					1.37									
8.07	8.20	9.27	4.58	F.	.....TREVINO.....		12	No Office.	9.58	12.57				
					0.86									
				F.	.....MEARS.....			No Office.						
					3.23									
8.03	8.16	9.23	4.54		.....PEPIN.....		37	Continuous.	s 9.52	12.53				
					6.38									
7.58	8.10	9.17	4.48	F.	.....STOCKHOLM.....	118	18	No Office.	s 9.41	12.48				
					6.19									
7.52	8.04	9.13	4.44		.....MAIDEN ROCK.....		70	Closed.	s 9.33	12.42				
					7.59									
7.46	7.57	9.07	4.38		.....BAY CITY.....		55	Closed.	s 9.23	12.35				
					4.64									
7.43	7.53	9.04	4.35	F.	.....HAGER.....	125	20	No Office.	s 9.10	12.31				
					5.37									
7.39	7.49	9.00	4.31	F.	.....DIAMOND BLUFF.....		39	No Office.	s 9.02	12.25				
					11.23									
7.29	7.39	8.50	4.21		.....PRESCOTT.....		62	Closed.	s 8.50	12.16				
					0.29									
				F.	.....BURNS.....			No Office.						
					2.39									
				F.	.....HASTINGS.....	121	10	No Office.	f 8.42					
					0.03									
					C.M.St.P.& P.Cross'g(Interl'kd)									
					0.22									
7.25	7.35	8.46	4.17		.....St. Croix Tower.....			Continuous.	8.40	12.10 A.M.				

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

					B.C.K.O. T.W.Yd.	16.67 .....DAYTON BLUFF.....			No Office.					
						1.85								
L 7.00 A.M.	L 7.15 A.M.	s 8.29 s 8.20	s 4.00 s 3.55		B.K.R.	.....ST. PAUL..... (129.13)			5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	s 8.15 s 7.55	s11.45 s11.10			

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

			L 8.00 A.M.	L 3.30 P.M.	B.K.R.	10.53 .....MINNEAPOLIS..... (139.66)			5:50 a.m. to 2:50 pm. 3:50 p.m. to 11:50 p.m	L 7.30 P.M.	L10.50 P.M.			
	1:59 65.1	1:58 65.6	2:17 61.2	2:18 60.8		.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				4:10 33.5	3:10 44.1			

FOOTNOTES ON PAGE 6.

Savanna Tower and North La Crosse—Subdivision

FOOTNOTES

Two main tracks between Savanna Tower and Galena Jct. Interlocking; Galena Jct. Interlocking and Ports; Crawford and Graf.

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

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

When eastward stop signal at M.P. 145.55, Savanna, controlling eastward movement over C. M. St. P. & P. crossing displays Stop indication, train or enginemen will immediately communicate with operator at C. M. St. P. & P. crossing and, when so instructed, may pass the signal complying with Rule 509A.

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

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

First class trains will register by ticket at Savanna Tower.

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

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

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

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

At North La Crosse, trains have no timetable superiority between M.P. 299.78 and M.P. 301.49. All trains and engines must move at Reduced Speed between these points.

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

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

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

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

No. 31 and No. 32 must not exceed 60 M.P.H. to receive and dispatch mail at Cassville.

No. 31 must not exceed 10 M.P.H. to dispatch mail at Prairie du Chien.

No. 25 and No. 31 stop at Prairie du Chien to receive passengers for Fargo, N. D. and west.

No. 32 must not exceed 10 M.P.H. when picking up mail at Prairie du Chien.

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

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

North La Crosse and Minneapolis—Subdivision

FOOTNOTES

Two main tracks between Sullivan and Trevino; Mears and Prescott; Burns and St. Croix Tower.

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

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

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

At North La Crosse, trains have no timetable superiority between M.P. 299.78 and M.P. 301.49. All trains and engines must move at Reduced Speed between these points.

