

CHICAGO & NORTH-WESTERN RAILWAY

GALENA DIVISION

No. 280 **TIME TABLE** No. 280

Effective Sunday, November 7th, 1909

At 9.00 o'clock A.M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

R. H. AISHTON,
GENERAL MANAGER.

W. D. CANTILLON,
ASS'T GEN'L MANAGER.

W. E. MORSE,
GEN'L SUPERINTENDENT.

S. G. STRICKLAND,
ASS'T GEN'L SUPERINTENDENT.

BETWEEN CHICAGO AND WEST CHICAGO—GOING WEST.

FIRST CLASS.																		FIRST CLASS.																		
15	23	29	31	33	35	13	37	201	39	41	5	43	203	411	19	11	45	47	STATIONS.																	
Fast Mail	Coaches	Melrose Park Passenger	Coaches	Melrose Park Passenger	Des-Plaines Passenger	Des-Moines Passenger	Elmhurst Passenger	Freeport Passenger	Elmhurst Passenger	West Chicago Passenger	Oregon-Washington Limited	Elmhurst Passenger	Freeport Passenger	Williams Bay Passenger	Cedar Rapids Passenger	Colorado Special	Elmhurst Passenger	Milk Train	Distance from Chicago.	49	415	103	223	51	205	17	53	509	417	55	511	57	59	21	25	
Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	West Chicago Passenger	Lake Geneva Passenger	Shop Train	Belvidere Passenger	West Chicago Passenger	Freeport Passenger	Sterling Passenger	Elmhurst Passenger	Aurora Passenger	Crystal Lake Passenger	Elmhurst Passenger	Aurora Passenger	West Chicago Passenger	Elmhurst Passenger	Omaha and Sioux City Limited	Iowa and Dakota Express		
AM 2.45	AM 5.20	AM 6.15	AM 6.40	AM 6.45	AM 6.53	AM 7.00	AM 7.30	AM 8.00	AM 8.10	AM 9.30	AM 10.00	AM 10.30	AM 11.00	PM 12.05	PM 12.30	PM 1.30	PM 1.32	PM 2.00	PM 2.00	PM 3.25	PM 4.00	PM 4.10	PM 4.25	PM 4.30	PM 4.40	PM 5.02	PM 5.12	PM 5.15	PM 5.30	PM 5.35	PM 5.46	PM 6.00	PM 6.05			
*2.52	5.22	*6.23	*6.42	*6.52	7.02	7.09	7.40	8.09	8.20	9.40	10.09	10.40	11.10	12.15	12.40	*1.38	1.43	*2.01	3.20	*2.09	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20		
					7.05 AM														4.70	*3.36	PM 3.50	*4.11														
		6.28					7.43		8.23	9.43									4.95	2.15	3.38	3.55					5.28									
		6.31		7.00			7.47		8.30	9.47		10.46	12.22			1.50			6.70	2.19	3.42	3.59	4.25		4.56		5.32		6.01							
		6.34					7.49		8.33	9.50		10.50	12.24			1.52			7.20			4.01					6.03		6.03							
		6.36					7.51		8.35	9.52		10.52	12.26			1.54			7.70	2.22	3.46	4.03	4.28			5.34		6.05		6.05						
																1.56			8.20	2.24	3.48	4.05	4.30		4.59		5.36		5.54	6.07						
*3.01	*5.32	6.38	7.00	*7.05		7.18	7.53	8.19	8.41	9.54	*10.20	10.54	11.20	12.28	*12.49	*1.49	1.58	*2.17	8.60	2.26	3.51	4.08	*4.19	4.32	*4.42	*4.47	5.01	*5.21	*5.30	5.38	*5.48	5.56	6.09	*6.20	*6.26	
							7.55			9.56		10.56					2.00			9.20		3.53	4.10				5.03		5.40		5.58	6.11				
		6.41					7.57		8.44	9.58		10.58		12.31			2.02			9.75	2.29	3.55	4.12		4.35		5.05		5.42		6.00	6.13				
*3.03	5.35 AM	6.43	7.05 AM	7.08		*7.21	7.59	*8.22	8.48	10.00	*10.22	11.00	*11.23	12.33	*12.51	*1.51	2.04	*2.20	10.40	2.31	3.58	4.15 PM	*4.21	4.37	*4.44	*4.49	5.07	*5.23	*5.32	5.44	*5.50	6.03	6.15	*6.23	*6.29	
		6.45		7.11		7.23	8.02		8.51	10.03		11.03		12.35			2.07			11.31	2.34	4.01		4.39		5.10		5.47		6.06	6.17					
		6.47 AM		7.14 AM		*7.24							*11.26	12.38	*12.54		2.11			11.91				*4.41	*4.46	*4.51		*5.49	*5.52							
*3.08						7.30	8.10 AM	*8.29	9.00 AM	10.10	*10.29	11.10 AM	*11.30	12.43	*12.58	*1.58	2.17	*2.30	12.83								5.51		6.20		6.20					
																	2.17			15.80	2.42	4.10		4.28	4.59	*4.50	4.56	5.20 PM	*5.30	5.39	5.59 PM	5.57	6.15	6.26 PM	*6.30	*6.37
						7.38				10.17				12.51					20.00	2.50	4.18			5.07			5.46		6.04							
						7.43				10.22				12.56					22.50	2.55	4.23			5.12		5.39		6.09								
										1.00				1.00					24.07	2.59	4.27			5.17			5.53		6.13							
*3.18						7.49		8.40		10.28	10.40		11.42	1.03	1.11	*2.10		*2.48	24.90	3.03	4.30		4.39	5.20	*5.00	5.08	5.44	5.56		6.16	6.28		*6.42	*6.49		
						7.54				10.33				1.08					27.50	3.08	4.35			5.25			5.49		6.33							
3.25 AM						8.00 AM		8.50 AM		10.40 AM	10.50 AM		11.52 AM	1.15 PM	1.20 PM	*2.18 PM		3.00 PM	30.00	3.15 PM	4.40 PM		4.50 PM	5.30 PM	5.10 PM	5.18 PM	*5.54 PM	6.05 PM		6.25 PM	6.40 PM		*6.50 PM	*6.57 PM		
Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	West Chicago Passenger	Lake Geneva Passenger	Shop Train	Belvidere Passenger	West Chicago Passenger	Freeport Passenger	Sterling Passenger	Elmhurst Passenger	Aurora Passenger	Crystal Lake Passenger	Elmhurst Passenger	Aurora Passenger	West Chicago Passenger	Elmhurst Passenger	Omaha and Sioux City Limited	Iowa and Dakota Express			
15	23	29	31	33	35	13	37	201	39	41	5	43	203	411	19	11	45	47	49	415	103	223	51	205	17	53	509	417	55	511	57	59	21	25		

Nos. 15, 23, 31 and 47 will not carry passengers.
 No. 103 will carry shop men only.
 No. 55 will use track No. 1 from "J. N." Tower to Elmhurst in letting No. 511 pass.
 No. 51 will use track No. 1 from "J. N." Tower to Elmhurst, letting Nos. 205 and 17 pass.
 No. 21 will stop at Kedzie Ave. for passengers destined west of Tama.
 No. 11 will stop at any station for passengers destined to Colorado points and west thereof.

CHICAGO SHOPS PASSENGER TRAIN.

Distance from Chicago	STATIONS.	SECOND CLASS.	
		Daily ex. Sunday	
.....	Union Street.....	AM 6.25	.....
.....	Ada Street.....	6.28	.....
.....	Wood Street.....	6.31	.....
.....	California Ave. Office.....N	6.38	.....
.....	North 40th Avenue.....	6.45 AM	.....

All trains will use tracks as lined up by Engineering department between North 40th Avenue and Harlem Avenue, Oak Park. Trains will not exceed a speed of ten (10) miles an hour over switches and cross-overs at 46th Avenue, 47th Avenue, Willow Avenue, Austin Avenue and Home Avenue (Oak Park), and not exceed a speed of fifteen (15) miles an hour at any point between Austin Avenue and Oak Park, and in this territory constant changes may be expected and trains must be controlled with respect thereto.

BETWEEN CHICAGO AND WEST CHICAGO—GOING WEST.

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

FIRST CLASS.																			Station Numbers.	STATIONS.			SECOND CLASS.			THIRD CLASS.																
61	63	207	65	1	67	9	7	69	3	71	87	27	209	551	85	555	89	211		91	93	S	STATIONS.	119	117	121	129	131	135	115	113	295	293	491	127	297	489					
West Chicago Passenger	West Chicago Passenger	Freeport Passenger	West Chicago Passenger	Overland Limited	Geneva Passenger	Fast Mail	Los Angeles Limited	West Chicago Passenger	China and Japan Express	West Chicago Passenger	Geneva Passenger	Clinton Passenger	Freeport Passenger	Aurora Passenger	Elmhurst Passenger	Aurora Passenger	Geneva Passenger	Freeport Passenger		West Chicago Passenger	West Chicago Passenger			Denver and Pac. Coast Freight	Iowa Time Freight	Illinois and North'n Iowa Freight	Peoria Freight	Sterling Freight	West Chicago Way Freight	Beer Freight	Iowa Time Freight	Freeport Freight	Freeport Freight	Williams Bay Freight	Iowa Time Freight	Freeport Freight	Williams Bay Freight					
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. and Sun.	Daily ex. Sat. and Sun.	Daily	Sunday only	Sunday only								
6.11 PM	6.16 PM	6.25 PM	6.35 PM	7.00 PM	8.00 PM	10.00 PM	10.01 PM	10.10 PM	10.45 PM	11.40 PM	1.15 PM	7.55 AM	9.05 AM	11.35 AM	1.00 PM	5.05 PM	7.05 PM	7.25 PM	8.40 PM	11.15 PM	0	N. Chicago																				
6.20	6.25	6.34	6.44	*7.08	8.09	*10.07	10.12	10.19	10.56	11.51	1.24	8.04	9.14	11.45	1.09	5.14	7.15	7.35	8.50	11.25	5	N. California Ave.	6.45 PM	8.15 PM	8.25 PM	2.55 AM	3.05 AM	5.55 AM	10.38 AM	11.45 AM	8.45 PM	9.00 PM	10.20 PM	11.25 PM	12.30 PM	7.35 PM						
																						9	Kedzie Ave.																			
																						10	North 40th Ave.																			
																						14	North 42nd Ave.																			
	6.31		6.50		8.16			10.26		11.57		8.10	9.20	11.52	1.16	5.21	7.21		8.56	11.32	15	Austin						6.10														
	6.33		6.52		8.18			10.28							1.18	5.23			8.58	11.34	16	Austin Ave (City Limits)																				
	6.35		6.54		8.20			10.30		12.00		8.13		11.55	1.20	5.25	7.24		9.00	11.36	17	Ridgeland																				
	6.37		6.56		8.22			10.32		12.02			9.24	11.57	1.22	5.27	7.26		9.02	11.38		Avenue																				
*6.29	6.39	6.44	6.58	*7.18	8.24	*10.15	*10.21	10.34	*11.05	12.04	*1.32	8.17	9.27	11.59	1.24	5.29	7.28	7.45	9.04	11.40	18	D. Oak Park						6.22														
	6.41		7.00		8.26			10.36		12.06					1.26	5.31	7.30		9.06	11.42	19	Lathrop Ave.																				
6.31	{6.43 6.47	*6.46	7.02		8.28			10.38		12.08		8.20	9.30	12.02	1.28	5.33	7.32		9.08	11.44	20	River Forest																				
6.33	6.50	*6.47	7.04	*7.20	8.30	*10.17	*10.23	10.40	*11.08	12.10	*1.34	8.22	9.32	12.04	1.30	5.35	7.34	*7.48	9.10	11.46	21	Maywood						6.29														
6.36	6.53		7.06		8.33			10.43		12.12		8.24	9.35	12.06	1.32	5.38	7.37		9.12	11.48	22	Melrose Park						6.34														
				*7.22																		23	N. "J. N." Tower	7.12																		
6.43	7.01	*6.55	7.13	*7.27	8.41	*10.22	*10.31	10.50	*11.16	12.19	1.41	8.31	9.42	12.14	1.40 PM	5.46	7.45	7.56	9.20	11.55	24	Proviso				3.50	4.00	{11.21 11.26	{12.20 12.54	9.25			{12.00 12.30	1.05								
																						26	Elmhurst	7.27					{7.00 8.30													
6.50	7.08		7.19		8.48			10.57		12.26	1.48	8.38	9.49	12.21		5.53	7.53		9.28	12.02	27	Lombard																				
6.55	7.13		7.24		8.53			11.02		12.31	1.53	8.43	9.54	12.26		5.58	7.58		9.34	12.07	28	Glen Ellyn																				
6.59			7.28		8.56			11.06		12.34	1.57						8.02			12.11	29	College Ave.																				
7.02	7.19	7.08	7.30	*7.39	8.59	*10.31	*10.43	11.09	11.30	12.37	2.00	8.48	10.00	12.32		6.04	8.05	8.09	9.40	12.14	30	Wheaton						9.45	{10.45													
	7.24		7.35		9.04			11.14		12.42	2.05	8.53	10.05	12.37		6.09			9.45	12.19	31	Winfield																				
7.12 PM	7.30 PM	7.17 PM	7.40 PM	*7.47 PM	9.10 PM	*10.37 PM	10.53 PM	11.20 PM	11.43 PM	12.50 AM	2.10 PM	9.00 AM	10.12 AM	12.45 PM		6.15 PM	8.15 PM	8.20 PM	9.50 PM	12.25 AM		N. West Chicago	8.05 PM	9.20 PM	9.30 PM	4.30 AM	4.45 AM	11.05 AM	12.08 PM	1.40 PM	10.10 PM	10.20 PM	11.30 PM	1.25 AM	1.45 PM	9.05 PM						
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Monday	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Monday only	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Monday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. and Sun.	Daily ex. Sat. and Sun.	Daily	Sunday only	Sunday only								
61	63	207	65	1	67	9	7	69	3	71	87	27	209	551	85	555	89	211	91	93	119	117	121	129	131	135	115	113	295	293	491	127	297	489								

