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 COVERNMENT AND INFORMATION OF EMPLOYES 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.

2						WE	STWAR	D-BE	TWI	EEN	DUE	BUQUE SHOPS	AND	GR	EEN IS	LAND SU	BDIVIS	SION	EASTW	ARD	-	4			To the same	
hird Class		SECOND	CLASS	1		FIRST			Capac	city of								FIRST			1		SECOND	CLASS		
91	63	67	61	89	9	35	3	WPW S	Sidi	ngs Cars	mo	In Effect 12:01 a. m.	om	Calls	PART	SYMBOLS	30	4	38		74	70	60	72	68	62
Freight	Time Freight	Time Freight	Time Freight	KCON Time Freigh	t Passenger	Passenger	Passenger		ing gas	88	nce fr	May 3, 1931	nce fr	raph (Office Closed Week Days	See Special	Passenger	Passenger.	Passenger		TCDX Time Freight	TCX Time Freigh	Stock Freight	Stock Freight	Local Stock Freight	Time Freig
xcept Sun.	Daily	Daily	Daily	Daily ·	Except Sun	Except Sun.	Daily		Passi	Other	Dista	STATIONS	Dista	Teleg	0.0	Rule, Page 6	Except Sun.	Daily	Daily		Daily	Daily	Sunday, Tuesday and		Daily	Daily
6.50 AM	4.45 PM		7.00 AM		5.15 PM	4.45 AM	2.25 AM			-		SAVANNA	48.1	SA	1 100 4	BCJKRTWYZ	11.10 AM	1	8,55 PM		1	6.00	Thursday 12.40 PM	1 1.30 PM	7.00PM	
7.5 5 AM	5.20PM	L 1 O.OOAM	7.45AM	L 2.35	L s5.45PM	Lf 5.10AM	Lf 2.50AM		129	29	14.9	(C. M. ST. P. & P. CROSSING)	33.2	GE		BIJRWY	s 10.45 AM		A f 8.25PM		A4.45 AM	A 5.10	AM A 1 1.55AM	A12.45PM	A 5.20PM	A 9.20
								13.			16.4	HURST MILLS SPUR	31.7		No Office											3.20
8.05	5.28	10.10	7.55	3 2.44 3:05	5.51	5.16	2.55	283	79	7	18.7	PLEASANT CREEK	29.4	СК	No Office	Total San Control	10.35	LE M	8.15	B ATT	4.18	4.44	11,40	12.05PM	5.05	8.40
8.15	5.37	10.19	8.05	3.15	5.57	5.22	3.00		100		22.9	PARK SIDING	25.2		No Office		10.25		8.07	N C. N	4.06	4.32	11.27	11.51	4.53	8.25
8.20	5.40	10.23	8.08	3.19	s 5.59	s 5.24	s 3.03		10	71	24.1	BELLEVUE	24.0	BU		CJW	s 10.23	- Annalysis	s 8.05		4.03	4.29	11.20	11.46	4.30	8.20
8.36	5.44	10.31	8.15	3.26	6.05	5.33	3.08		77	8	25.0	NORTH BELLEVUE	23,1		No Office		10.15		7.56		3.56	4.22	11.14	11.39	4.25	8.15
8.55	5.52	10.40	8.30	3.46	6.11	5.39	3.13		78	58	28.7	SMITHS	19.4		No Office		10.10	A	7.50		3.46	4.12	11.02	11.30	4.13	38 8:98
9.15	6.02	10.50	8.42	4.02	f 6.18	f 5.46	3.20		77	6	33.5	GORDONS FERRY	14.6	GF		DW	£10.03		17.42		3.36	4.02	10.50	11.19	4.02	7.20
9.30	6.11	11.07	8.55	4.17	6.24	5.52	3.26		78		38.0	WILKINS	10.1		No Office		9.56		7.36		3.26	3.49		11.07	3.51	7.10
				6	f 6.28	5.56					40.5	MASSEY	7.6		No Office		f 9.53		f 7.32							
30-60-72					16.30	5.57		200			41.0	SHOWANDASEE	7.1		No Office		f 9.52		7.31							
10:55	7:28 8 7:28	11.24	9.05	4.30	6.33	6.00	3.34		75		43.1	CATTESE	5.0	su	No Office		9.49		7.28		3.15	3.34	10.30	10.55	3.40	6.55
1	41 1							-120		1	45.8	SOUTH JUNCTION	2.3		No Office											10
11.15	7.45	11.37	9.18	4.45	38 6.45 62 8.20	s 6.10 6.25	s 3.43 3.53		9		46.9	(c. e. w. and i. c. crossings)	1.2	6 - 4	No Office	Z	s 9.40	As 3.37PM	s 7:29		3.00	3,10	10.15	10.40	3.25	6.45
11.30AM	8.1 OPM	A 1 1.55AM A	9.30-60	5.10AM	As 8.27PM			145 (0)		Yard	48.1	DUBUQUE SHOPS	0.0	DS	TO THE	BCKRTWZO	L 9.30 AM		L 6.58PM	10/189-	L 2,50AM	G0 (17/0)	M L 1 0.0 5 AM			
4,40	3.25	1.55	2.30	2.35	2,57	1.47	1.33	EDAD				Schedule Time					1.49	0.07	1.57	U Luci	1.55	3,00	2,35	3.00	3.45	2,50
10.8	14.2	17.3	19.2	12.8	16.3	27.0	31.3				-	Average Speed per Hour					28.8	10.2	24.7		17.3	16.0	18.7	16.0	12.8	10.2