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

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

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

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

Draw Bridge 362.64 over Chippewa River at Trevino, interlocked.

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

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

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

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

No. 26 and No. 32 stop at Winona Jct. to let off passengers from west of Minneapolis.

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

No. 32 must not exceed 60 M.P.H. when dispatching mail at Malden Rock.

No. 52 stop on flag at Newport for passengers.

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

No. 45 stop at St. Paul Park.

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

Local extra east leaves Dayton Bluff 6:00 A.M. Tuesday and Friday.

Local extra east leaves Alma 10:00 A.M. Wednesday.

SPEED RESTRICTIONS

1. Passenger and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13559 inclusive) will be governed by speed authorized for class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Passenger and troop trains consisting of passenger cars only (including caboose not equipped with ride-control trucks) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

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

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

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

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

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

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 M.P.H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

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

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

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

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

Gas or diesel-electric motor cars	60 M.P.H.
Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On Sidings	Reduced speed	Reduced speed
All crossovers and turnouts not otherwise specified	10	10
Trailing movement through spring switches not otherwise specified	15	15
Steam engines running backward either light or handling trains	20	20
Pile drivers, steam shovels and clamshells or similar equipment	.....	30
Rotary snow plows	.....	25
★ Derricks	.....	30
Scale test cars	.....	25
Loaded air dump cars in rear of train when possible—	.....	35
S-4-A engines with drivers blocked up	40	40
O-5-A or M engines with drivers blocked up	30	30
Engines under steam, disconnected on one side, with main rod down	25	25
Wholly disconnected or dead steam engines	.....	20

★When handling 250-ton wrecking derrick 204376 or bridge derrick 204620 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M.P.H.

These derricks must not operate between Galena Jct. and Galena or over bridge between East Winona and Winona.

SPEED OF TRAINS:

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

SPEED RESTRICTIONS—Continued.

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

A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes.

Nos. 25, 26 and 32 must not exceed 85 M.P.H. All restrictions below this maximum will govern.

Nos. 25, 26, 31 and 32 must not exceed Class B speed restrictions between M.P. 364.50 and M.P. 389.30.

B—Passenger trains handled by diesel, S-4, S-4-A or O-5-A engines, operated with automatic air brakes.

C—All other steam passenger trains.
Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains.

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

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

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

SAVANNA TOWER AND NORTH LA CROSSE SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 142.89 to M.P. 144.50	70	70	60	Yd.
Savanna Tower Interlocking through crossover end of two main tracks	40	30	30	Yd.
ZONE—M.P. 144.50 to Savanna Depot	25	25	25	Yd.
C.M.St.P.& P. Crossings, M.P. 144.64 and M.P. 144.85	20	20	20	20
ZONE—Savanna Depot to M.P. 146.20	90	79	75	Yd.
Curve M.P. 146.15, eastward track	70	60	60	Yd.
ZONE—M.P. 146.20 to M.P. 170.07	90	79	75	50
ZONE—M.P. 170.07 to M.P. 171.00	90	79	75	Yd.
ZONE—M.P. 171.00 to M.P. 171.99	40	40	40	Yd.
Galena River Bridge M.P. 171.64	30	30	30	25
Galena River Bridge M.P. 171.64, trains powered with S-4-A and O-5-A engines	.....	20	20	20
End of two main tracks, M.P. 171.50 and M.P. 171.72, Galena Jct.	40	30	30	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q)	40	40	40	25
M.P. 172.47 (CB&Q) to M.P. 184.86 (IC)	See IC Rules in Special Instructions.			
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q)	40	40	40	Yd.
ZONE—M.P. 185.50 to M.P. 187.00	75	75	75	Yd.
ZONE—M.P. 187.00 to M.P. 187.57	90	79	75	Yd.
ZONE—M.P. 187.57 to M.P. 238.18	90	79	75	50
Ports, end of two main tracks through turnout	50	40	40	40
Crawford, end of two main tracks through turnout	50	40	40	40
Crawford, CMStP&P Crossing	60	40	40	40
ZONE—M.P. 238.18 to M.P. 239.00	90	79	75	Yd.
ZONE—M.P. 239.00 to M.P. 240.00	40	40	40	Yd.
ZONE—M.P. 240.00 to M.P. 241.38	90	79	75	Yd.
ZONE—M.P. 241.38 to M.P. 296.29	90	79	75	50
Herrington, through crossovers, M.P. 294.68	45	40	40	35
Graf, end of two main tracks through turnout, M.P. 296.29	50	40	40	40
ZONE—M.P. 296.29 to M.P. 299.78	70	70	60	45
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	10	10	Yd.

