

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

DUBUQUE & ILLINOIS DIVISION

SECOND DISTRICT

TIME TABLE NO. 2

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

CENTRAL STANDARD TIME

SUNDAY, MAY 3, 1931

Superseding Dubuque-Illinois Div. Second District Time Table No. 1

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

W. M. THURBER,
Assistant Superintendent.

L. F. DONALD,
Superintendent.

M. K. BUCKLEY,
Assistant Superintendent of Transportation.

H. G. FOWLER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

E. F. RUMMEL,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

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

Table with multiple columns: Third Class 91, SECOND CLASS 63, 67, 61, 89, 9, 35, 3, Capacity of Sidings in Cars, Time Table No. 2, STATIONS (SAVANNA, GREEN ISLAND, HURST MILLS SPUR, PLEASANT CREEK, PARK SIDING, BELLEVUE, NORTH BELLEVUE, SMITHS, GORDONS FERRY, WILKINS, MASSEY, SHOWANDASEE, CATTESE, SOUTH JUNCTION, DUBUQUE, DUBUQUE SHOPS), FIRST CLASS 30, 4, 38, SECOND CLASS 74, 70, 60, 72, 68, 62. Includes times, distances, and symbols.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed maximum speed of 45 miles per hour, other trains 30 miles per hour. All trains will reduce speed to 10 miles per hour through Bellevue and between Jones and Seventeenth Streets, Dubuque. L-2b and L-3 engines will reduce speed to 15 miles per hour over bridge K-44 one-third mile east of Bellevue, and bridge K-96 east of Dubuque. K-1 or larger engines must not go beyond coal shed just west of mill on Mill Track at Bellevue, account of sharp curvature. Manual block signal system is in use between Green Island and Dubuque Shops. Train order signals will also be used as block signals. See Rule 221-B and 331.

Block signal rule 319-A applies at Green Island, Bellevue and Dubuque Shops. This time table conveys no right to the track between Green Island and Savanna; Iowa Division time table and rules govern. Trains that do not stop at Green Island may register by card. No. 68 will pick up local stock Dubuque Shops to Green Island, including Cascade Line Stock. Nos. 30, 9, and 4 will register at Dubuque.

WESTWARD

BETWEEN BELLEVUE AND CASCADE SUBDIVISION

EASTWARD

Table with columns: SECOND CLASS 81, Capacity of Sidings in Cars, Time Table No. 2, STATIONS (BELLEVUE, PARADISE, LA MOTTE, ZWINGLE, SYLVIA, WASHINGTON MILLS, BERNARD, FILLMORE, CASCADE), SECOND CLASS 82. Includes times, distances, and symbols.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed maximum speed of 20 miles per hour. All eastward trains reduce speed to 10 miles per hour descending Washington Mills and LaMotte hill, and westward trains descending Sylvia Hill. TRAIN 82 WILL WAIT AT CASCADE FOR TRAIN 81 TO ARRIVE. NARROW GAUGE LINE. Narrow Gauge Gondolas in Series 906 to 915 inclusive will not clear stock loading chutes at Bellevue and they must not be placed on this track.

WESTWARD BETWEEN TURKEY RIVER AND WEST UNION SUBDIVISION EASTWARD

Table with columns: SECOND CLASS 233, Capacity of Sidings in Cars, Time Table No. 2, STATIONS (TURKEY RIVER JUNCTION, MILLVILLE, OSTERDOCK, GARBER, LITTLEPORT, MEDERVILLE, OSBORNE, VOLGA CITY, WADENA, LIMA, WEST UNION), SECOND CLASS 204. Includes times, distances, and symbols.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed maximum speed of 25 miles per hour. A-2, G-6 and G-8 engines will reduce speed to 15 miles per hour over bridge K-1076 west of Garber, bridge K-1224 east of Volga City and bridges K-1270 and K-1278 east of Lima.