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 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.

SECON	81	Capac Sid in (city of ing Cars	from	Time Table No. 2		nom	Calls	SYMBOLS	SECOND CLASS
	Mixed	sing	sks	Distance f Bellevue	In Effect 12:01 a. m., May 3, 1931	Office Closed Week Days	Distance from Cascade	relegraph	See Special Rule,	Mixed
	Except Sun.	Passing Sidings	Other Tracks	Dist	STATIONS		Dista	Teles	Page 6	Except Sun.
	L 7.00AM		116		BELLEVUE		35.7	BU	BCJRTWZ	As 2.30PM
	7.25			10.0	PARADISE	No Office	25.7			1.50
	s 8.00		27	11.4	LA MOTTE	5:00PM to 8:00AM	24.3	AM	DW	s 1.30
	s 8.25		17	15.7	ZWINGLE	5:00pm to 8:00am	20.0	wi		s 1.00
4	8.40	-	9	19.2	SYLVIA	No Office	16.5			
	s 8.55		14	22.0	WASHINGTON MILLS	No Office	13.7		C D W	s12.20
	8 9.20		25	25.2	BERNARD	5:00pm to 8:00am	10.5	BR		s 1 2.05PM
	9.40		20	29.8	FILLMORE	No Office	5.9		de l'action de la constitute de la const	s11.40
	A 10.15 M		54	35.7	CASCADE	5:00pm to 8:00am		CD	BDRTW	L11.15AM
	3.15				Schedule Time		4 /4			3.15

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 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 SURDIVISION FASTWARD