SPEED RESTRICTIONS—Concluded

NORTH LA CROSSE AND MINNEAPOLIS SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	10	10	Yd.
ZONE—M.P. 301.27 to M.P. 303.75	75	75	40	Yd.
Sullivan through East Crossover	45	40	40	Yd.
Sullivan through West Crossover	50	40	40	Yd.
ZONE—M.P. 303.75 to M.P. 324.48	79	79	75	50
ZONE—M.P. 324.48 to M.P. 327.08	79	79	75	Yd.
Curve M.P. 325.60	60	50	50	Yd.
ZONE—M.P. 327.08 to M.P. 364.50	79	79	75	50
Miner through west crossover	40	30	30	30
Trevino, end of two main tracks through turnout	50	40	40	40
Chippewa River Bridge, M.P. 362.64	79	60	60	40
Mears, end of two main tracks through turnout	50	40	40	40
ZONE—M.P. 364.50 to M.P. 366.50	60	50	50	40
ZONE—M.P. 366.50 to M.P. 379.00	79	70	70	50
ZONE—M.P. 379.00 to M.P. 389.30	79	75	75	50
ZONE—M.P. 389.30 to M.P. 410.25 (St. Croix Tower)	79	79	75	50
County Trunk Highway E, M.P. 390.10, when on siding	10	10	10	10
Curve, M.P. 407.20	60	50	50	40
Prescott, end of two main tracks through turnout	40	30	30	30
Curve, M.P. 407.70	30	20	20	20
St. Croix River Drawbridge, M.P. 407.72	30	15	15	15
Burns, end of two main tracks through turnout	40	30	30	30
ZONE—M.P. 410.25 (St. Croix Tower) to St. Paul	See CMStP&P - CB&Q Joint Timetable.			
ZONE—St. Paul-Minneapolis	See Great Northern Timetable			

Freight Trains (Information Only)

WESTWARD				STATIONS	EASTWARD						
Daily Freight	Daily Freight	Daily Freight			Daily Freight	Daily Freight	Daily Freight				
81	83	97			82	80	88				
L 5.00 A.M.	L 10.15 P.M.	L 3.30 P.M.		SAVANNA TOWER	A 6.30 A.M.	A 2.00 P.M.	A 6.30 P.M.				
10.30	A.M.	9.00		NORTH LA CROSSE	12.35 A.M.	7.45	2.00				
11.00 P.M.		9.30 A.M.			11.20	7.00	1.30 P.M.				
A 3.30 P.M.	A 6.00 A.M.	A 2.00 A.M.		DAYTON BLUFF	L 6.30 P.M.	L 1.30 A.M.	L 10.00 A.M.				

SPECIAL INSTRUCTIONS

Master Mechanic..... ... .L. E. Quirin, Chicago.
Trainmaster.....W. F. Osborn, North La Crosse.
Trainmaster.....J. P. Nelson, Aurora.
Road Foreman.....C. E. Seitz, North La Crosse.
Road Foreman.....J. C. Kuschel, North La Crosse.
Chief Dispatcher.....D. Rupp, North La Crosse.
Night Chief Dispatcher.....A. Wetterlin, North La Crosse.