DUBUQUE SHOPS TO LA CRESCENT SUBDIVISION--WESTWARD

Capacity of Sidings in Cars		Distance from Dubuque Shops	Time Table No. 2 In Effect 12:01 a. m., May 3, 1931	Telegraph Calls	Office Closed Week Days	FIRST CLASS			SECOND CLASS					THIRD CLASS		
Passing Sidings	Other Tracks					3	35	9	303	89	369	61	67	63	93	97
						Passenger	Passenger	Passenger	Mixed	KCON Time Freight	Mixed	Time Freight	Time Freight	Time Freight	Way Freight	Mixed
		STATIONS	Daily	Except Sun.	Except Sun.	Daily	Daily	Except Sun.	Daily	Daily	Daily	Except Sun.	Except Sun.			
	Yard	DUBUQUE SHOPS	L 3.59AM	L 6.32AM	L 8.50PM		L 5.55AM		L 10.20AM	L 1.00PM	L 11.05PM	L 7.15AM				
101	62	4.5 EDMORE		4.06	6.40	8.59		6.07	10.39	1.10	11.20	7.25				
72	3	6.6 SPECHTS FERRY		4.15	6.49	9.11		6.20	10.57	1.23	11.35	7.40				
78		6.7 CAMERON		4.25	6.58	9.23		6.34	11.12	1.37	11.49	7.53 8.30				
	8	1.1 WAUPETON	No Office		7.00	9.25		6.38	11.15	1.39	11.51	8.40				
57	6	3.7 NORTH BUENA VISTA	3:45PM to 6:45AM	4.32	7.08	9.32		6.50 7.18	11.27	1.47	12.05AM	8.55				
	24	4.2 TURKEY RIVER	4:00PM to 7:00AM		7.17	9.40		7.27	11.42	1.56	12.20	9.10				
78	39	0.4 TURKEY RIVER JCT	No Office	4.39	7.18	9.41		7.30	11.47	2.00 2.24	12.25	9.20				
80	49	6.3 GUTTENBERG		4.50	7.30	9.54		7.45	12.05PM	2.40	1.08	10.02				
75		4.6 ECKARDS	No Office	4.57	7.38	10.03		7.57	12.20	3.10	1.25	10.12				
75	8	5.1 CLAYTON	4:20PM to 7:20AM	5.04	7.48	10.13		8.09	12.43	3.22	1.37	10.29				
77	6	2.8 SNY MAGILL	No Office		7.53	10.19		8.15	12.50 1.10	3.28	1.45	10.35				
52	15	6.0 McGREGOR	4:15PM to 7:15AM	5.16	8.04	10.32		8.28	1.35	3.45	2.00	10.59				
130	Yard	1.4 MARQUETTE (C. M. ST. P. & P. CROSSING)		5.25AM	8.14 8.25	10.45PM	L 6.45AM	8.35	L 1.15PM	1.50	4.15	3.55	11.20			
		0.6 MARQUETTE YARD	No Office						A 3.00PM							
29	5	3.3 YELLOW RIVER	No Office		8.33		6.53	9.15	1.25		4.25	4.10	11.40			
87	42	4.3 WAUKON JUNCTION	5:00PM to 8:00AM		8.43		A 7.03AM	9.25	A 1.35PM		4.39	4.25	11.59			
100	40	3.9 HARPERS FERRY	5:00PM to 8:00AM		8.51			9.35			4.56	4.35	12.15PM			
	5	4.4 OAK SPRINGS	No Office													
35	8	3.3 HEYTMANS	No Office		9.05			9.51			5.17	4.55	12.33			
49	63	7.6 LANSING	5:00PM to 8:00AM		9.21			10.30			5.45	5.10	1.03			
78		6.5 KAINS	No Office		9.32			10.45			6.05	5.30	1.18			
80	99	4.9 NEW ALBIN	5:00PM to 8:00AM		9.41			10.55			6.20	5.50	1.41			
78	51	7.5 RENO	11:00PM to 7:00AM		10.00			11.16			6.35	6.25	2.01			
													L 6.25PM			
32	10	6.9 BROWNSVILLE	5:00PM to 8:00AM		10.13			11.30			6.55	6.50	2.18			
74		5.1 NORMA	No Office		10.23			11.45			7.10	7.05	2.30			
	33	4.6 LA CRESCENT (C. M. ST. P. & P. CROSSING)	10:45PM to 6:45AM		10.35AM			12.10PM			A 7.30PM	A 8.30AM	A 2.45PM			
		0.8 BRIDGE SWITCH [DRAW BRIDGE]	No Office													
		1.6 WEST WYE SWITCH	BK													
		0.4 LA CROSSE	AD		10:45AM			12.45PM			9.30PM	9.45AM	4:00PM			
		Schedule Time		1.26	4.23	1.55	0.18	6.50	0.20	4.40	8.30	10.40	8.30			
		Average Speed per Hour		36.5	27.0	27.8	25.3	17.3	22.8	11.4	13.9	11.0	14.2			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed maximum speed of 45 miles per hour. Other trains 30 miles per hour.