No. 1 will stop at any station for Colorado and Pacific Coast Sleeping Car passengers.

No. 7 will stop at Oak Park or any station west of West Chicago for passengers destined to Cheyenne, Wyoming or beyond.

No. 9 will not carry passengers.

All trains will use tracks as lined up by Engineering Department between North 40th Avenue and Harlem Avenue, Oak Park. Trains will not exceed a speed of ten (10) miles an hour over switches and cross-overs at 46th Avenue, 47th Avenue, Willow Avenue, Austin Avenue and Home Avenue (Oak Park) and not exceed a speed of fifteen (15) miles an hour at any point between Austin Avenue and Oak Park and in this territory constant changes may be expected and trains must be controlled with respect thereto.

FREIGHT TRAINS WILL CLEAR THE TIME OF Nos. 9 AND 15 FIFTEEN (15) MINUTES.

BETWEEN WEST CHICAGO AND CHICAGO—GOING EAST.

FIRST CLASS.

30	4	34	32	16	36	22	400	38	500	40	42	44	10	402	502	46	24
West Chicago Passenger	Atlantic Express	Shop Train	West Chicago Passenger	Denver Express	West Chicago Passenger	Chicago Special	Elgin Passenger	Melrose Park Passenger	Aurora Passenger	Maywood Passenger	Melrose Park Passenger	West Chicago Passenger	Eastern Express	Terra Gotta Passenger	Aurora Passenger	Elmhurst Passenger	Iowa and Dakota Express
Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily
AM 6.40	AM 6.45		AM 7.12	AM 7.20	AM 7.36	AM 7.30	AM 7.43	AM 7.56	AM 8.04	AM 8.10	AM 8.20	AM 8.25	AM 8.30	AM 8.43	AM 8.50	AM 9.05	AM 9.15
6.28	6.32		7.01	7.08	7.26	7.18	7.33	7.46	7.52	8.01	8.10	8.14	8.18	8.33	8.40	8.55	9.03
6.25	6.40										8.07						
* 6.24	6.35																
* 6.21	* 6.24	* 6.32	* 6.55	* 7.01	* 7.20	* 7.10	* 7.27	* 7.40	* 7.47	* 7.56	* 8.03	* 8.09	* 8.13	* 8.27	* 8.35	* 8.50	* 8.58
6.20	* 6.22	6.31	6.54		7.19			7.39			8.02				8.49		
6.18		6.29	6.52		7.17			7.37			8.00						
6.16		6.27	6.50		7.15			7.35			7.58				8.46		
6.14		6.25	6.48		7.13			7.33		7.52	7.56	8.05			8.44		
6.12	* 6.18	6.23	6.46	* 6.54	7.11	* 7.03	* 7.21	7.31	* 7.42	7.49	7.54	8.03	* 8.08	* 8.22	8.30	8.42	* 8.52
6.10		6.20	6.44		7.09			7.29		7.47	7.52	8.01				8.40	
6.08			6.42		7.07			7.27		7.45	7.50	7.59				8.38	
6.06	* 6.15	6.17	6.40	* 6.52	7.05	* 7.01	* 7.19	7.25	* 7.40	7.43	7.48	7.57	* 8.05	* 8.20	8.28	8.36	* 8.50
6.03	* 6.12		6.37		7.02		7.17	7.22	7.38		7.45	7.54				8.33	
					* 7.00	* 6.58	* 7.16	7.19	* 7.37		7.42	* 7.53					
													* 8.02				
5.56	* 6.05		6.29	* 6.45	6.51	* 6.54	7.10		7.31		7.47	* 7.58	8.13	* 8.21	8.25	* 8.42	
5.49	* 5.57		6.21				7.03		7.24		7.40				8.14		
5.44	* 5.52		6.16				6.58		7.19		7.35				8.09		
			6.13						7.15				8.01				
5.39	5.47		6.10	* 6.33	6.39	* 6.43	6.53		7.13		7.30	* 7.46	7.58	8.04		8.30	
5.34			6.05		6.34				7.25					7.59			
5.30	5.37		6.00	* 6.25	6.28	* 6.35	6.45		7.05		7.20	* 7.38	7.50	7.55		* 8.21	
Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily

STATIONS.

N. Chicago	3.20
N. California Ave.	0.45
Kedzie Ave.	1.05
North 40th Ave.	
North 42nd Ave.	
Willow Ave. (Austin)	0.25
Austin	0.31
Austin Ave. (City Limits)	0.50
Ridgeland	0.50
Avenue	0.40
Oak Park	0.60
Lathrop Ave.	0.55
River Forest	0.65
Maywood	0.91
Melrose Park	0.60
"J. N." Tower	0.92
Proviso	2.97
Elmhurst	4.20
Lombard	2.50
Glen Ellyn	1.57
College Ave.	0.83
Wheaton	2.60
Winfield	2.50
West Chicago	

Telegraph Calls

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FIRST CLASS.

48	222	200	50	18	404	220	8	202	2	54	56	406	20	58	60	204
West Chicago Passenger	Belvidere Passenger	Freeport Express	Elmhurst Passenger	Sterling Passenger	West Chicago Passenger	Milk Train	Los Angeles Limited	Freeport Passenger	Overland Limited	Circle Passenger	Elmhurst Passenger	Crystal Lake Passenger	Oedar Rapids Passenger	Elmhurst Passenger	West Chicago Passenger	Freeport Passenger
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
AM 9.55	AM 9.35	AM 9.40	AM 10.10	AM 10.15	AM 10.45	AM 10.50	AM 11.59	PM 12.35	PM 12.45	PM 12.55	PM 1.30	PM 1.50	PM 2.35	PM 3.10	PM 4.10	PM 4.50
9.46	9.24	* 9.32	* 9.59	10.04	10.31	* 10.35	11.46	12.25	* 12.35	* 12.40	1.20	1.40	2.25	2.57	4.00	4.44
					10.28			* 12.22	* 12.31	12.35						3.57
* 9.40	* 9.18	* 9.27	* 9.54	* 9.58	* 10.24	* 10.28	* 11.39	* 12.19	* 12.28		* 1.14	* 1.33	* 2.18	* 2.51	* 3.53	* 4.38
9.39			9.53		10.23						1.13	* 1.32		2.50	3.52	
											1.11			2.48	3.50	
9.35			9.50		10.19						1.09			2.46	3.48	
9.33			9.48		10.17						1.07			2.44	3.46	
9.31	* 9.13	* 9.23	9.46	* 9.53	10.15	* 10.18	* 11.33	* 12.14	* 12.23		1.05	* 1.27	* 2.13	2.42	3.44	4.34
9.29					10.13						1.03			2.40		
9.27			9.43		10.11						1.01			2.38	3.41	
9.25	* 9.11	* 9.21	9.41	* 9.51	10.09	* 10.14	* 11.30	* 12.11	* 12.20		12.59	* 1.25	* 2.11	2.36	3.39	* 4.31
9.22			9.38		10.06						12.57			2.33	3.37	
* 9.20	* 9.09	* 9.19														
			9.35		10.03									* 2.07	* 2.28	
8.59	9.04	* 9.14	9.30	* 9.44	9.59	* 10.06	* 11.22	* 12.05	* 12.14		12.50	1.18	2.04	2.25	3.30	4.23
8.50					9.52							1.10			3.22	
8.45					9.47							1.05			3.17	
8.41					9.43										3.13	
8.38	8.53	* 9.03		9.33	9.40	* 9.54	* 11.10	11.53	* 12.03			1.00	1.51		3.10	4.11
8.31					9.35							12.55			3.05	
8.25	8.43	8.55		9.25	9.30	9.45	* 11.01	11.45	* 11.55			12.50	1.43		3.00	4.03
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday

No. 4, on Sunday, will stop at all stations Glen Ellyn to Austin, inclusive, at which time is shown.
 No. 34 will carry shop men only.
 No. 16 will stop Clinton to West Chicago and at Oak Park to leave passengers from Colorado or points west thereof.
 No. 220 will not carry passengers.
 No. 404, on Sunday, will not stop at North 40th Avenue.
 No. 8 will stop at any station to leave passengers from Council Bluffs or points west thereof.
 No. 36 will use track No. 4 Elmhurst to "J. N." Tower to let No. 22 pass.
 No. 48 will use track 4 Elmhurst to "J. N." Tower to let Nos. 222 and 200 pass.
 No. 22 will stop at Sterling, Dixon, Geneva and Oak Park to leave passengers from points on Sioux City Division, Council Bluffs or points west thereof.
 No. 10 will stop at Oak Park to leave passengers from Council Bluffs and points west thereof.
 No. 2 will stop at any station to leave passengers from Colorado and Pacific Coast points.
 No. 406 will stop at Maywood, Oak Park and Austin to leave passengers from west of Elmhurst.
 All trains will use tracks as lined up by Engineering Department between North 40th Avenue and Harlem Avenue, Oak Park. Trains will not exceed a speed of ten (10) miles an hour over switches and cross-overs at 46th Avenue, 47th Avenue, Willow Avenue, Austin Avenue and Home Avenue (Oak Park) and not exceed a speed of fifteen (15) miles an hour at any point between Austin Avenue and Oak Park, and in this territory constant changes may be expected and trains must be controlled with respect thereto.