DISPATCHERS

R. H. Mourning	R. P. Dewey	A. H. Granke
R. C. Dyb	J. F. Buree	M. J. Moor
L. J. Zahn	J. D. Duncan	

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

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

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

2. USE OF TRACK.

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

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

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

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

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

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

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

Steam engines will move on the two straight tracks that are immediately in front of the passenger depot at Dubuque and must not move east of Second Street which is the street just east of the depot.

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

Two Tracks: Between East Cabin and Portage.

Main tracks designated as follows:

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

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

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

Train Registers: East Cabin and Portage.

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

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

Yards: East Cabin.

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

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

SPEED RESTRICTIONS

Speed shown are maximum authorized between points named, but do not modify any rule or special instructions which may require lower speed.	Stream lined trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Freight trains with passenger engines.	Passenger or freight trains with single truck freight engines.	Derricks.	Engines without trucks and engines backing up with or without cars.	Eight wheel locomotive cranes on their own wheels.
	Miles per Hour						
Maximum Speed.....	75	75	60	45	30	25	30
Diverging Routes, through crossover, junction and siding switches, through turnouts and trailing points, spring switches.....	25	25	15	15	15	15	15
Westward between MP-W 172 and W 173 curves.	55	50	40	40	25	25	25
Westward between MP-W 176 and W 177 curves...	70	70	50	45	30	25	30
Westward MP-W 177.55 curve.....	70	70	50	45	30	25	30
Eastward MP-W 176.35 and MP-W. 176.20 curves.	70	70	50	45	30	25	30
Between East Cabin and Dubuque Jct.....	10	10	10	10	10	10	10

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

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

SPECIAL INSTRUCTIONS—Continued

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

Between East Winona and Winona, 2.21 miles, the track will be used by CB&Q, GB&W, CGW, C&NW, and CMStP&P trains and engines at reduced speed, as the way is seen to be clear, not exceeding 15 M.P.H. Trains carrying passengers must be protected as prescribed by Rule 99. Movements over Mississippi River Draw Bridge are governed by automatic signals. All trains and engines must stop at Stop signs and proceed on signal from bridgetender during the period navigation is open. Trains and engines must not exceed 6 M.P.H. over Mississippi River Bridge.

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

RULE H.

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

RULE Q.

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

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

RULE 16 (k).

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

RULE 21.

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

RULE 30.

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

RULE 208. (Second paragraph).

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

RULE 221 (a). (First paragraph).

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

CLEARANCE FORM F.

Proceed per Rule 509 A on..... .....track.

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

RULE 318 (B). (Third paragraph).

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

SPECIAL INSTRUCTIONS—Concluded

RULE 374.

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

RULE 501-501-E.

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

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

RULE 509 C.

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

RULE 512. (Second paragraph).

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

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

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

RULE 576.

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

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

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

RULE 672. (Third paragraph).

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

RULE 908. (Second paragraph).

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

(Fourth paragraph).

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

RULE 914.

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

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

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

RULE 916.

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

RULE 918.

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

RULE 1304.

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

RULE 1315 (e).

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

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

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

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

RULE 1345.

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

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

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

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

(a) Close throttle to idle.

(b) Move the reversing handle to reverse position.

(c) Open throttle to No. 1 position.

5. On the Empire Builder and Western Star, the master switch will be placed in automatic control position and the oscillating emergency red rear end light will work automatically. If the automatic feature fails, the flagman must promptly cut out the master switch and operate the rear end light manually with emergency switches. On the Empire Builder and Western Star, the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