All trains must obtain Clearance Card Form A or A1 at Marquette.

This time table conveys no right to track between La Crosse and La Crescent. The conductor and enginemen of each train must each have a La Crosse bridge train order card properly filled out and signed by operator in charge.

Manual block system in use between Dubuque Shops and Marquette. Train order signals will also be used as block signals. See rules 221-B and 311.

Block signal rule 319-A applies at Dubuque Shops, Guttenberg, McGregor and Marquette.

Trains 3 and 35 will register at Dubuque Shops by card.

Train 93 will carry passengers.

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

Westward signal No. 59-5 located 2500 ft. east of Turkey River depot controls to the heel of the frog of west passing track switch at Turkey River Junction. Eastward signal 60-6 located 1058 feet west of Junction switch at Turkey River Junction controls to a point 2000 feet east of signal No. 59-5.

These signals will operate in three position:

1. Stop then proceed as per Rule 501-AA.
2. Approach Train Order Signal prepared to stop as per Rule 501-B.
3. Proceed as per Rule 501-C.

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

Enginemen on finding the governing signal in the STOP position will bring their train to a stop and then proceed under proper control expecting to find the track occupied, switches in the wrong position, or broken rail. This will make it necessary for the flagman to flag ahead of train whenever view is obscure within limits governed by the stop signal.

Standard switch indicators controlled with track circuits in both directions are provided at the House Track switch at Turkey River, and east passing track and Junction switch at Turkey River Junction. These indicators show by STOP or PROCEED indication whether or not there are any trains on the circuit. In accordance with Rule 512 the indicators do not in any way relieve enginemen and trainmen from protecting their train as required by the rules.