CHICAGO SHOPS PASSENGER TRAINS.

Distance from Chicago.	STATIONS.	SECOND CLASS.	
		Daily except Sat' day and Sunday	Daily except Sunday
.....	Union Street	PM 5.15	PM 4.00
.....	Ada Street	5.12	3.57
.....	Wood Street	5.09	3.54
.....	California Ave. Office.....N	5.06	3.51
.....	North 40th Avenue.....	5.00	3.45
		PM	PM

SOUTH SIDE MILK TRAINS.

GOING SOUTH.		STATIONS.	GOING NORTH.	
FIRST CLASS.			FIRST CLASS.	
100		California Ave. Office.....N	101	
Daily			Daily	
.....	AM 10.30		PM 12.05	.....
.....	10.35	Lake Street	11.55	.....
.....	10.45	Twelfth Street	11.45	.....
.....	10.50	Wood Street	11.40	.....
.....	10.55	Ashland Avenue	11.35	.....
.....	11.00	River Track	11.25	.....
	AM		AM	

BETWEEN WEST CHICAGO AND CHICAGO—GOING EAST.

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

FIRST CLASS.																				Distances from Clinton.	STATIONS.										SECOND CLASS.										THIRD CLASS.		
62	64	14	66	68	6	206	12	74	76	80	82	208	552	86	554	90	210	28	88		128	132	116	492	294	292	118	120	126	114	298	110	136	112									
West Chicago Passenger	Elmhurst Passenger	Des Moines Passenger	Elmhurst Passenger	Milk Special	Oregon-Washington Limited	Freeport Passenger	Chicago Special	Elmhurst Passenger	Geneva Passenger	West Chicago Passenger	West Chicago Passenger	Freeport Passenger	Geneva Passenger	Elmhurst Passenger	Aurora Passenger	Milk Special	Freeport Passenger	West Chicago Passenger	Geneva Passenger		Refrigerator Freight	Stock Freight	Local Stock Freight	Williams Bay Freight	Freeport Freight	Freeport Freight	Peoria and Chicago Freight	Denver and Pacific Coast Freight	Omaha and Chicago Fast Freight	Stock Freight	Freeport Freight	Chicago Freight	West Chicago Way Freight	Freight									
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Daily	Daily	Daily	Daily except Monday	Daily except Monday	Daily ex. Sun. & Mon.	Daily	Daily	Daily except Monday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday											
PM 6.20	PM 6.40	PM 7.25	PM 7.40	PM 7.55	PM 8.35	PM 8.40	PM 8.45	PM 9.40	PM 11.00	AM 8.40	AM 9.40	AM 9.55	PM 2.30	PM 4.50	PM 6.20	PM 7.15	PM 7.25	PM 7.50	PM 10.35	AM 2.00	AM 2.30	AM 3.40	AM 4.00	AM 4.30	AM 5.00	AM 6.10	AM 6.25	PM 3.00	PM 10.00	AM 3.10	PM 3.30	PM 4.00	PM 9.55										
6.10	6.30	7.12	7.29	7.40	8.22	8.28	8.34	9.29	10.49	8.30	9.30	9.44	2.20	4.40	6.09	6.48	7.14	7.39	10.25																								
6.07	6.27										9.27																																
* 6.03	* 6.23	* 7.05	* 7.23	* 7.33	* 8.15	* 8.22	* 8.27	* 9.24	* 10.43	* 8.25	* 9.24	* 9.38	* 2.14	* 4.35	* 6.03	* 6.40	* 7.08	* 7.33	* 10.19	1.28	1.53	3.00	3.18	3.45	4.33	5.35	5.50	2.50	9.40	2.43	3.10	3.43	9.35										
6.02	6.21		7.22					9.23	10.42	8.24	9.23		2.13	4.34	6.02			7.32	10.18																								
			7.19					9.21		8.22			2.11	4.32					10.14																								
5.59	6.18		7.19					9.19	10.39	8.20	9.19		2.09	4.30	5.59			7.29	10.14																								
5.57	6.16		7.17			8.17		9.17	10.37	8.18	9.17		2.07	4.28	5.57		7.05	7.27	10.12																								
5.55	6.12	6.58	7.15	7.25	* 8.09	* 8.15	* 8.22	9.15	10.35	8.16	9.15	* 9.33	2.05	4.26	5.55	6.30	* 7.03	7.25	10.10																								
5.53			7.13					9.13		8.14	9.13		2.03	4.24	5.53																												
5.51	6.08		7.11					9.11	10.32	8.12	9.11		2.01	4.22	5.51			7.22	10.06																								
5.49	6.06	* 6.54	7.09	* 7.12	* 8.07	* 8.13	* 8.20	9.09	10.30	8.10	9.09	* 9.31	1.59	4.20	5.49	* 6.15	* 7.00	7.20	10.04																								
5.46	6.03		7.04					9.07	10.27	8.07	9.06		1.57	4.17	5.46			7.17	10.02																								
	6.00							9.04		8.02																																	
5.39	5.55	6.45	6.57	7.02	* 8.00	* 8.06	* 8.14	9.00	10.19	7.53	8.59	* 9.24	1.49	4.10	5.38	* 6.05	* 6.53	7.10	9.55	12.55	1.30	2.30	2.45	3.15	4.10	5.05	5.20	2.18	9.20	2.20	2.45	2.50	9.04										
																													1.35	9.05		2.30	2.35	1.54	8.40								
5.32		6.38		6.50				10.11	7.45	8.50		1.41		5.30	5.55			7.02	9.47																								
5.27		6.33						10.06	7.40	8.45		1.36		5.25				6.57	9.42																								
5.23								10.02		8.41		1.32		5.21				9.38	114.03																								
5.21		6.28		* 6.37	* 7.48	7.55	* 8.03		10.00	7.35	8.38	9.13	1.30		5.18	* 5.42	* 6.42	6.52	9.35																								
5.16		6.22						9.55	7.30	8.31		1.25		5.13				9.30	110.60																								
5.10		6.17		6.25	7.40	7.45	7.55	9.50	7.25	8.25	9.05	1.20		5.08	5.30	6.35	6.40	9.25	108.10	12.15	1.00	1.50	2.00	2.30	3.30	4.15	4.30	12.55	8.25	1.40	1.45	12.00	8.00										
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Daily	Daily	Daily	Daily except Monday	Daily except Monday	Daily ex. Sun. & Mon.	Daily	Daily	Daily except Monday	Daily	Monday only	Daily except Sunday	Daily except Sunday	Daily except Sunday										
62	64	14	66	68	6	206	12	74	76	80	82	208	552	86	554	90	210	28	88	128	132	116	492	294	292	118	120	126	114	298	110	136	112										

No. 12 will stop at any station to leave passengers from Colorado or points west thereof.
 Nos. 12, 206 and 6 are superior to No. 68.
 Nos. 210, 28, 12 and 6 are superior to No. 90.
 Nos. 68 and 90 will not carry passengers.
 No. 80 will use track No. 4 from Elmhurst to "J. N." Tower

All trains will use tracks as lined up by Engineering Department between North 40th Avenue and Harlem Avenue, Oak Park. Trains will not exceed a speed of ten (10) miles an hour over switches and cross-overs at 46th Avenue, 47th Avenue, Willow Avenue, Austin Avenue and Home Avenue (Oak Park) and not exceed a speed of fifteen (15) miles an hour at any point between Austin Avenue and Oak Park, and in this territory constant changes may be expected and trains must be controlled with respect thereto.

BETWEEN WEST CHICAGO AND CLINTON—GOING WEST.

FIRST CLASS.

FIRST CLASS.

FIRST CLASS.																		Distance from Chicago.	FIRST CLASS.																			
15	901	801	603	13	5	609	903	19	11	47	507	17	509	511	803	21	25		STATIONS.					1	67	9	7	3			87		27	551	147	97	555	89
Fast Mail	C.B.&Q. No. 48 Passenger	Peoria Passenger	St. Charles Passenger	Des-moines Passenger	Oregon-Wash-ington Limited	St. Charles Passenger	C.B.&Q. No. 52 Passenger	Cedar Rapids Passenger	Colorado Special	Milk Passenger	Aurora Passenger	Sterling Passenger	Aurora Passenger	Aurora Passenger	Peoria Passenger	Omaha and Sioux City Limited	Iowa & Dakota Express		Over-land Limited	Geneva Passenger	Fast Mail	Los Angeles Limited	China and Japan Express	Geneva Passenger	Clinton Passenger	Aurora Passenger	Milk Passenger	Milk	Aurora Passenger	Geneva Passenger	Geneva Passenger	Clinton Passenger	Aurora Passenger	Milk Passenger	Milk	Aurora Passenger	Geneva Passenger	
Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only		
AM 3.29			AM 8.00	AM 8.07	AM 10.50	PM 12.01		PM 1.25	PM 2.18	PM 3.20	PM 4.10	PM 5.18	PM 5.54	PM 6.25		PM 6.50	PM 6.57	PM 7.47	PM 9.10	PM 10.37	PM 10.53	PM 11.43	PM 2.10	AM 9.05	PM 12.45	PM 3.20	PM 3.25	PM 6.15	PM 8.2									
* 3.36			8.10 AM	8.20	10.59	12.15 PM		1.40	* 2.26	3.33	4.45	5.29	6.04	6.35		* 6.58	7.08	* 7.55	9.20 PM	* 10.43	* 11.02	11.55	2.20 PM	9.15	12.55 PM	3.33	3.45 PM	6.25 PM	8.30 PM									
* 3.42				8.30	* 11.08			1.50	* 2.34	5.00		5.38				* 7.07	* 7.18	* 8.03		* 10.49	* 11.10	* 12.05		9.25		3.47												
* 3.46				8.37	* 11.13			1.58	* 2.39	5.13		5.44				* 7.12	7.23	* 8.07		* 10.52	* 11.15	12.12		9.32		4.00												
* 3.53				8.47	* 11.22			2.09	* 2.48	5.33		5.54				* 7.21	7.33	* 8.16		* 10.59	* 11.24	12.23		9.42		4.19												
* 3.58				8.55	* 11.28			2.20	* 2.54	5.45 PM		6.04				* 7.27	* 7.39	* 8.22		* 11.04	* 11.30	* 12.31		9.50		4.30 PM												
4.03				9.05	11.35			2.30	3.06			6.13				7.37	7.47							9.58														
* 4.09				9.15	* 11.45			2.40	* 3.15			6.22				* 7.46	* 7.56	* 8.32		* 11.13	11.37	12.42		10.08														
* 4.14				9.24	* 11.51			2.49	* 3.21			6.30				* 7.52	* 8.04	* 8.41		* 11.20	* 11.47	12.53		10.17														
4.21				9.33	11.58			2.59	* 3.27			6.38				* 7.58	8.12	* 8.47		* 11.26	* 11.53	1.01		10.26														
* 4.26				9.40	* 12.04			3.06	* 3.33			6.45				* 8.03	* 8.19	* 8.58		* 11.37	* 12.08	* 1.16		10.33														
* 4.31				9.48	* 12.10			3.15	* 3.39			6.53				* 8.09	* 8.26	* 9.04		* 11.42	* 12.14	1.25		10.41														
* 4.35				9.55	* 12.15			3.23	* 3.44			7.01				* 8.14	* 8.32	* 9.09		* 11.47	* 12.19	1.32		10.49														
* 4.40				10.03	* 12.21			3.32	* 3.50			7.08				* 8.20	* 8.39	* 9.15		* 11.52	* 12.25	* 1.40		10.58														
4.47	AM 7.45			10.14	12.30			3.43	3.59			7.18				8.29	8.51	* 9.23		* 11.57	12.35	1.52		11.08														
* 4.54		7.55 AM		10.23	* 12.39			3.53	* 4.07			7.29				* 8.37	* 9.01	* 9.32		* 12.04	* 12.44	* 2.02		11.18														
* 4.55				* 10.24	* 12.40			* 3.54	* 4.08			* 7.30				* 8.38	* 9.02	* 9.33		* 12.05	* 12.45	* 2.03		* 11.19														
5.02	AM 5.05			10.34	12.49			PM 3.25	4.04	4.16		7.40 PM				8.46	9.13	* 9.40		* 12.11	12.55	2.14		11.29														
* 5.06	* 5.11			10.39	* 12.54			* 3.32	4.10	4.21					* 8.51	* 9.18	* 9.45		* 12.14	* 1.02	* 2.19		11.35															
* 5.08	5.15 AM			10.43	* 12.56			3.40 PM	4.13	4.23					* 8.53	* 9.20	* 9.47		* 12.16	* 1.04	* 2.22		11.38															
* 5.12				10.51	* 1.01			4.19	* 4.28							* 8.58	* 9.26	* 9.52		* 12.21	* 1.10	* 2.29		11.46														
* 5.18				11.02	1.09			4.30	* 4.35							* 9.05	9.35	* 9.59		* 12.27	1.18	2.40		11.56														
* 5.22				11.09	* 1.14			4.45	* 4.39							* 9.09	* 9.41	* 10.04		* 12.31	* 1.24	* 2.47		12.02														
* 5.30				11.22	* 1.25			5.00	4.50							* 9.20	9.55	* 10.15		* 12.41	* 1.35	3.00		12.15														
5.40 AM				11.35 AM	1.35 PM			5.15 PM	5.00 PM							9.30 PM	10.10 PM	10.25 PM		12.50 AM	1.50 AM	3.15 AM		12.25 PM														
Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			
15	901	801	603	13	5	609	903	19	11	47	507	17	509	511	803	21	25						87								27	551	147	97	555	89		