SECOND	233	Capac Sidi in C	ngs	Distance from Turkey River Junction	Time Table No. 2	from	Calls		SYMBOLS	SECOND CLASS
NT TO THE	Mixed	ing	ks	tance key]	In Effect 12:01 a. m. May 3, 1931	Distance from West Union	Telegraph	Office Closed Week Days	See Special Rule	Mixed
1	Except Sun.	Passing Sidings	Other Tracks	Dis Tur Jun	STATIONS	Dista	Teleg		Page 6	Except Sun.
	L12.10PM		17		TURKEY RIVER JUNCTION	58.3		No Office	DJTW	A 1 1.30AM
1100	s12.20	300	18	2.2	MILLVILLE	56.1		No Office		s11.05
	s12.45		24	8.1	OSTERDOCK	50.2	Z	5:00pm to 8:00am	Marking N	s10.44
BOLL PL	s 1.15		25	14.9	GARBER	43.4	К	5:00PM to 8:00AM		s10.16
	s 1.45		16	23.4	LITTLEPORT	34.9	w	5:00pm to 8:00am		s 9.41
	s 2.00		21	27.5	MEDERVILLE	30.8		No Office		s 9.21
COLUMN TO	s 2.12	19991	38	30.5	OSBORNE	27.8		No Office		s 9.10
	8 3.00		38	36.8	VOLGA CITY	21.5	VI	5:00PM to 8:00AM	CDW	s 8.50
For VALLE	s 3.30		21	44.6	WADENA	13.7	WA	4:45PM to 7:45AM		s 8.14
	8 3.55		_ 17	50.9	LIMA	7.4		No Office		s 7.57
	A s 4,20PM		40	58.3	WEST UNION		UN	4:15PM to 7:15AM	KRTW	L 7,35AM
and the same of	4.10	The Colonian of	A CONTRACTOR		Schedule Time					3.55
	14.7		E . PA		Average Speed per Hour			000 000 000 000		14.8

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.

SEC	OND CL	ASS	Capa	city of	u	Time Table No. 2	u	IIs			SECOND	CLASS
	369	303		Cars	from Jet.	In Effect 12:01 a. m.	fr	h Ca	Office Closed	SYMBOLS	368	338
7	Mixed	Mixed	Passing Sidings	er	Distance	May 3, 1931	Distance Waukon	Telegraph Calls	Week Days	See Special Rule	Mixed	Mixed
	Except Sun.	Daily	Pas Sidi	Other Tracks	Dist	STATIONS	Dist	Telc	-	Page 6	Daily	Except Sur
I	1.40PM	L 7.20AM	120	22		WAUKON JUNCTION	22.8	AU	5:00pm to 8:00am	BDJRWY	A 1 1.59M	A s 4.45
	f 1.55	f 7.35	,100	11	4.4	BLUFF SPRINGS	18.4	nd 701	No Office	e reliara	f11.44	f 4.30
S	2.15	s 7.50	in mile grants	21	9.4	WATERVILLE	13.4		No Office	LOBO.	s11.28	s 4.15
	f 2.35	f 8.03	CHYP	12	14.5	ROSSVILLE	8.3		No Office	1.20	f11.10	1 4.00
	taken oh	of daze to	OND:	9	21.0	WAUKON DBLG. SPUR	1.8		No Office	ar.	89.1	700
A	s 3.00PM	A 8.30AM	i Jue	68	22.8	1.8 WAUKON		WN	5:00PM to 8:00AM	DRT	L10.50AM	L 3.35
	1.20	1.10	000	272	double	Schedule Time			00.0		1.09	1.10
	17.1	19.6	(prod)	a bo	a sul	Average Speed per Hour			04.83	1.51	19.8	19.8

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed maximum speed of 25 miles per hour.

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

TRAIN 368 WILL WAIT AT WAUKON FOR TRAIN 303 TO ARRIVE

TRAIN 338 WILL WAIT AT WAUKON FOR TRAIN 369 TO ARRIVE

WESTWARD BETWEEN ISINOURS AND JUNCTION SUBDIVISION EASTWARD

FIRST	CLASS		acity of		Time Table No. 2	_ 6	ls.	0.29	CVMDOLO	FIRST	CLASS
405	423	in	Cars	from	In Effect 12:01 a. m., May 3, 1931	ce from	uph Calls	Office Closed	SYMBOLS Special	424	422
Mixed	Mixed	Passing Sidings	Other	Ditance I Isinours	- navide and and the	Distanc	egra	Week Days	Rule, Page 6	Mixed	Mixed
Except Sun.	Except Sun.	Pas Sid	Oth	Dit	STATIONS	Dis	Tel		75	Except Sun.	Except Sun.
7.45 PM	1.10 PM	31	42	Space 1	ISINOURS	5.2	IS	5:00PM to 8:00A M	RJT	s 12.45 PM	s 7.25 PM
L 7.48PM	424 L 1.14PM	0.00		0.7	ISINOURS JUNCTION	4.5		No Office		A 1 2.32PM	405 A 7.22PM
A 8-05PM	A 1.25PM	in.	11/210	5.2	JUNCTION			No Office	J	L12.24PM	
0.20	0.15	150		241	Schedule Time			1.59	.25	0.21	0,20
15.6	20.8			TOR Dr	Average Speed per Hour			MR L.C	Jasa	14.8	15.6

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed maximum speed of 30 miles per hour, other trains 20 miles per hour.