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

LA CRESCENT TO DUBUQUE SHOPS SUBDIVISION—EASTWARD

Time Table No. 2 In Effect 12:01 a. m., May 3, 1931	Distance from LaCrosse.	SYMBOLS See Special Rule, Page 6	FIRST CLASS				SECOND CLASS						THIRD CLASS		
			4	38	72	60	68	62	368	338	48	70			
			Passenger Daily	Passenger Except Sun.	Stock-Mdse Freight Daily	Stock Freight Sunday, Tuesday and Thursday	Stock Freight Daily	Time Freight Daily	Mixed Daily	Mixed Except Sun.	Mixed Except Sun.	TCX Time Freight Daily			
DUBUQUE SHOPS	118.5	BCKRTWZO	A 3.30PM	A 6.56PM	A 9.10AM	A 8.40AM	A 3.15PM	A 4.00PM					A 2.40AM		
4.5 EDMORE	114.0		3.17	6.45	8.57	8.23	2.57	3.35					2.14		
6.6 SPECHTS FERRY	107.4	DW	f 3.05	6.35	8.44	8.08	2.45	3.20					2.00		
6.7 CAMERON	100.7		2.52 ⁶²	6.24	8.30 ⁹³	7.53 ⁹³	2.32	3.05 ⁴ 2.42					1.46		
1.1 WAUPETON	99.6		f 2.50	6.22	8.28	7.50	2.30	2.39					1.43		
3.7 NORTH BUENA VISTA	95.9		s 2.41	f 6.16	8.20	7.42	2.15	2.27					1.35		
4.2 TURKEY RIVER	91.7		s 2.31	6.07	8.11	7.33	2.05	2.14					1.25		
0.4 TURKEY RIVER JCT.	91.3	DJTW	2.24 ⁶⁷	6.06	8.09 ⁸⁹	7.30 ³⁵ 7.18	2.02 ⁶⁷	2.12 ⁶⁷					1.23		
6.3 GUTTENBERG	85.0	W	s 2.12	s 5.56	7.45 ⁸⁵⁻⁸⁹ 7.30	7.05	1.35	1.55					1.08 ⁶³		
4.6 ECKARDS	80.4		2.02	5.46	7.12	6.55	1.15	1.30					12.56		
5.1 CLAYTON	75.3		f 1.53	f 5.38	7.00	6.45	1.04	1.18					12.45		
2.8 SNY MAGILL	72.5		1.45	5.32	6.50	6.38	12.56 ⁶¹	1.10 ⁹¹					12.38		
6.0 MCGREGOR	66.5		s 1.35 ⁶¹	s 5.23	6.35	6.25	12.35	12.55					12.25		
1.4 MARQUETTE (C. M. ST. P. & P. CROSSING)	65.1	BJRY	L 1:25PM	5.15 5.00	6.30 ⁶⁰⁻⁶³ 3.55	6.20 ⁷²	12.28 ⁶²	12.50 ⁶⁸ 11.50	A 12.25PM	A 5.09PM			12.15 ⁹ AM		
0.6 MARQUETTE YARD	64.5	BCDJRTWZ				L 6.15AM	L 12.25PM								
3.3 YELLOW RIVER	61.8			4.47	3.30			11.40 ⁹³	12.13	4.57			10.25		
4.3 WAUKON JUNCTION	57.5	DJWY		s 4.39 ⁶⁷	3.15			11.20	L 12.03PM ⁹³	L 4.49PM ⁶⁷			10.15		
3.9 HARPERS FERRY	53.6			s 4.31	3.00			11.10					10.05		
4.4 OAK SPRINGS	49.2														
3.3 HEYTMANS	45.9			f 4.16	2.35			10.50					9.45		
7.6 LANSING	38.3	DW		s 4.04	2.15			10.30 ⁸⁹					9.25		
6.5 KAINS	31.8			3.49	1.45			10.04					9.05		
4.9 NEW ALBIN	26.9			s 3.41	1.30			9.41 ³⁵					8.53		
7.5 RENO	19.4	CDJWY		f 3.27	1.10			9.18		A s 5.03PM			8.38		
6.9 BROWNSVILLE	12.5			f 3.15	12.45			9.00		s 4.49			8.23		
5.1 NORMA	7.4			3.05	12.30			8.45		4.39			8.10		
4.6 (C. M. ST. P. & P. CROSSING) LA CRESCENT	2.8	BJRY		L s 2.57PM ⁹³	L 12.15AM			L 8.30AM ⁶³		L s 4.30PM			L 7.50PM ⁶⁷		
0.8 BRIDGE SWITCH [DRAW BRIDGE]	2.0														
1.6 WEST WYE SWITCH	0.4														
0.4 LA CROSSE		BCJRTWYZO1		2.45PM				7.30AM		4.20PM			6.45PM		
Schedule Time			2.05	4.11				7.30AM		4.20PM			6.45PM		
Average Speed per Hour			24.8	28.3				13.0	22.1	18.9	18.9	20.7	22.8	27.1	15.0

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed maximum speed of 45 miles per hour; other trains 30 miles per hour.

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

All trains will reduce speed to 10 miles per hour at highway crossing Eagle Point, Dubuque, between slow boards at Lansing and through Guttenberg.

L-2b and L-3 engines will reduce speed to 15 miles per hour over bridge K-212 at Turkey River, and bridge K-526 west of Lansing. All trains will reduce speed to 20 miles per hour over Bridge K-522 east of Lansing.

Trains must not exceed a speed of 20 miles per hour around the two curves at Yellow River and L-2 Engines in Series 8000 to 8133 must not exceed a speed of 10 miles per hour around these curves.

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

No. 68 will pick up local stock Marquette to Dubuque Shops including Waukon and West Union Lines stock.