No. 3 will stop at any station West Chicago to Union Grove, inclusive, for passengers destined beyond Clinton.
 No. 11 will stop at any station for passengers destined to Colorado points and west thereof.
 No. 1 will stop at any station for sleeping car passengers for Colorado and Pacific Coast points.
 No. 5 will stop at any station West Chicago to Clinton for passengers destined to points west of Granger.

No. 7 will stop at Oak Park or any station west of West Chicago for passengers destined to Cheyenne, Wyoming, or beyond.
 No. 21 will stop at Geneva and Rochelle for passengers destined to Des Moines, Sioux City and Omaha and points west thereof.
 The East Clinton passing track is the passing point for Nos. 117 and 3.
 No. 25 will stop at any station West Chicago to Fulton, inclusive, for passengers destined to points north of Belle Plaine and Tama, Iowa.

**Slow boards and lights are installed proper distance in each direction from stone ballast work between La Fox and Tower "W" and must be carefully observed.
 Trains will not exceed twenty-five (25) miles per hour over switches at east end of cut-off, four miles east of Fulton.**

BETWEEN WEST CHICAGO AND CLINTON—GOING EAST.

FIRST CLASS.																				STATIONS.	Telegraph Cables.	FIRST CLASS.											
4	16	22	500	10	502	24	52	604	18	800	8	900	608	2	20	510	62	14	68			6	12	76	902	60	170	552	554	90	28	88	
Atlantic Express	Denver Express	Chicago Special	Aurora Passenger	Eastern Express	Aurora Passenger	Iowa and Dakota Express	Milk Passenger	Milk Passenger	Sterling Passenger	Dixon and Peoria Passenger	Los Angeles Limited	C.B. & Q. No. 49 Passenger	St. Charles Passenger	Overland Limited	Cedar Rapids Passenger	Aurora Passenger	Milk Passenger	Des Moines Passenger	Milk Special			Oregon-Washington Limited	Chicago Special	Geneva Passenger	C.B. & Q. No. 47 Passenger	Geneva Passenger	Milk Passenger	Geneva Passenger	Aurora Passenger	Milk Special	Clinton Passenger	Geneva Passenger	
Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Sunday	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			
AM 5.37	AM 6.25	AM 6.35	AM 7.05	AM 7.38	AM 7.55	AM 8.21	AM 8.50	AM 9.10	AM 9.25	AM 11.01	AM 11.40	AM 11.55	AM 11.45	AM 11.37	PM 1.43	PM 4.00	PM 5.00	PM 6.15	PM 6.25	PM 7.40	PM 7.55	PM 9.50	PM 2.55	PM 9.10	PM 1.20	PM 5.08	PM 5.15	PM 6.30	PM 9.20				
5.26	6.14	6.24	6.55	7.26	7.45	8.10	8.50	8.58	9.14	10.50	11.28	11.45	11.37	1.18	1.33	3.50	4.45	5.50	6.03	7.31	7.45	9.40	2.45	9.00	8.25	1.10	4.55	5.00	6.15	9.10			
+ 5.16	* 6.04	* 6.16	.....	* 7.16	.....	* 7.58	8.35	.....	9.04	.....	10.42	.....	11.37	1.18	.....	4.18	5.50	.....	6.10	D.....	* 7.24	* 7.34	.....	.....	8.15	.....	.....	6.02	.....	.....	
+ 5.10	* 6.00	* 6.12	.....	* 7.12	.....	* 7.54	8.20	.....	8.58	.....	10.38	.....	11.33	1.12	.....	4.10	5.44	.....	6.10	D.....	* 7.20	* 7.30	.....	.....	8.05	.....	.....	5.54	.....	.....	
+ 4.58	* 5.51	* 6.03	.....	* 7.02	.....	* 7.44	8.00	.....	8.47	.....	10.28	.....	11.24	1.00	.....	3.35	5.32	.....	6.10	D.....	* 7.12	* 7.22	.....	.....	7.50	.....	.....	5.42	.....	.....	
+ 4.50	* 5.45	* 5.57	.....	* 6.55	.....	7.37	7.40	.....	8.39	.....	10.21	.....	11.18	12.52	.....	3.25	5.24	.....	6.10	D.....	* 7.06	* 7.16	.....	.....	7.40	.....	.....	5.33	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	N.....	Tower "Y. D."	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.44	5.39	5.49	.....	6.48	.....	7.29	.....	8.31	.....	10.14	.....	11.10	12.44	12.34	.....	.....	5.16	.....	6.10	N.....	.....	.....	.....	.....	.....	.....	.....	5.27	.....	.....	
+ 4.32	* 5.30	* 5.40	.....	* 6.38	.....	* 7.17	.....	8.20	.....	10.01	.....	11.01	12.21	.....	.....	5.03	.....	6.10	6.10	D.....	* 6.48	* 7.01	.....	.....	.....	.....	.....	5.16	.....	.....	
4.23	* 5.23	* 5.33	.....	* 6.31	.....	* 7.10	.....	8.12	.....	9.53	.....	10.54	12.12	.....	.....	4.55	.....	6.10	6.10	D.....	* 6.41	* 6.54	.....	.....	.....	.....	.....	5.07	.....	.....	
4.12	* 5.14	* 5.24	.....	* 6.21	.....	7.00	.....	8.02	.....	9.43	.....	10.46	12.02	.....	.....	4.45	.....	6.10	6.10	N.....	6.32	* 6.46	.....	.....	.....	.....	.....	4.57	.....	.....	
+ 4.01	* 5.09	* 5.19	.....	* 6.14	.....	* 6.52	.....	7.52	.....	9.36	.....	10.41	11.53	.....	.....	4.36	.....	6.10	6.10	.....	* 6.25	* 6.41	.....	.....	.....	.....	.....	4.49	.....	.....	
+ 3.53	* 5.03	* 5.13	.....	* 6.08	.....	* 6.47	.....	7.46	.....	9.30	.....	10.36	11.46	.....	.....	4.29	.....	6.10	6.10	D.....	* 6.20	* 6.36	.....	.....	.....	.....	.....	4.41	.....	.....	
+ 3.44	* 4.58	* 5.08	.....	* 6.02	.....	* 6.42	.....	7.39	.....	9.25	.....	10.31	11.39	.....	.....	4.21	.....	6.10	6.10	D.....	* 6.15	* 6.31	.....	.....	.....	.....	.....	4.33	.....	.....	
+ 3.35	* 4.52	* 5.02	.....	* 5.55	.....	* 6.35	.....	7.31	.....	9.18	.....	10.25	11.32	.....	.....	4.13	.....	6.10	6.10	D.....	* 6.09	* 6.25	.....	.....	.....	.....	.....	4.24	.....	.....	
3.25	4.43	* 4.53	.....	5.44	.....	6.25	.....	7.21	7.32	9.08	.....	10.16	11.22	.....	.....	4.04	.....	6.10	6.10	D.....	* 6.01	6.16	.....	.....	.....	.....	.....	4.15	.....	.....	
+ 3.07	* 4.32	* 4.42	.....	* 5.31	.....	* 6.13	.....	7.10	7.20	8.56	.....	10.05	11.11	.....	.....	3.53	.....	6.10	6.10	N.....	* 5.53	* 6.05	.....	.....	.....	.....	.....	4.03	.....	.....	
* 3.06	* 4.31	* 4.41	.....	* 5.30	.....	* 6.12	.....	7.08	7.18	8.55	.....	10.04	11.09	.....	.....	3.51	.....	6.10	6.10	.....	* 5.52	* 6.04	.....	.....	.....	.....	.....	4.02	.....	.....	
2.57	4.23	* 4.33	.....	5.20	.....	6.03	.....	7.00	7.10	8.45	9.00	.....	9.57	11.00	.....	.....	3.42	.....	6.10	N.....	5.44	5.57	.....	8.35	.....	.....	.....	3.53	.....	.....	
+ 2.49	* 4.17	* 4.27	.....	* 5.14	.....	* 5.57	.....	8.37	8.50	.....	.....	9.51	10.51	.....	.....	3.33	.....	6.10	6.10	D.....	* 5.37	* 5.51	.....	8.28	.....	.....	.....	3.46	.....	.....	
+ 2.46	* 4.15	* 4.25	.....	* 5.12	.....	* 5.55	.....	8.35	8.45	.....	.....	9.49	10.48	.....	.....	3.30	.....	6.10	6.10	D.....	* 5.35	* 5.49	.....	8.25	.....	.....	.....	3.43	.....	.....	
+ 2.40	* 4.10	* 4.20	.....	* 5.07	.....	* 5.50	.....	8.29	.....	9.44	10.43	.....	.....	.....	.....	3.24	.....	6.10	6.10	D.....	* 5.31	* 5.44	.....	.....	.....	.....	.....	3.37	.....	.....	
2.31	* 4.04	* 4.14	.....	* 5.00	.....	5.42	.....	8.22	.....	9.38	10.35	.....	.....	.....	.....	3.15	.....	6.10	6.10	D.....	5.24	* 5.38	.....	.....	.....	.....	.....	3.28	.....	.....	
+ 2.24	* 3.59	* 4.09	.....	* 4.55	.....	* 5.36	.....	8.17	.....	9.33	10.26	.....	.....	.....	.....	3.06	.....	6.10	6.10	D.....	* 5.18	* 5.33	.....	.....	.....	.....	.....	3.22	.....	.....	
2.10	* 3.48	* 3.58	.....	* 4.43	.....	5.25	.....	8.05	.....	9.23	10.15	.....	.....	.....	.....	2.55	.....	6.10	6.10	D.....	* 5.08	* 5.23	.....	.....	.....	.....	.....	3.10	.....	.....	
2.00	3.40	3.50	.....	4.35	.....	5.15	.....	7.55	.....	9.15	10.05	.....	.....	.....	.....	2.45	.....	6.10	6.10	N.....	5.00	5.15	.....	.....	.....	.....	.....	3.00	.....	.....	
Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Sunday	Sat'rday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			
4	16	22	500	10	502	24	52	604	18	800	8	900	608	2	20	510	62	14	68	6	12	76	902	60	170	552	554	90	28	88			

No. 16 will stop Clinton to West Chicago and at Oak Park, to leave passengers from Colorado or points west thereof.
 No. 8 on Sundays will stop at Morrison.
 No. 8 will stop at any station to leave passengers from Council Bluffs or points west thereof.
 No. 22 will stop at Sterling, Dixon, Geneva and Oak Park, to leave passengers from points on Sioux City Division, Council Bluffs, or points west thereof.
 No. 10 will stop at any station Clinton to West Chicago, to leave passengers from Cheyenne, Wyoming or points west thereof.
 No. 62 will carry passengers between Sycamore and West Chicago.