This time table conveys no right to the track between Isinours Junction and Isinours. S. M. Division time table and rules govern.

SPECIAL INSTRUCTIONS

TONNAGE RATING BRANCH LINES

The Continues approached	and the same of the same	Description of the latest of t	DRAHOH ZINZO				
WESTWA	AND OWN IN BUILDING THE RESERVE THE RESERV	with tr	O. S. L.	EASTWARD	88	ė l	7-6
From To	G-4 G-	-5s G-6s	From	То	G-4	G-5s	G-68
Turkey River JctVolga City	1175	We now		Lima	. 535		
Wadena West Union	535		Lima	Turkey River Jct	1610		
Waukon JunctionRossville	575	750	Waukon	Waukon Jet.	1500	1950	
RossvilleWaukon	350 4	25	Preston	Harmony	390	500	625
*RenoCaledonia	200 2	275 350	Harmony	Mabel	. 900	1150	1435
Caledonia Spring Grove	370	625		Spring Grove		500	625
Mahel Prosper	1200 15	550 1930 275 350		Caledonia		1150	1435
Volga City Wadena Wadena West Union Waukon Junction Rossville Rossville Waukon *Reno Caledonia Caledonia Spring Grove Spring Grove Mabel Mabel Prosper Prosper Preston	1200 15	50 1930	Caledonia	Reno	1500	1950	2430
Isinours Preston	1000 13	1625		Isinours		1550	1930

*Cars for Freeburg and Egbert in addition to this.

The following reduction in the tonnage of trains should be made for weather conditions:

5 to 25 degrees above zero, very frosty or wet, reduce tonnage 10%.

5 above to 10 below, reduce 15%.

10 below or colder, reduce 20%.