No. 72 will pick up local stock La Crescent to Marquette and Preston line stock.

Conductors of all Dubuque Division trains will register at Marquette passenger station.

Train 38 will register at Dubuque Shops by card.

No. 38 on Friday stops at Waupeton to let off or pick up passengers.

O. A. RAMPSON,
W. O. WRIGHT,
V. W. McCURDY,
H. M. WILKINSON
W. J. RELLIHAN
Train Dispatchers.

E. W. OLSON,
Asst. Chief Dispatcher.

E. J. CRAWFORD,
Chief Dispatcher.

W. J. WHALEN,
Train Master.

Rule 19—A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight and work trains is hereby withdrawn, and the display of red light in the cupola of cabooses will be discontinued.

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

All trains must obtain clearance card, Form A or A-1 before leaving initial station on each subdivision.

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

In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department, and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block system:

Between Marquette and La Crescent.	Between Turkey River Junction and West Union
Between Waukon Junction and Waukon.	Between Bellevue and Cascade.
Between Reno, Preston and Isinours.	

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:

"No..... left..... at..... and has not reached....."

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed, and then may move on its right or schedule but with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

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

"No..... left..... at..... and has not passed..... You may proceed to..... with caution prepared to stop short of train or obstruction."

Block signal Rule 319-A applies at Green Island, Bellevue, Dubuque Shops, Guttenberg, McGregor and Marquette. Trains other than passenger trains accepting and moving under a clear signal must approach Green Island, Bellevue, Dubuque Shops, Guttenberg, McGregor and Marquette under control and proceed only as the way is seen or known to be clear.

It must be understood that Rule 319-A applies only when the following train is released by a clear signal, and that when train is released with a clearance card when the block has not been cleared by a preceding train a permissive card must be issued in addition, the same as at any other block station.

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

When for any reason an engine leaves its train or part of its train on the main track, great care must be taken when returning to avoid colliding with the detached portion and at night, or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, the flagman must protect the returning engine.

Electric headlights on engines in road service will be dimmed when entering, or moving through side tracks in yards where yard engines are employed, at meeting points when standing, waiting arrival of approaching train or trains, when standing on sidings, in yards, or at engine terminals. Engineers will be governed by Rule 17, when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

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

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employes, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire.

In complying with Rule 14-L, the time and duration of public highway crossing whistle signals will be as follows:

On fast moving trains the sounding of crossing whistle must commence at the whistle post and be prolonged sufficiently to end the last blast just before reaching the crossing.

On slower moving trains the sounding of crossing whistle must commence at the whistle post and where physical or weather conditions are such as to obscure the view at any crossing, the signal should be repeated so as to end the last blast just before reaching the crossing.

Additional whistle signals should be sounded whenever or wherever it may, in enginemen's judgment, avert an accident.

It is important that enginemen carefully observe conditions at every crossing and be on the alert to properly warn the public, extreme care being necessary in double or multiple track territory when approaching a crossing where another train is also approaching the same crossing or is just about to clear the same crossing.

In addition to the above, attention is directed to the necessity of ringing the locomotive bell, starting at the whistling post and continuing until the engine has passed the highway crossing.

Every possible precaution must be taken, when approaching highway crossings, to prevent accident.

Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineer to same promptly and require an inspection to be made of fire preventing appliances. If there is danger of fire being communicated to a bridge or other structure, train must be stopped and fire extinguished.

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

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 939.

Rule 33 in the Book of Rules and Regulations is changed to read: "Watchman stationed at highway crossings must use STOP signals when necessary to stop trains. They will use, by day, a STOP disc, and by night a red light visible only from a highway, to stop highway traffic."

Employees are prohibited from riding:

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

SYMBOLS

⊙—Standard Clock	T—Turntable	B—Bulletin Boards
W—Water	Y—Wye	J—Junction
C—Coal	P—Dispatchers Telephone	Z—Track Scales
O—Oil	I—Interlocked	¶—Refreshments
R—Register	K—Connection with foreign road	D—Drenching Tower

SPEED RESTRICTIONS

Passenger trains must not exceed maximum speed of thirty-five miles per hour at any point nor the schedule time of the train be exceeded when an engine from freight service is used, or when double heading with one freight engine and one passenger engine. When two passenger engines are double heading a speed of forty-five miles per hour must not be exceeded. These speed limits apply when conditions do not require a slower speed. When K-1 engines are used on passenger trains speed must be restricted to thirty-five (35) miles per hour, when running light or with a very light train speed must not exceed thirty (30) miles per hour.