No. 2 will stop at any station to leave passengers from Colorado or Pacific Coast points.
 No. 12 will stop at any station to leave passengers from Colorado or points west thereof.
 No. 604 will wait at Geneva for No. 52.
 No. 68 will not carry passengers.
 No. 24 will stop at any station Clinton to Sterling to leave passengers from Cedar Rapids or points west thereof and will stop at Fulton or Union Grove to receive passengers ticketed to or via Peoria.
 No. 6 will stop at any station Clinton to West Chicago to leave passengers from west of Granger.

Slow boards and lights are installed proper distance in each direction from stone ballast work between La Fox and Tower "W" and must be carefully observed.
 Trains will not exceed twenty-five (25) miles per hour over switches at east end of cut-off, four miles east of Fulton.

BETWEEN AURORA AND GENEVA.

GOING SOUTH.												GOING NORTH.																											
FIRST CLASS.												FIRST CLASS.																											
SECOND CLASS.		555		551		511		509		507		505		503		501		Distances from Chicago.	Station Numbers.	STATIONS.	Telegraph Calls.	500		502		506		508		510		512		552		554		SECOND CLASS.	
		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger						Passenger		Passenger		Passenger		Passenger		Passenger		Passenger							
		Sunday only		Sunday only		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday						Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday							
		PM		PM		PM		PM		PM		AM		AM		AM						PM		PM		AM		AM		AM		PM							
																		35.5	32	N.... Geneva.....	GV	AM 6.55	AM 7.40			AM 10.50	PM 1.20	PM 3.50	PM 5.28			AM 9.00	PM 4.55						
																		38.2	36	D.... Batavia.....	BK	6.48	7.32			10.42	1.12	3.42	5.20			8.52	4.47						
																		41.5	37	...North Aurora.		6.41	7.26			10.36	1.06	3.36	5.14			8.46	4.41						
																		44.9	38	D.... Aurora.....	RA	6.35 AM	7.20 AM			10.30 AM	1.00 PM	3.30 PM	5.08 PM			8.40 AM	4.35 PM						
																						Daily except Sunday	Daily except Sunday			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			Sunday only	Sunday only						
																						500	502			506	508	510	512			552	554						

No. 507 is superior to No. 512.
No. 503 is superior to No. 508.

When two passenger trains meet at Batavia the southward train will head in at north end of yard.

Class A, B, C, D, E, Q, R, R1 and Z engines can not be operated between Aurora and Geneva and on East Batavia Branch or turned on turn tables at Geneva or Aurora.

BETWEEN ST. CHARLES AND GENEVA.

GOING SOUTH.												GOING NORTH.																																									
FIRST CLASS.												FIRST CLASS.																																									
Milk Train		622		620		618		616		614		612		610		608		606		604		602		600		Distance from Chicago.	Station Numbers.	STATIONS.	Telegraph Calls.	601		603		605		607		609		611		613		615		617		619		621		623	
		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger						Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Milk Train											
		Sunday only		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday						Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Sunday only													
		AM		PM		PM		PM		PM		PM		AM		AM		AM		AM		AM		AM						AM		AM		AM		AM		AM		AM													
																										38.0	34	D.... St. Charles.....	ST	AM 7.15	AM 8.35	AM 9.30	AM 11.15	PM 12.30	PM 1.50	PM 3.10	PM 4.40	PM 6.17	PM 6.43	PM 7.20	AM 8.35												
																										35.5	32	N.... Geneva.....	GV	7.05 AM	8.25 AM	9.20 AM	11.05 AM	12.20 PM	1.40 PM	3.00 PM	4.30 PM	6.10 PM	6.35 PM	7.10 PM	8.25 AM												

Freight to and from St. Charles will be hauled, as may be most convenient, on any of the St. Charles Branch trains.
Class E and Z engines cannot be operated between Geneva and St. Charles.

No. 623 will not carry passengers.
No. 603 is superior to No. 604.
No. 609 is superior to No. 610.
No. 607 is superior to No. 608.

No. 615 is superior to No. 616.
No. 623 is superior to No. 622.
No. 619 is superior to No. 620.

No. 611 is superior to No. 612.
No. 617 is superior to No. 618.
No. 613 is superior to No. 614.

BETWEEN SYCAMORE JCT. AND CORTLAND.

GOING SOUTH.												GOING NORTH.																												
FIRST CLASS.												FIRST CLASS.																												
THIRD CLASS.		62		706		702		700		Distance from Chicago.	Station Numbers.	STATIONS.	Telegraph Calls.	701		705		707		747		THIRD CLASS.																		
		Milk Passenger		Passenger		Passenger		Milk Passenger						Passenger		Passenger		Passenger		Milk Passenger		Passenger		Passenger																
		Daily		Daily except Sunday		Daily except Sunday		Daily						Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Sunday only		Passenger																
		PM		PM		AM		AM						PM		PM		PM		PM		AM		AM																
																								59.3Sycamore Junct.	AM 9.12	PM 2.30	PM 6.20	PM 4.45									
																									55.4	42	D.... Cortland.....	CR	9.00 AM	2.20 PM	6.10 PM	4.35 PM								

Milk Trains stop at milk platforms 2 and 3 miles south of Sycamore.

Class R and R1 Engines must not exceed 15 miles per hour on this line.
Class E and Z engines cannot be operated between Cortland and Sycamore Junction.

BETWEEN SPRING VALLEY AND NORTH YARD.

GOING SOUTH.

THIRD CLASS.			SECOND CLASS.		Distances from Belvidere.	STATIONS.	Station Numbers.	FIRST CLASS.													
330	374	290	370	294				314	316	312	310	308	62	706	304	306	300	702	700	340	
Beer and Mds. Freight	Way Freight	Belvidere Way Freight	Freight	Freeport Way Freight				Passenger	De Kalb Pass. Mad. Div. 316	Spring Valley Passenger	Passenger	Passenger Madison Division No. 20	Milk Special	Passenger	Mixed	Passenger Madison Division No. 24	De Kalb Passenger	Passenger	Milk Passenger	Passenger	
Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday				Daily	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Sunday only	
PM 1.10		AM 5.30	PM 10.30		0.7	N. North Yard			PM 6.30			PM 4.17				AM 11.45	AM 10.17				
1.20		5.37 AM	10.35	8.45	1.0	N. Belvidere	76		6.35			4.20	PM 2.10	PM 1.00		11.50	10.20				
					5.2	D. Freeport Line Jct.			*6.43		*5.17		*2.15	*1.05			*10.35				
1.55			11.00	9.15	8.5	D. Reed's Crossing					†5.24						10.42				
						D. Herbert	3002		*6.55	5.31			2.35	1.20			10.48				
2.07			11.15	9.30	13.0	N. Henrietta	3004		PM 7.03	5.42			2.45	1.29			10.56				
2.35			12.00	10.05	21.2	D. Sycamore	43		6.35	7.17	6.01	4.55	3.10	1.45	PM 12.20		11.10	8.20	AM 7.20		PM 5.10
2.38			12.05	10.10	22.0	D. Sycamore Junction	3006		*6.38	*7.19	*6.03	*4.57	3.12	2.02	*12.22		*11.12	8.22 AM	7.22 AM		*5.12
3.00			12.30	10.40	26.0	N. Tower "Y. D."			6.48	*7.27	6.10	5.05				12.31	11.20				5.20
3.15 PM	12.20				26.6	N. De Kalb	46		6.55	7.30	6.12	5.10				12.40	11.25				5.22 PM
						Tower "Y. D."					6.23										
	12.25		1.15			Elva	3011				6.31										
	12.50		1.30		30.9	Carlton	3013				6.40										
	1.20		1.42		34.3	Tower "B. X."															
	2.00		2.05		38.3	Shabbona Grove	3015				6.52										
	2.25		2.20		41.0	Hollo	3017				7.00										
	3.05		2.55		45.4	Earlville	3020				7.13										
	3.55		3.25		51.6	Triumph	3022				7.28										
	4.30		3.45		59.2	Troy Grove	3024				7.35										
	4.50				62.9	Dimmick					7.42										
	5.05		4.10		65.8	Siding	3025				†7.47										
	5.15				69.2	Churchill					*7.49										
					70.3	Ladd	3041														
					72.7	Seatonville	3043														
					76.0	La Salle Junction					*7.50										
	5.30		4.15		70.9	Dalzell	3027				7.54										
	5.35				72.7	Shaft No. 2	3026				†7.59										
	5.55 PM		4.45 AM		74.7	Spring Valley	3028				8.05 PM										
					76.0																
Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday				Daily	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Sunday only			
330	374	290	370	294				314	316	312	310	308	62	706	304	306	300	702	700		340

Between Churchill and Ladd will be considered as being in yard limits.
 Between Ladd and Seatonville Jct. trains will be governed by the timetable of the C., I. & S. Railway and their rules and regulations.
 Telegraph office at Henrietta is at C., M. & St. P. Crossing.
 Telegraph office at Earlville is at C., B. & Q. Crossing.
 No. 62 will carry passengers between Sycamore and West Chicago.
 Class E and Z engines cannot be operated between North Yard and Spring Valley.

No. 747 is superior to No. 340.
 No. 314 will handle freight Sycamore to De Kalb.
 No. 316 will stop at Herbert and Henrietta to leave passengers from north of Caledonia.
 No. 301 is superior to No. 700.
 No. 313 is superior to No. 706.
 No. 315 is superior to No. 312.
 No. 341 is superior to No. 314.

BETWEEN WEST CHICAGO AND FREEPORT.

GOING WEST.