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

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

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

JOINT TIME TABLE No. 141

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, April 29, 1956

For the government and information of employes only

TRACK OPERATED BY CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

ST. CROIX TOWER TO ST. PAUL—WESTWARD

TIME TABLE No. 141 — April 29, 1956

STATIONS	Distance from St. Croix Tower	Office Hours	FIRST CLASS 57 C. M. St. P. & P. Passenger Daily	461 C. R. I. & P. Passenger 562 Daily	47 C. B. & Q. Passenger Daily	1 C. M. St. P. & P. Passenger Daily	417 C. R. I. & P. Passenger 18 Daily	45 C. B. & Q. Passenger Daily Except Sun.	55 C. M. St. P. & P. Passenger Daily	21 C. B. & Q. Passenger Daily	5 C. M. St. P. & P. Passenger Daily	421 C. R. I. & P. Passenger 508 Daily	25 C. B. & Q. Passenger Daily	459 C. R. I. & P. Passenger 16 Daily	3 C. M. St. P. & P. Passenger Daily	31 C. B. & Q. Passenger Daily	15 C. M. St. P. & P. Passenger Daily	23 C. B. & Q. Passenger Daily	SECOND CLASS 263 C. M. St. P. & P. Freight Daily	97 C. B. & Q. Freight Daily	83 C. M. St. P. & P. Freight Daily	383 C. B. & Q. Freight Daily	81 C. B. & Q. Freight Daily	91 C. M. St. P. & P. Freight Daily Except Sun.	63 C. M. St. P. & P. Freight Daily	67 C. M. St. P. & P. Freight Daily
ST. CROIX TOWER		Continuous	L 4.26 AM		L 6.52 AM	L 7.05 AM		L 8.22 AM	L 1.12 PM	L 1.59 PM	L 4.37 PM		L 5.43 PM		L 6.52 PM	L 8.08 PM	L 8.42 PM	L 9.59 PM	L12.20 AM	L 1.20 AM	L 3.05 AM	L 5.20 AM	L 2.50 PM	L 3.20 PM	L 4.42 PM	L 9.15 PM
5.0																										
CURRY	5.0	No Office																								
5.7																										
ST. PAUL PARK	10.7	No Office						8.37																		
1.2																										
NEWPORT	11.9	Continuous		L 6.49 AM			L 7.20 AM		1.25		4.49	L 5.42 PM		L 6.40 PM												
1.1																										
RED ROCK	13.0	No Office																								
3.4																										
OAKLAND	16.4	Continuous																	A 1.25 AM	A 2.00 AM	A 4.05 AM	A 6.00 AM	A 3.30 PM	A 4.20 PM	A 5.30 PM	A10.05 PM
1.3																										
DAYTONS BLUFF	17.7	No Office																								
0.9																										
HOFFMAN AVENUE	18.6	Continuous																								
0.6																										
DIVISION STREET	19.2	No Office																								
0.8																										
ST. PAUL	20.0	6.00 AM to 12.01 AM	A 5.10 AM	A 7.10 AM	A 7.30 AM	A 7.45 AM	A 7.45 AM	A 9.10 AM	A 1.50 PM	A 2.30 PM	A 5.05 PM	A 6.00 PM	A 6.15 PM	A 7.10 PM	A 7.15 PM	A 8.40 PM	A 9.15 PM	A10.30 PM								