Green flag by day and green light by night, displayed on the engineer's side of the track, or on fireman's side when moving against current of traffic on double track indicates the track one-half mile distant is safe for a speed of not more than ten miles per hour, unless otherwise directed by train order.

Work trains handling laborers must not exceed twenty (20) miles per hour, and cars used in carrying the men to and from their work must not be run ahead of the engine, if it can be avoided.

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

Trains handling Pile Drivers and Lidgerwood Unloader will not exceed 15 miles per hour.

Speed of trains handling steam derrick must be limited to 25 miles per hour between La Crescent and Green Island, and 15 miles per hour on branch lines.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles per hour and other trains twenty (20) miles per hour passing over railroad crossings and through interlocking plant limits.

The speed of all trains passing through cross-overs, entering upon or leaving ends of double tracks, passing tracks or other side tracks, must be controlled and not exceed ten (10) miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty (20) miles per hour.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty (20) miles per hour on main line or ten (10) miles per hour on branches, without instructions from the proper authority.

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

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

YARD LIMIT BOARDS AT

Bellevue, located 2,000 feet east of east passing track switch and 5,500 feet west of west passing track switch at North Bellevue.

Dubuque located 2,000 feet west of Eagle Point Lime Works switch and 4,000 feet east of I. C. Ry. Crossing at South Jct.

Marquette, located 5,000 feet west of west passing track switch and 2,000 feet east of east passing track switch at McGregor.

Waukon Junction, located 2,000 feet east of East Wye switch and 2,000 feet west of west passing track switch.

Reno, located 2,000 feet east of East Wye switch and 2,000 feet west of west passing track switch.

La Crescent, located 2,000 feet east of crossover from Dubuque to S. M. Division Main Lines.

YARD LIMIT BOARDS ON BRANCH LINES AT

Waukon Junction, located 2,000 feet west of west storage track switch.

Waukon, located 2,000 feet east of east switch leading to new Stock Yard.

Bellevue located at Mile Board West of Station.

Cascade, located 2,000 feet east of east switch.

Turkey River Jct., located 2,000 feet west of west switch.

West Union, located 2,000 feet east of east switch.

Reno, located 2,000 feet west of west scale track switch.

Preston, located 200 feet east of Junction on Reno-Preston Subdivision.

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for first aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Gas-Electric motor cars must be considered as locomotives, and unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employe who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

A spring switch is located at west end of double track approximately one thousand (1000) feet west of Roundhouse at La Crosse.

The normal position of this switch will be for the eastward track. Westward trains trailing through this switch from westward main track or yard track to the single track will make no movement in the reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand.

A color light signal located ten (10) feet west of switch will indicate position of switch for eastward trains.

If a train is stopped at this signal, trainmen or enginemen will call up Bridge Dispatcher on telephone located at old Bridge Dispatcher's office, and receive instructions and in addition to observing other rules will examine switch before proceeding.

Failure of signal must be reported to Bridge Dispatcher.

Employes will observe passing train for defects and should there be any indication of conditions endangering the train, take such measures for its protection as may be practical.

Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.

Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At Stations, interlocking plants, meeting points with other trains, and where trackmen are working, when practical, exchange signals.

Operators or Agents will place themselves in a position to inspect trains when passing their stations and give signals to train or enginemen as indicated above.

In switching when train or yardmen giving signals are lost to view, the enginemen or trainmen are required to stop train immediately.

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows:

"When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling cars cars on sidings connected with main line extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made."

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows:

"After opening or closing switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked."