SECOND CLASS.									FIRST CLASS.																									
489	297		251	253	295	491	293	291	495	STATIONS.																								
Williams Bay Freight	Freeport Freight		Harvard Freight Kenosha Div. No. 413	Emerson Shop Passenger	Freeport Way Freight	Williams Bay Freight	Freeport Freight	Belvidere Way Freight	Williams Bay Way Freight	Distances from Chicago.	Station Numbers																							
Sunday only	Sunday only		Daily except Sunday	Daily except Sunday	Daily except Monday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday		211	455		209	451		257	207	417	205	415	223	411	203	221	255	201	407	403	219				
PM 7.35	PM 12.30					PM 10.20	PM 9.00				Freeport Passenger	Lake Geneva Passenger		Freeport Passenger	Williams Bay Passenger		Passenger Kenosha Div. No. 427	Freeport Passenger	Crystal Lake Passenger	Freeport Express	Lake Geneva Passenger	Belvidere Passenger	Williams Bay Passenger	Freeport Passenger	Milk Special	Passenger Kenosha Div. No. 417	Freeport Passenger	Williams Bay Passenger	Passenger	Belvidere Passenger				
PM 9.20	PM 2.15					PM 11.45	PM 10.40	PM 12.05	AM 5.00	30.0	N. West Chicago	31	PM 8.20	PM 3.25		AM 10.15	AM 9.15				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
9.35	2.30					12.05	10.54	12.20	5.15	35.3	D. Wayne	66	8.29	3.35		10.23	*9.23				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
9.45	2.40					12.15	11.00	12.30	5.23	39.2	D. South Elgin	67	8.35	3.43		10.29	*9.28				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
*9.50 PM	*2.45					*12.20 AM	*11.05	*12.45	*5.28 AM	41.0	N. F. R. Switch		*8.38	*3.47 PM		*10.32	*9.31 AM				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	2.50						11.10	1.05		42.5	D. West Elgin	68	8.43			10.37					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	3.20						11.35	1.45		50.0	D. Gilberts	71	8.55			10.50					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	3.40						11.47	2.15		51.5	D. Freeman	69									Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	4.05						12.02	2.40		56.7	D. Coyne	72	9.04			10.59					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	4.20						12.15	2.50		62.7	D. Union	73	9.15			11.11					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	4.40						12.30	3.40		66.1	D. Marengo	74	9.23			11.19					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	4.59						12.45	4.10		72.1	D. Garden Prairie	75	9.34			11.29					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	5.30						1.05	4.10		77.4	D. Freeport Line Jet										Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	5.50						1.20	4.10		78.2	N. Belvidere	76	9.46			11.41					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
							1.35	4.10		84.2	D. Cherry Valley	77	9.57			11.51					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
							1.35	4.10		91.4	D. Tenth Street										Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
							1.35	4.10		92.0	D. East Rockford	78	10.10			12.04					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	6.15						2.10	4.10		92.6	Kenosha Div. Sw.		*10.11			*12.05					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	6.35						2.12	4.10		92.9	N. Rockford	80	10.16			12.09					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	7.30						3.00	4.10		93.4	West End Furn. Co. Sw.										Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	7.35						3.50	4.10		98.4	D. Winnebago	81	10.27			12.22					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	8.10						4.30	4.10		100.1	D. Pecatonica	82	10.38			12.34					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	8.35						5.00	4.10		107.2	D. Ridott	83	10.48			12.46					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	9.00						5.00	4.10		113.5	D. Freeport	84	11.00			1.00					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
	PM						AM	4.10		120.9			PM			PM					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
Sunday only	Sunday only		Daily except Sunday	Daily except Sunday	Daily except Monday	Daily ex. Sun. & Mon.	Daily ex. Sun. & Mon.	Daily except Sunday	Daily except Sunday				Sunday only	Sunday only		Sunday only	Sunday only				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily				
489	297		251	253	295	491	293	291	495				211	455		209	451				257	207	417	205	415	223	411	203	221	255	201	407	403	219

All trains will keep sharp lookout between Rockford and Kenosha Division Switch for Kenosha Division Trains, expecting to find them on the main track.

No. 222 will wait at South Elgin until 8.33 A. M. for No. 407.
 No. 403 is superior to No. 400.
 No. 219 is superior to No. 220.
 No. 219 is superior to No. 226.
 No. 201 is superior to No. 220.
 No. 451 is superior to No. 226.

No. 201 is superior to No. 404.
 No. 221 will not carry passengers.
 There are no side tracks at Freeman or Coyne.
 No. 201 will stop at Wayne and South Elgin for passengers ticketed west of Elgin.
 No. 451 will stop at Wayne and South Elgin for passengers ticketed north of Elgin.
 Delayed Freight and irregular trains will avoid interference with movement of crew handling equipment with which to operate Nos. 253 and 258 at Rockford.

Class E and Z engines cannot be operated between Freeport and West Chicago.
 Class A, B, C, D, Q, R and R1 engines can not be operated over Fox River bridge at Fox River Switch, nor between Belvidere and Freeport.

BETWEEN FOX RIVER SWITCH AND WILLIAMS BAY—GOING NORTH.

SECOND CLASS.										Distances from Chicago.	Station Numbers.	STATIONS.	Telegraph Calls	FIRST CLASS.																													
489			495			497			491					403		405		407		423		411		421		413		651		415		417		657		451		455		655			
Williams Bay Freight			Williams Bay Way Freight			Coaches			Williams Bay Freight					Passenger		Terra Cotta Passenger		Williams Bay Passenger		Milk Special		Williams Bay Passenger		Milk Special		Terra Cotta Passenger		Williams Bay Express Wis. Div. No. 651		Lake Geneva Passenger		Crystal Lake Passenger		Williams Bay Passenger Wis. Div. No. 657		Williams Bay Passenger		Lake Geneva Passenger		Williams Bay Passenger Wis. Div. No. 655			
Sunday only			Daily except Sunday			Daily except Sunday			Daily ex. Sat. and Sun.			Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily		Daily except Sunday		Daily		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Sunday only		Sunday only		Saturday only							
PM 7.35			AM 5.00			AM 5.28			AM 12.20			AM 5.25		AM 8.10		PM 12.05		PM 3.45		PM 3.25		PM 5.12		AM 8.00		AM 9.15		PM 3.25		AM 9.31		PM 3.47		PM 1.00									
PM 9.20			AM 5.00			AM 12.20			AM 11.45			AM 5.25		AM 8.10		PM 12.05		PM 3.45		PM 3.25		PM 5.12		AM 8.00		AM 9.15		PM 3.25		AM 9.31		PM 3.47		PM 1.00									
PM 9.50			AM 5.28			AM 12.20			AM 11.45			AM 5.48		AM 8.33		PM 1.43		PM 4.58		PM 6.08		PM 5.19		PM 6.23		AM 9.31		PM 3.47		PM 3.47		PM 3.47		PM 3.47									
10.10			5.45			12.55			41.0			AM 5.55		AM 8.43		1.50		Via Wis. Div.		5.22		6.26		Via Wis. Div.		9.34		3.50		Via Wis. Div.		Via Wis. Div.											
10.30			6.00			1.00			42.8			AM 5.55		AM 8.43		1.50		Via Wis. Div.		5.25		6.31		Via Wis. Div.		9.39		3.55		Via Wis. Div.		Via Wis. Div.											
10.55			6.10			1.30			48.4			AM 5.55		AM 8.55		2.01		Via Wis. Div.		5.48		6.43		Via Wis. Div.		9.48		4.05		Via Wis. Div.		Via Wis. Div.											
11.15			10.00			1.55			52.8			AM 5.55		AM 9.09		2.09		Via Wis. Div.		6.00		6.53		Via Wis. Div.		10.01		4.18		Via Wis. Div.		Via Wis. Div.											
12.05			10.30			2.25			58.5			AM 6.20		AM 9.20		2.20		Via Wis. Div.		6.15		7.05		Via Wis. Div.		10.13		4.30		Via Wis. Div.		Via Wis. Div.											
12.35			11.15			2.50			61.3			AM 6.30		AM 10.08		2.37		Via Wis. Div.		6.31		6.36		Via Wis. Div.		10.22		4.43		Via Wis. Div.		Via Wis. Div.											
1.05			11.45			3.20			65.8			AM 6.30		AM 10.17		2.45		Via Wis. Div.		6.45		6.45		Via Wis. Div.		10.30		4.55		Via Wis. Div.		Via Wis. Div.											
1.45			12.00			3.45			69.6			AM 6.40		AM 10.24		2.52		Via Wis. Div.		6.51		6.53		Via Wis. Div.		10.38		5.04		Via Wis. Div.		Via Wis. Div.											
2.15			12.20			4.15			76.0			AM 6.40		AM 10.36		3.01		Via Wis. Div.		7.02		6.53		Via Wis. Div.		10.49		5.16		Via Wis. Div.		Via Wis. Div.											
2.45			12.40			4.45			77.3			AM 6.40		AM 10.41		3.04		Via Wis. Div.		7.06		9.56		Via Wis. Div.		10.54		5.25		Via Wis. Div.		Via Wis. Div.											
3.30			AM 6.58			6.20			86.0			AM 6.30		AM 10.56		2.38		Via Wis. Div.		7.25		10.10		Via Wis. Div.		11.10		5.40		Via Wis. Div.		Via Wis. Div.											
4.15 AM			2.45 PM			7.15 AM			92.0			AM 6.30		AM 11.10		2.55		Via Wis. Div.		6.36		6.36		Via Wis. Div.		10.25		11.25		3.10 PM		Via Wis. Div.											
Monday only			Daily except Sunday			Daily except Sunday			Daily ex. Sun. & Mon.			Daily except Sunday		Daily except Sunday		Daily		Daily except Sunday		Daily except Sunday		Daily except Sunday		Daily except Sunday		Sunday only		Sunday only		Sunday only		Saturday only											
489			495			497			491			403		405		407		423		411		421		413		651		415		417		657		451		455		655					

No. 651 is superior to all southward trains.
No. 655 is superior to all southward trains.

No. 411 will stop at DuPage street, East Elgin, on Mondays, to leave passengers.
 No. 403 will register at East Elgin.
 Nos. 421 and 423 will not carry passengers.
 Nos. 407, 451 and 655 will stop at Lake Como.
 Southward freight trains will side track at Algonquin to meet northward freight trains.
 No. 405's train will leave Crystal Lake station at 6.07 a. m. and go to Wyman's Crossing at the old town, leaving that point on return trip at 6.13 a. m., stopping at Peterson's Crossing for passengers. Freight trains will avoid interference with this movement.

No. 497 is superior to No. 650.
 No. 405 is superior to No. 402.
 No. 403 is superior to No. 400.
 No. 421 is superior to No. 416.
 Class E and Z engines cannot be operated between Fox River Switch and Williams Bay.

Terminal for trains Nos. 405 and 413 is Terra Cotta Works.
 Class A, B, C, D, E, R, R1 and Z Engines can not be turned on turn-tables at Lake Geneva and Crystal Lake.
 Nos. 415, 455 and 497 will register at Lake Geneva.
 When Nos. 415 and 410 meet at Dundee, No. 415 will head in at the south end of the Dundee house track; after the departure of No. 410 they will back out and head up the main track to the station.

Between 7.00 a. m. and 7.00 p. m. trains will be governed by train order signal indications at Tower "C S." Between 7.00 p. m. and 7.00 a. m. trains will not leave or pass Crystal Lake without orders or release from Operator at Crystal Lake Station.

General Rules and Regulations governing Employes of the Operating Department, effective April 6th, 1902, are issued in book form.

Every employe whose duties are in any way prescribed by those Rules must always have a copy of them at hand when on duty.

EXPLANATIONS OF GENERAL RULES.