D. RUPP, Chief Dispatcher, North La Crosse, Wis.

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

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

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

TRACK OPERATED BY CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

ST. PAUL TO ST. CROIX TOWER—EASTWARD

TIME TABLE No. 141 — April 29, 1956

STATIONS	Distance from St. Paul	Capacity in Cars: Sidings	Capacity in Cars: Other tracks	FIRST CLASS 26 C. B. & Q. Passenger Daily	16 C. M. St. P. & P. Passenger Daily	32 C. B. & Q. Passenger Daily	6 C. M. St. P. & P. Passenger Daily	22 C. B. & Q. Passenger Daily	58 C. M. St. P. & P. Passenger Daily	420 C. R. I. & P. Passenger 507 Daily	2 C. M. St. P. & P. Passenger Daily	24 C. B. & Q. Passenger Daily	462 C. R. I. & P. Passenger 561 Daily	416 C. R. I. & P. Passenger 15 Daily	52 C. B. & Q. Passenger Daily Except Sat.	56 C. M. St. P. & P. Passenger Daily	432 C. R. I. & P. Passenger 17 Daily	4 C. M. St. P. & P. Passenger Daily	48 C. B. & Q. Passenger Daily	SECOND CLASS 76 C. M. St. P. & P. Freight Daily	80 C. B. & Q. Freight Daily	264 C. M. St. P. & P. Freight Daily	266 C. M. St. P. & P. Freight Daily	88 C. B. & Q. Freight Daily	66 C. M. St. P. & P. Freight Daily	82 C. B. & Q. Freight Daily	72 C. M. St. P. & P. Freight Daily Except Sun.
ST. CROIX TOWER	18.4			A 7.25 AM	A 7.27 AM	A 7.35 AM	A 8.42 AM	A 8.46 AM	A10.47 AM		A 1.17 PM	A 4.17 PM			A8.40 PM	A 9.06 PM		A11.59 PM	A12.10 AM	A 1.35 AM	A 2.00 AM	A 5.35 AM	A 9.20 AM	A10.25 AM	A 2.10 PM	A 6.55 PM	A 7.00 PM
4.0																										
CHEMOLITE	14.4	15																								
1.0																										
LANGDON	13.4								10.40																	
5.3																										
NEWPORT	8.1		119				8.32	8.38	10.34	A12.20 PM			A 5.40 PM	A 7.22 PM	f 8.25	8.54	A11.38 PM									
1.1																										
RED ROCK	7.0																									
3.4																										
OAKLAND	3.6		Yard																	L 1.05 AM	L 1.30 AM	L 5.05 AM	L 9.01 AM	L10.00 AM	L 1.40 PM	L 6.30 PM	L 6.35 PM
1.3																										
DAYTONS BLUFF	2.3		Yard																							
0.9																										
HOFFMAN AVENUE	1.4																									
0.6																										
DIVISION STREET	0.8						8.27	8.32																		
0.8																										
ST. PAUL			Yard	L 7.00 AM	L 7.10 AM	L 7.15 AM	L 8.25 AM	L 8.29 AM	L10.25 AM	L12.10 PM	L 1.00 PM	L 4.00 PM	L 5.30 PM	L 7.10 PM	L 8.15 PM	L 8.45 PM	L11.25 PM	L 11.40 PM	L11.45 PM								

R. L. MARTIN, G. W. RILEY, Trainmasters, T. C. T., St. Paul, Minn. Between Newport and St. Paul

B. J. McCANNA, G. A. CHAMBERLAIN,

E. P. SNEE, Ass't. Supt., T. C. T., Mpls., Minn.

R. F. FAIRFIELD, Superintendent, T. C. T., Minneapolis, Minn.

J. C. MEYER, Chief Dispatcher, La Crosse, Wis.

R. W. RIEDL, Assistant Superintendent, La Crosse, Wis. Between St. Croix Tower and Newport

W. E. SWINGLE, Superintendent, La Crosse, Wis.

SPECIAL INSTRUCTIONS

The two main tracks of the C. M. St. P. & P. and C. B. & Q. Railroads between St. Croix Tower and St. Paul are used as joint tracks. The C. M. St. P. & P. operate the eastward track and train orders will be issued over the signature of the Superintendent at La Crosse. The C. B. & Q. operate the westward track and train orders will be issued over the signature of the Superintendent at Aurora.

These tracks are operated as double track. Unless otherwise provided by train order, trains must keep to the left. C. B. & Q. Rules D-251, D-252, D-253, D-254 and C. M. St. P. & P. Rules 251, 253 and 254 are in effect.

Extra trains may be operated on eastward track with current of traffic without train orders.

Automatic Block System is in effect between St. Croix Tower and Division Street.

When trains are run against the current of traffic, Manual Block System Rules, C. B. & Q. 318-B will apply on westward track and C. M. St. P. & P. 318 will apply on eastward track.