COMPANY SURGEONS LOCATED AS FOLLOWS:

Dr. A. R. Metz, Chief Surgeon..... { Union Station, Central 7600
 { Washington Blvd., West 3170
 Dr. R. Householder, Ass't. to Chief Surgeon..... Washington Blvd., West 3170
 Dr. G. G. Hallenbeck, Ass't. to Chief Surgeon..... Washington Blvd., West 3170
 Drs. Wescott & Wescott (Oculists)..... 58 E. Washington St., Dearborn 4934
 Dr. L. F. McBride (Aurist)..... 122 S. Michigan Ave., Wabash 9467
 Dr. H. A. Hooper (Dentist)..... 4655 S. Michigan Ave., Atlantic 1301
 Chicago, Ill.

Name	Town	Office Phone	Home Phone
W. W. McGrath.....	Savanna.....	Blk.-70	Blk.-70
J. B. Schreiter, Ass't.....	Savanna.....	Blk.-190	Blk.-344
E. C. Turner, Ass't.....	Savanna.....	Blk.- 33R2	Blk.-33
F. D. Ayers.....	Sabula.....	51	51
J. C. Dennison.....	Bellevue.....	41	1
E. A. Hanske, Asst.....	Bellevue.....	41	R-19
John C. Hancock.....	Dubuque.....	699	217
J. B. Heles.....	Dubuque.....	737	446
G. W. Hoag, Dentist.....	Dubuque.....	Blk. 1541	2128
H. B. Gratiot, Oculist.....	Dubuque.....	372	2108
C. W. Duffin.....	Guttenberg.....	27	27
A. E. Beyers.....	Guttenberg.....	3L-66	366
E. C. Meggers.....	McGregor.....	163	163
Dr. Alice Clark Brooks, Asst.....	McGregor.....	163	163
W. H. Thomas.....	McGregor.....	41	139
A. R. Fredrickson.....	Lansing.....	32	123
G. J. Egan.....	La Crosse.....	200	200—3 rings
J. E. McLoone.....	La Crosse.....	200	588
F. C. Suiter, Asst.....	La Crosse.....	52	52—3 rings
F. A. Douglas, Oculist.....	La Crosse.....	2254-A	814-M
M. E. Beitenman.....	Cascade.....	48—2 rings	48—3 rings
F. J. Kriebs.....	Garber.....	10-Elkport	10-Elkport
J. C. Brown.....	Littleport.....	Interstate-20	5 long rings
J. J. Cahill.....	Volga City.....	10	10
T. A. King.....	West Union.....	188	188
J. B. Dillon.....	Waterville.....	Not numbered	
C. W. Rominger.....	Waukon.....	111	206
Geo. R. Love.....	Preston.....	53	7