Addition to Rule 6. C—stop to leave or pick up Chicago passengers. This means that an inferior train will clear the time of a superior train running in the same direction at least 10 minutes at the station where the trains pass.

Ruling on Rule 86. Rule 98b does not apply at Fox River Switch, neither does it apply to northward trains at Henrietta crossing of C., M. & St. P. R'y on Northern Illinois Line.

Ruling on Rule 98c. Trains occupying main track at any station must have flagman prepared and in position at all times to flag approaching trains, and where circumstances such as fogs, snow or obscure conditions prevail and the stop is unusual either in duration of time or place, flagman must protect as per Rule 99.

Ruling on Rule 337. This applies only to block stations where there are no side tracks or cross-overs.

Ruling on Rule 342. Rule No. 342 applies only under circumstances covered by Rules Nos. 315 and 316.

Ruling on Rule 347. A train may follow a passenger train out of an intermediate siding after waiting ten minutes, providing time table and other rights permit, running as on a caution card.

Modification of Rule 808. Rule No. 808 is modified as follows: November 15th to April 1st, inclusive, between Proviso and Chicago in both directions, trainmen will not be required to be on top of trains. The above modification will not apply when air brakes are not working properly, or when conductor or engineman may direct trainmen to be on top of train, and in such cases brakemen will comply strictly with the conductor's instructions.

Ruling as to Form of Train Orders. In this district trainmen, as per instructions which have been issued, will exchange signals at Austin, Oak Park and Maywood. Form G. Trains running under orders of this form are extra trains and retain their rights to run the same as though no time was specified. See General Rule 82 and definitions.

SPECIAL REGULATIONS.

Superior Direction. 1. TRAINS going EAST or SOUTH (except between Geneva and Aurora) are superior to trains of the same class going in opposite direction.

Switching Limits. 2. Between Aurora and Geneva, trains going NORTH are superior to trains of the same class going south.

3. Switch engines and transfer trains will move with the current of traffic without train orders, clearing regular trains between Chicago and Tower "JN," Melrose Park.

Trains running ahead of Superior Class trains without orders. 4. Extra trains will be permitted to run ahead of second and third class trains, and third class trains ahead of second class trains without orders, it being fully understood that proper protection in accordance with flagging rules, must in all cases be afforded; and furthermore upon receipt of instructions from train dispatcher in message form or otherwise to inferior class trains to permit superior class trains to pass them such instruction must be carried out promptly, to the end that important superior class trains may not be unnecessarily delayed. These instructions will not apply to Nos. 851, 117, 119 and 121, time of which must be cleared in accordance with General Rule No. 86.

Precedence of Trains. 5. Trains of either road arriving at Rock Island Junction or Sterling at the same time will take preference as follows, viz.:
 a—C. & N.-W. R'y Passenger trains. e—C. & N.-W. R'y extra trains.
 b—C., B. & Q. R'y Passenger trains. f—C., B. & Q. R'y extra trains.
 c—C. & N.-W. R'y Regular Freight trains. g—C., B. & Q. R'y extra trains.
 d—C., B. & Q. R'y Regular Freight trains.

C., B. & Q. R'y trains must register at Rock Island Junction and Sterling, at C. & N.-W. R'y office.

All trains of either road must approach Rock Island Junction and Sterling with trains under control, prepared to stop, if necessary.

Joint use of tracks between Sterling and R. I. Junction. 6. All trains on the C., B. & Q. R'y will come to a full stop before entering upon the track of the C. & N.-W. R'y, and ascertain whether all trains of the C. & N.-W. R'y which may affect them have passed.

DOUBLE TRACK, THREE TRACKS, FOUR TRACKS AND FIVE TRACKS IN OPERATION AS FOLLOWS:

Double Track.—7. Willow Avenue (Austin) to Maywood, Elmhurst to Cortland and DeKalb to Clinton.
 Freeport Line at West Chicago from a switch connection next east of Freeport Line station platform to switch connection next east of Tower "DA".
 Freeport Line at Belvidere from Freeport Line Junction to State Street, Belvidere, (second street west of passenger station), normal position of switches at State Street will be for eastward track.

Three Tracks.—Jefferson Street to Ada Street, North 40th Avenue to Willow Avenue (Austin).

Four Tracks.—Ada Street to Kedzie Avenue, Maywood to Elmhurst, and Cortland to DeKalb.

Five Tracks.—Kedzie Avenue to North 40th Avenue.

RULES COVERING THE MOVEMENT OF TRAINS ON RUNNING TRACKS JEFFERSON STREET TO PINE AVENUE (AUSTIN), MAYWOOD TO ELMHURST AND CORTLAND TO DEKALB.

The tracks (beginning with the South track, which is No. 1) are numbered consecutively to the North.

JEFFERSON STREET TO ADA STREET.

Track No. 1.—All westward movements.
Track No. 2.—Eastward scheduled movements and extra passenger trains.
Track No. 3.—Eastward unscheduled movements.

NOTE.—When track No. 3 is occupied by eastward freight trains, unscheduled movements such as passenger trains backing to Wells Street Depot and light engines may be diverted at Ada Street or Green Street to track No. 2.

ADA STREET TO KEDZIE AVENUE.

Track No. 1.—Westward scheduled movements and extra passenger trains
Track No. 2.—Eastward scheduled movements and extra passenger trains.
Track No. 3.—Westward unscheduled movements.
Track No. 4.—Eastward unscheduled movements.

NOTE.—When track No. 4 is occupied by eastward freight trains, unscheduled movements such as passenger trains backing to Wells Street Depot and light engines may be diverted at Kedzie Avenue or Western Avenue to track No. 2, in which event such movements as have been diverted at Kedzie Avenue will be returned to track No. 4 at Western Avenue when said track is known to be clear of freight movements.

KEDZIE AVENUE TO NORTH 40TH AVENUE.

Track No. 1.—All westward movements destined beyond North 40th Avenue, via the Galena Division.
Track No. 2.—Eastward, scheduled and extra passenger trains.
Track No. 3.—Westward unscheduled movement (excepting those destined beyond North 40th Avenue, via the Galena Division).
Track No. 4.—Unscheduled movements in both directions, as prearranged by and between the levermen at Kedzie Avenue interlocking plant and the switch tenders and telephone operator at North 40th Avenue, except that this track between the hours 8:00 P. M., Sunday, and 9:00 A. M., Monday, will be used exclusively by eastward stock trains and light engine movements.
Track No. 5.—Eastward freight and light engine movements.

No. 35 and Chicago Shops passenger train will use track No. 3 from Kedzie Avenue to North 40th Avenue.

No. 54 will use track No. 5 from North 40th Avenue to Kedzie Avenue, thence through California Avenue coach yard to Western Avenue.

NORTH 40TH AVENUE TO WILLOW AVENUE (AUSTIN).

Track No. 1.—All westward movements.
Track No. 2.—Eastward passenger movements.
Track No. 3.—Eastward freight and light engine movements.

NOTE.—When track No. 3 west of North 40th Avenue is known to be occupied, eastward freight and light engine movements may be diverted to track No. 2 from Willow Avenue (Austin) to North 40th Avenue or Kedzie Avenue as the circumstances may require, provided such movements can be made without delay to trains of the first class. It being understood that trains having cars to weigh at 45th Avenue scales will not be diverted.

No. 34 will use track No. 3 from Willow Avenue (Austin) to North 40th Ave. Train employes will handle switch to track No. 3 just east of Willow Avenue (Austin), except between the hours of 9:00 P. M. and 9:00 A. M., when a switch tender will be there.

All trains must approach North 40th Avenue switches under full control, expecting to find trains crossing over; responsibility will rest with approaching train at this point. From North 40th Avenue east, to be considered within Yard Limits.

MAYWOOD TO ELMHURST.

Track No. 1.—Westward switch engine and transfer movements and such other westward movements as may, by rule or otherwise, be required to do work or allow trains to pass between Maywood and Elmhurst.
Track No. 2.—Westward passenger movements and such westward freight movements destined beyond Proviso as are not, by rule or otherwise, required to do work or allow trains to pass between Maywood and Elmhurst.
Track No. 3.—Eastward passenger movements and such eastward freight movements from west of Proviso as are not, by rule or otherwise, required to do work or allow trains to pass between Elmhurst and Maywood.
Track No. 4.—Eastward switch engine and transfer movements and all other eastward movements that may, by rule or otherwise, be required to do work or allow trains to pass between Elmhurst and Maywood.
No. 80 will use track No. 4 from Elmhurst to "J. N." Tower.

Switch tenders will be employed at Maywood day and night to handle switches at the east end of tracks Nos. 1 and 4, also at Willow Avenue (Austin) and North 40th Avenue to handle switches at those points.

CORTLAND TO DEKALB.

Track No. 1.—Westward freight movements that may, by rule or otherwise, be required to do work at DeKalb or allow trains to pass between Cortland and DeKalb.
Track No. 2.—All westward movements, excepting freight trains that may, by rule or otherwise, be required to take siding to do work at DeKalb or allow trains to pass between Cortland and DeKalb.
Track No. 3.—All eastward movements, excepting freight trains that may, by rule or otherwise, be required to take siding at DeKalb to do work or allow trains to pass between that point and Cortland.
Track No. 4.—Eastward freight movements that may, by rule or otherwise, be required to do work at DeKalb or allow trains to pass between that point and Cortland.

JOINT USE OF TRACK BETWEEN SYCAMORE AND SYCAMORE JUNCTION.

8. All Trains will use the main track in common between Sycamore and Sycamore Junction. The switch at Sycamore Junction will stand normally for the Northern Illinois track, and all northward trains must come to a full stop before passing it.

CHECK OF REGISTER.

9. Referring to General Rule No. 83: To avoid unnecessary delays to trains and engines moving over the DOUBLE TRACK portion of the Galena Division between Chicago and East Clinton it will be understood that a clear train order signal displayed at the points named below will indicate that all over-due trains of FIRST CLASS scheduled to start from or enter upon double track at such points have departed or are annulled, and at such points it will not be necessary for registers to be checked for trains of the FIRST CLASS.

STATIONS	DIRECTION	SIGNAL
Sterling	East and West	Train Order
Geneva	East	Train Order
West Chicago (Clinton Line)	East and West	Train Order

The above arrangement in no way affects the train order signal function of such signals and in the event the signals referred to are found in STOP position by trains running between Chicago and East Clinton the same will indicate: First, That over-due FIRST CLASS trains in the same direction have not departed, or that there are train orders there for such trains, or both of these; and under such circumstances it will be necessary for train and enginemen to not only secure proper orders or release from the train order signal, but to know absolutely by check of register or otherwise that all over-due FIRST CLASS trains in the SAME direction have departed.

The above provision does not apply to trains entering upon the double track at any junction point, and before such movements are made by other than regularly scheduled first class trains proper check of register must be made before trains will be permitted to enter upon double track at junction points.

The register of FIRST CLASS trains into Clinton from the west on Iowa Division and out of Clinton eastward on the Galena Division will be transmitted to and recorded on the register at 5th Street, Clinton, for the information of eastward INFERIOR CLASS trains of Galena Division starting from 5th Street Yard. At Maywood, "J. N." Tower, Elmhurst, Cortland, Dixon, Tower "N. J." (Nelson) and Rock Island Junction SECOND and THIRD CLASS and EXTRA trains are hereby authorized to proceed ahead of FIRST CLASS trains scheduled to start from or enter upon double track at said points when same are overdue and have

not departed, but nothing in these instructions shall be so construed as to permit the approach of such inferior class trains at the points named excepting under full control, prepared to stop before passing these stations or the points where FIRST CLASS trains usually enter upon the Clinton Line tracks.