Signalmen must not display Proceed-indications unless authorized by the train dispatcher at Newport.

C. R. I. & P. trains will use joint tracks between Newport and St. Paul.

Train order signal at Newport does not govern southward C. R. I. & P. trains leaving C. M. St. P. & P.-C. B. & Q. joint tracks.

At Newport, the indication of the westward train order signal will be in accordance with rules 200A, 200B, and 200C of the CMStP&P Consolidated Code of Operating Rules and General Instructions but the provisions of CB&Q Rule 27 will apply to westward trains on westward track.

At St. Croix Tower, westward trains will not require Clearance Form A if train order signal displays proceed-indication.

There is no train order signal at St. Paul. C. B. & Q. eastward passenger trains must obtain both C. M. St. P. & P. and C. B. & Q. Clearance Form A. C. M. St. P. & P. and C. R. I. & P. eastward passenger and freight trains using passenger main track from St. Paul or Hoffman Avenue will not require Clearance Form A at St. Paul, Hoffman Avenue or Oakland unless train order signal displays Stop-indication.

CB&Q Eastward Extra Trains will register by ticket at Oakland.

At Oakland, the westward train order signal does not govern trains terminating at Oakland or Daytons Bluff.

C. M. St. P. & P. Rule 83 (B) does not apply at Oakland if the the train order signal indicates Proceed as per Rule 200 C.

All trains occupying main tracks must protect as prescribed by Rule 99 regardless of yard limits.

Certain automatic block signals located on ascending grades between St. Paul and St. Croix Tower have been designated as grade signals and are distinguished as follows:

On C. M. St. P. & P. by the letter G on a yellow sign 15 inches square located on the right hand side of the signal mast almost immediately above the number plate. When a train approaches an automatic block signal equipped with a permissive marker and displaying Stop-indication, it may pass the signal at restricted speed without stopping.

On C. B. & Q. by a small purple light to right of mast when signal displays a Stop-indication. Trains may pass such signals when displaying Stop-indication at speed not to exceed 15 miles per hour and proceed as prescribed by Rule 509-B.

Interlockings are located at St. Croix Tower, Newport, Oakland, Hoffman Avenue and Division Street.

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

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

On eastward track the following will apply.

That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

SPEED RESTRICTIONS

Location	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum Speed.....Eastward track.....	79	60
Westward track.....	79	50
Operating against current of traffic.....	59	49
All crossovers, turnouts and sidings unless otherwise specified.....	10	10
Turnouts C. R. I. & P. to westward track at Newport, Westward track to lead tracks of St. Paul Yard, and through crossovers between Eastward and Westward tracks at Oakland..	25	25
St. Croix Interlocking		
Eastward track.....	40	25
Westward track.....	30	25
Through turnout from Eastward track to CB&Q Eastward track.....	30	25
Through turnout from Westward track to CB&Q Westward track.....	30	25
Between St. Croix Tower and MP 415.25Q Westward track.....	55	40
Between MP 415.25Q and MP 418.25Q Westward track.....	60	40
Between MP 406.50 CMStP&P and Daytons Bluff Westward track.....	75	..
Through Interlockings at		
Oakland.....	75	..
Hoffman Avenue.....	45	25
Division Street.....	30	25
Between St. Paul Union Depot Stop Board and Hoffman Avenue Interlocking.....	Restricted speed	Restricted speed
St. Paul when backing train on Union Depot tracks.....	8	..
Between Daytons Bluff and MP 426.50Q Eastward track.....	75	..
Between MP 396.62 CMStP&P and MP 395.60 CMStP&P Eastward track.....	75	..
Between MP 395.60 CMStP&P and St. Croix Tower Eastward track.....	55	25

W. H. AMUNDSON, **H. E. OTTERNESS,**
F. W. WALTON, **J. F. BURCE,**
A. W. NICHOLSON, **J. M. BURNS,**
M. J. MOOR,
Train Dispatchers,
Newport.