	SECOND	CLASS		Capa	city	8	Time Table No. 2	n	Calls			FIRST	CLASS	THIRD (CLASS
405	471	433	423	in C		e from	In Effect 12:01 a. m.,	e from	- 72	Office Closed	SYMBOLS	404	424	472	422
Mixed	Mixed	Mixed	Mixed	Passing Sidings	Other	Distance Reno	May 3, 1931	Distance	Telegraph	Week Days	Special Rule,	Passenger	Mixed	Mixed	Mixed
Except Sun.	Except Sun.	Except Sun.	Except Sun.	Pas	Tra	Dis	STATIONS	Dis	Tel		Page 6	Except Sun.	Except Sun.	Except Sun.	Except Su
THE REAL PROPERTY.	L10.50 AM	L 5.05PM		22	7	1000	RENO	57.5	RO	11:00pm to 7:00am	BCDJRWY	A 1 0.00AM		A 8 6.00PM	
Mail Squade	s11.10	s 5.21	_		16	5.1	FREEBURG	52.4		No Office		9.45		s 5.21	107
	11.27	5.38		de	7	10.7	EGBERT	46.8		No Office	ETON	9.28		5.00	
EFF V	s 1 2.30PM	s 5.50		9	44	14.0	CALEDONIA	43,5	DO	5:00PM to 8:00AM	DW	s 9.18		s 4.45	137
	f12.50	f 6.12		7	<u></u>	21.2	-WILLINGTON GROVE	36.3		No Office	Value	t 8.58		t 4.15	
	s 1.05	s 6.25		88.	27	23.8	SPRING GROVE	33.7	SG	5.00PM to 8:00AM	DW	s 8.52		s 4.05	16
7 7					6_	27.3	NEWHOUSE DBLG. SPUR	30.2		No Office					-101
	f 1.15	16.40			9	28.9	NEWHOUSE	28.6		No Office		f 8.40		f 3.40	
	s 1.40	s 6.55			20	32.7	MABEL	24.8	мо	4:50pm to 7:50am	DW	s 8.31		s 3.25	
					6	37.1	DONALD SPUR	20.4		No Office	700	CONTRACT CONTRACT			1
1	s 2.05	s 7.12			14	38.2	PROSPER	19.3	RS	4:40pm to 7:40am	- 1 - W	s 8.19		s 3.00	1
3	s 2.20	s 7.25			24	41.8	CANTON	15.7	CN	4:30pm to 7:30am	w	s 8.09		s 2.45	A
	4722:29 8 3:00	s 7.40		no	36	46.6	HARMONY	10.9	на	4:15PM to 7:15AM	DW	s 7.58	La gray	's 2.30	Ib. V
	f 3.15	f 7.55				51,3	HUTTON	6.2		No Office		f 7.45		f 2.15	The same
L 8.05PM	3.45	8.15	L 1.25PM			56.6	JUNCTION	0.9		No Office	J	7.33	A12.24PM	2.00	A 7.05
A s 8.1 OPM	A \$ 4.00 PM	A 8 8.20PM	A s 1.30PM		39	57.5	PRESTON		AX	10;30pm to 6:45am	BCRTW	L 7.30AM	L12.20PM	L 1.55PM	L 7.00
0.05	5.10	3.15	0.05				Scedule Time					2.30	0.04	4.05	0.0
10,8	11.1	17.7	10.8	34.	017	0.1	Average Speed per Hour				DITT	23.0	13.5	14.1	10.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed maximum speed of 30 miles per hour, other trains 25 miles per hour.

All trains must reduce speed to 15 miles per hour over Bridge K-1832 east of Junction.

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

SPECIAL INSTRUCTIONS—Continued

TONNAGE RATING

STATIONS		CLASS			1	CLASS (G-8 K-	Is		CLAS	SS K-1	
STATIONS	1	2	3	4	1	2	3	4	1 .	2	3	4
Green Island to LaCrescent	5200	4680	4420	4000	3300	2970	2800	2650	2600	2340	2210	2080

Tonnage rating applies in both directions.

REDUCTION IN TONNAGE ACCOUNT WEATHER CONDITIONS.

1. 25 degrees above zero or over.

3. 5 degrees above to 10 below.

2. 5 to 25 degrees above zero, very frosty or wet.

4. 10 degrees below zero or colder.

The rating above may be increased or decreased by order of the Chief Dispatcher. When loaded refrigerator cars are handled in trains under refrigeration, two tons should be added to the tare weight of cars to cover the ice in the bunkers. This applies only to loaded refrigerators when handled under refrigeration, and does not apply to empties nor to loaded refrigerators when not handled under refrigeration.

SPEED TABLE

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds. 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds. 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds. 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.

35 miles per hour is equivalent to one mile in 1 minute and 43 seconds. 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds. 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.

20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds. 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