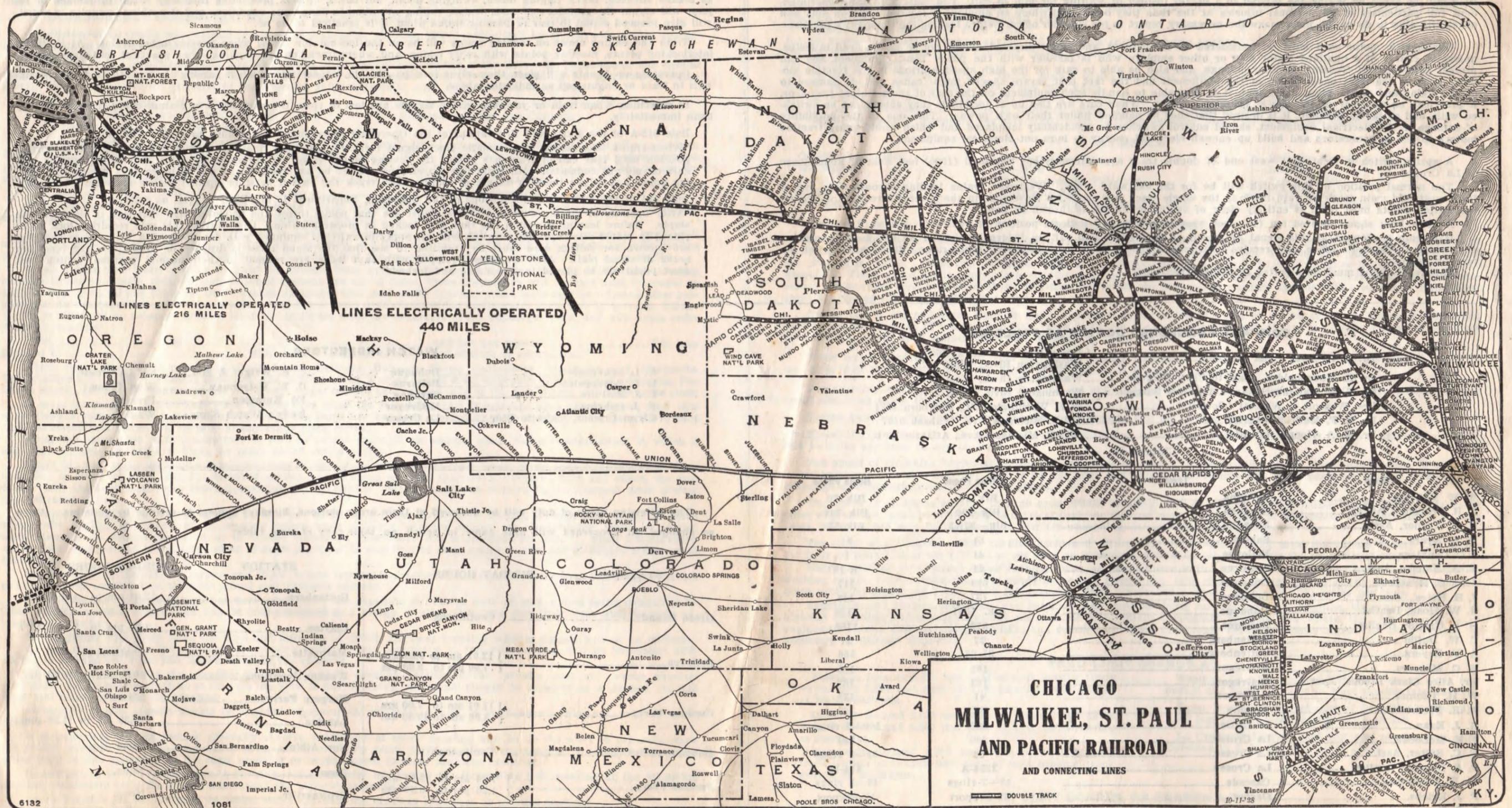
WATCH INSPECTORS

E. L. Scheppele.....Dubuque
 E. L. Scheppele.....Bellevue
 C. J. McGuire.....Savanna
 F. J. Oehring.....McGregor
 Glynn Cremer, Majestic Bldg.....La Crosse
 C. B. Wright & Son.....No. La Crosse
 O. W. Heiserman.....West Union
 Ed Kummer.....Preston
 Kelly's Watch Shop.....Waukon

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

STATION	SUNDAY HOURS	STATION	SUNDAY HOURS
Green Island.....	Continuous.	Guttenberg.....	12.01 am to 4.00 pm
Bellevue.....	{ 12.01 am to 9.59 am 7.00 pm to 9.00 pm	Clayton.....	1.30 pm to 3.30 pm
Gordons Ferry.....	{ 12.01 am to 7.00 am 8.00 am to 10.00 am	Marquette.....	Continuous.
Dubuque Shops.....	Continuous.	Waukon Junction.....	10.30 am to 12.30 pm
Spechts Ferry.....	{ 7.00 am to 9.00 am 1.30 pm to 3.30 pm	Harpers Ferry.....	None.
North Buena Vista.....	1.30 pm to 3.30 pm	Lansing.....	10.30 am to 12.30 pm
Turkey River.....		New Albin.....	None.
		Reno.....	None.
		Brownsville.....	None.
		La Crescent.....	{ 8.00 am to 10.00 am 6.45 pm to 8.45 pm

All Branch Line Offices closed Sundays except Waukon which is open from 9.30 am to 11.30 am.



**CHICAGO
MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD
AND CONNECTING LINES**

DOUBLE TRACK

10-11-28

6132

1081