Canac	eity of		Time Table No. 0			a loss s	FIRST	CLASS	1	ESA	433	SEC	OND CLA	SS	Bas	LUCKET	TH	IRD CLAS	35
Sidi	ings Cars	m ps	In Effect 12:01 a. m., May 3, 1931	Calls	Office Obered	20	3	35	9	hyers,	303	89	369	61	67	63	93	97	
20 00	90	nce from	may 3, 1931		Office Closed Week Days		Passenger	Passenger	. Passenger		Mixed	KCON Time Frei6ht	Mixed.	Time Freight	Time Freight	Time Freight	Way Freight	Mixed	
Sidings	Other	Distance Dubuque	STATIONS	Telegraph	0.5	, 09	Daily	Except Sun.	Except Sun.		Daily	Daily	Except Sun.	Daily	Daily	Daily	Except Sun.	Except Sun.	
10	Yard		DUBUQUE SHOPS	DS	por selection		L 3.59AM	L 6.32AM	L 8.50PM		88.6	L 5.55AM		L10.20AM	L 1.00PM	L11.05PM	L 7.15AM		
101	62	4.5	EDMORE	DM	No Office	A. F. A.	4.06	6.40	8.59		Od.da.	6.07		10.39	1.10	11.20	7.25	R.F.F.	
72	3	11.1	SPECHTS FERRY	SF	3:45pm to 6:45am		4.15	s 6.49	9.11		S. Pect 1	6.20		10.57	1.23	11.35	t 7.40	at the s	1 111
78		17.8	CAMERON	MN	No Office		4.25	6.58	9.23			6.34		11.12	1.37	11.49	7.53 8:30		
	8	18.9	WAUPETON	and t	No Office	Belle Add	BC SSUPH	s 7.00	s 9.25			6.38		11.15	1.39	11.51	1 8.40		
57	6	22.6	NORTH BUENA VISTA	В	3:45pm to 6:45am	26	4.32	s 7.08	s 9.32	8 19	(34.8)	35 6.50 7.18		11.27	1.47	12.05AM	s 8.55	1000	1163
	24	26.8	TURKEY RIVER	J	4:00pm to :700am		222AM	s 7.17	s 9.40		- C	7.27		11.42	1.56	12.20	s 9.10	ART GRA	WTE
78	39	27.2	0.4	- 7 10	No Office	PURIT	4.39	7.18	9.41			7.30		11.47	62-68-4 2:00 2:24	12.25	9.20	tent alim dis	ext.m
80	49	33.5	GUTTENBERG	RG			s 4.50	s 7.30	s 9.54		85.T	7.45		12.05PM	2.40	1.08	s10.02	BA OT 6	OC N
75	1.2	38.1	ECKARDS		No Office	# ·	4.57	7.38	10.03		04.7 *	7.57		12.20	3.10	1.25	10.12	иоп	INC
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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 PRO-CEED 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

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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 L3 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 the main track between Marquette passenger depot and yard limit board located west of Marquette Yard. 1&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 Waukon Junction and Waukon. Between Reno. Preston and Islnours. Between Turkey River Junction and West Union Between Bellevue and Cascade.

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:

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 minutees after the departure of the passenger train, and with train order Form 19, reading:

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 engineer 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 with 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 989

case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

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."

Employes are prohibited from riding:

(a) On engine footboard between engine and car when cars are being pushed.

(b) On leading footboard while coupling engine to cars.

(c) On engine pilots.

(d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.

(e) On ends of cars containing loads which may shift.

(f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.

(g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the the footboard.

SYMBOLS

C—Standard Clock

W—Water

C—Coal

O—Oil

R—Register

T—Turntable

Y—Wye

J—Junction

Z—Track Scales

I—Interlocked

I—Refreshments

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.

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

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.

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

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.

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	Blk70	Blk70
	Savanna	Blk190	Blk344
E. C. Turner, Ass't	Savanna	Blk 33R2	Blk33
	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 nu	mbered
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 & SonNo. La Crosso O. W. HeisermanWest Union Ed KummenPreston Kelly's Watch ShopWaukon
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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	UNDAY HOURS	STATION	SUNDAY HOURS
Green Island	Continuous.	Guttenberg	
Bellevue	12.01 am to 9.59 am 7.00 pm to 9.00 pm	Marquette	Continuous.
Gordons Ferry	{ 12.01 am to 7.00 am 8.00 am to 10.00 am	Harpers Ferry	
Dubuque Shops	Continuous.	New Albin	None.
Spechts Ferry	{ 7.00 am to 9.00 am 1.30 pm to 3.30 pm	Reno	
North Buena Vista	1.30 pm to 3.30 pm	La Crescent	8.00 am to 10.00 am 6.45 pm to 8.45 pm
Turkey River		All Branch Line Offices close	

which is open from 9.30 am to 11.30 am.