All trains starting from or entering upon double track at points in double track district where registers are not maintained for FIRST CLASS trains will be given a check of register in message or train order form by train dispatcher.

Operators and agents at stations mentioned will be governed by above instructions.

REGISTRY OF TRAINS.

10. Trains running in district between Chicago and Clinton will register as follows:

WESTWARD.

PASSENGER TRAINS.—West Chicago Depot, Clinton Depot. Trains not scheduled to stop may register by using Blank C.

FREIGHT TRAINS.—California Avenue, West Chicago Station, and Clinton (West Yard). Trains not required by schedule or otherwise to stop, may register by using Blank C.

Trains starting from and terminating, and those required to do work at Proviso, will register at that point.

EASTWARD.

PASSENGER TRAINS.—Clinton Depot, West Chicago Depot, Wells Street Depot. Trains not scheduled to stop may register by using Blank C.

FREIGHT TRAINS.—Clinton (5th Street), West Chicago Depot and California Avenue. Trains not required by schedule or otherwise to stop, may register by using Blank C.

Trains starting from and terminating, and those required to do work at Proviso, will register at that point.

Trains running in the district between West Chicago and Freeport will register at West Chicago Depot, Belvidere Depot, Rockford and Freeport.

NOTE.—The district between K. D. Switch and Rockford Depot is inside Yard limits and train movements in this territory will be made in accordance with Rule 88a. See Special Rule 19 regarding Semaphores connecting and operating with switch at K. D. Switch.

Trains running in the district between Fox River Switch and Williams Bay will register at Crystal Lake Depot, Genoa Junction and Williams Bay.

Trains running on Aurora and St. Charles branches will register at Aurora, Geneva and St. Charles.

Trains running on Northern Illinois line will register at—North Yard, Sycamore, Tower "YD," Shaft No. 2 and Spring Valley. Passenger trains in this district will also register at Belvidere Station and DeKalb Station.

Southward freight and extra trains leaving North Yard will be provided by Train Dispatcher in train order form necessary information as to arrival and departure of superior trains at Freeport Line Junction.

Freight and extra trains going into North Yard will flag themselves from junction switch of the two Y tracks south of Kishwaukee river bridge to North Yard.

Between Yard limit boards at Sycamore, train movements will be made in accordance with Rule 88a.

Trains on Cortland branch will register at Sycamore and Cortland. Trains running on Peoria line will register at Peoria (U. D.), Tower "F D" and Nelson.

SPECIAL INSTRUCTIONS IN REFERENCE TO REGISTER AT FOX RIVER SWITCH.

11. All eastward trains on Freeport Line and southward trains on Fox River Line, must secure information in train order form at West Elgin and East Elgin, respectively, as to arrival and departure of superior trains at Fox River Switch.

Eastward trains on Freeport Line will, during the hours telegraph office at West Elgin is closed, secure such information in train order form at Fox River Switch.

PASSENGER CREWS REGISTER.

12. Regular Passenger Crews arriving at Clinton will register at Baggage room, giving residence of Conductor, Baggage man and Brakemen.

WHISTLING.

13. Engines will not sound the whistle for crossings or stations inside the city limits of Chicago and Elgin, except when necessary to prevent accident. At Wheaton and Elmhurst whistle may be sounded only as required by whistling posts, except to avert an accident.

STANDARD TIME.

14. Standard clocks are located at Train Dispatcher's office, Chicago, California Avenue Office, West Chicago, De Kalb and Belvidere.

BULLETIN BOARDS.

15. Bulletin Boards for Train men and Yard men are located at Conductor's room Wells Street Depot, Yard Master's Office at California Avenue Coach Yard, California Avenue Office, West Chicago at Station Office and New Yard Office;

also at Geneva, Aurora, St. Charles, DeKalb, Dixon, Nelson, Sterling, Clinton Passenger Depot and Clinton Fifth Street Yard Office, East Elgin, Crystal Lake, Lake Geneva, Williams Bay, Rockford, Freeport, North Yard, Sycamore, Shaft No. 2, Spring Valley, and Yard Master's office, Peoria Junction.

For Enginemen at Engine Houses at Chicago Shops, West Chicago, Aurora, St. Charles, DeKalb, Dixon, Sterling, Clinton, East Elgin, Crystal Lake, Lake Geneva, Williams Bay, Rockford, Freeport, North Yard, Sycamore, Shaft No. 2 and Peoria.

SPEED REGULATIONS.

CITY OF CHICAGO.

16. The city ordinance regulating the speed of trains and engines in the several districts of Chicago is as follows:

FIRST DISTRICT.—All that portion of the City bounded on the south by the center line of Thirty-first Street, on the west by the center line of Western Avenue, on the north by the center line of Fullerton Avenue, and on the east by Lake Michigan.

SECOND DISTRICT.—All that portion of the City lying between the boundary line of the first district and the following lines: On the south, the center line of Fifty-first Street, extended; on the west, the center line of West Fortieth Street; on the north, the center line of Belmont Avenue; on the east, by Lake Michigan.

THIRD DISTRICT.—All that portion of the City lying between the outer boundary of the second district and the boundary lines of the City.

Rate of speed in these districts to not exceed the following:

For passenger trains and light, or disconnected engines:	For freight trains:
First District, 20 miles per hour.	6 miles per hour.
Second District, 25 miles per hour.	9 miles per hour.
Third District, 30 miles per hour.	12 miles per hour.

Rate of speed for switch engines in any district, 9 miles per hour.

Where tracks are elevated, the above does not apply.

The west boundary line is Austin Avenue.

AT CERTAIN STATIONS.

City and village ordinances provide that speed of trains must not exceed 10 miles per hour in the limits of Batavia, North Aurora, Geneva, Elburn, Malta, Rochelle, Ashton, Franklin Grove, Sterling, Morrison, Elgin, Huntley, Union, Marengo, Belvidere, Rockford, Dundee, Carpentersville and Troy Grove; 8 miles per hour over Lincoln Avenue (Belvidere) and 20 miles per hour through limits of Richmond. Light engines or "way car" extras will not exceed 10 miles per hour through any station.

Trains will not exceed 15 miles per hour passing over crossover switches at Nelson Station.

Trains will not exceed 25 miles per hour over switches at east end of cut-off, four miles east of Fulton.

Passenger trains will not exceed 10 miles per hour, and other trains 8 miles per hour between the Northern Illinois Railway Crossing and the Kishwaukee Bridge, at DeKalb.

Passenger trains in either direction must not exceed scheduled time between Melrose Park and Wells Street Station.

The maximum speed of all movements passing North 40th Avenue, Chicago, will be 25 miles per hour.

Switch engines while running outside of yard limits will not exceed 15 miles per hour.

Road engines moving backward (excepting those in regular service), when not equipped with back pilots, will not exceed 20 miles per hour.

USE "Y" TRACKS, BELVIDERE.

17. The main tracks between North Yard and Freeport Line Jct. and between North Yard and Belvidere Station will be used in common by all trains, which must keep sharp lookout for each other and, if necessary, flag between those points.

The above does not in any manner permit of the movement of trains, without proper orders, against or ahead of trains which are superior.

SEMAPHORES.

K. D. SWITCH, ROCKFORD.

18. Home Signals connected with the switch leading to the Wisconsin Division at K. D. Switch between Rockford and East Rockford, are located and operated as follows: The signal on the Galena Division is located 1750 feet east of the switch and controls the movement of westward trains. The signal on the Wisconsin Division is located on the Wisconsin Division just into clear the Galena Division main line. Both of these signals are connected with, and operate with the switch movement.

The normal position when the switch is set for Galena Division movement is clear for westward Galena Division trains and stop for Wisconsin Division trains coming onto Galena Division tracks. When Wisconsin Division trains are to move onto Galena Division tracks necessary opening of the switch to provide this movement places the signal on Galena Division in stop position and clears signal on Wisconsin Division.

SHAFT NO. 2 AND DALZELL.

19. Southward trains will approach the Semaphores north of Shaft No. 2 and Dalzell prepared to stop within their vision and will not pass said signals when stop indication is displayed. Freight Trains will enter yard at north end of Shaft No. 2 and move with extreme caution.

PEORIA YARD.

20. Southward trains will come to a full stop at the distant signal connected with switch at north end Peoria Yard.

TELEGRAPHERS' OFFICE HOURS:

- 21. Chicago to Clinton—Day offices, 7.00 a. m. to 7.00 p. m.
Night offices, 7.00 p. m. to 7.00 a. m.
- West Chicago to Freeport—Day offices, 7.00 a. m. to 7.00 p. m.
Exception—Freeport, 6.00 a. m. to 7.00 p. m.
- Winnebago—6.30 a. m. to 7.00 p. m.
- West Elgin—7.30 a. m. to 7.30 p. m.
Night offices, 7.00 p. m. to 7.00 a. m.
- F. R. Switch to Williams Bay—
Day offices, 7.00 a. m. to 7.00 p. m.
Night offices, 7.00 p. m. to 7.00 a. m.
- St. Charles—6.40 a. m. to 5.40 p. m.
- Batavia to Aurora—7.00 a. m. to 6.00 p. m.
- North Yard to DeKalb—Day offices, 8.00 a. m. to 7.00 p. m.
Night offices, 7.00 p. m. to 7.00 a. m.
- Elva to Spring Valley—Day offices, 7.00 a. m. to 6.00 p. m.
Exception—Spring Valley, 6.00 a. m. to 5.00 p. m.
Night offices, 7.00 p. m. to 7.00 a. m.
- Nelson to Peoria—Day offices, 7.30 a. m. to 7.30 p. m.
Night offices, 7.30 p. m. to 7.30 a. m.

BLOCK DISTRICTS.

- 22. **Automatic Block.**—Wells Street Station to Clinton.
- Telegraph Block.**—Tower "D. A." (West Chicago) to Freeport, 7.00 a. m. to 7.00 p. m.; Freeport Line Jct. to Tower "Y. D.," DeKalb, 8.00 a. m. to 6.00 p. m.; Fox River Switch to Williams Bay, 7.00 a. m. to 6.00 p. m. See Rules 300, 98 and 99.

Trains arriving at Freeport Line Jct. during telegraph block hours, will not leave that point for the Freeport Line westward until a clear block has been secured.

Ten-Minute Block.—Except as above.

Freeport Line Trains entering the new yard at West Chicago will report their arrival to operator at Tower "D. A."

N. I. DIVISION DeKALB.

23. North or southward trains **must obtain release or train orders** at Tower "Y. D.," DeKalb, in addition to clear signals.

RAILROAD CROSSINGS, JUNCTIONS AND DRAW-BRIDGES.

24. The following crossings are interlocked, and Rules 600 to 653 will be observed:

- C. M. & St. P. Ry., Western Ave. and Kinzie St., Chicago.
- C. & N.-W. Ry., Kedzie Avenue.
- E. J. & E. Ry., West Chicago (Clinton Line).
- E. J. & E. Ry., West Chicago (Freeport Line).
- Interurban Elec. Ry., Cherry Valley.
- C. & N.-W. Ry., DeKalb.
- C., B. & Q. Ry., Rochelle.
- C., B. & Q. Ry., Sterling.
- C., M. & St. P. Ry., Fulton (Tower AD).
- C., B. & Q. Ry., Fulton (Tower FX).
- C., B. & Q. Ry., On siding Fulton Yard; operated by trainmen, and stands normally for C., B. & Q. Ry.
- C., B. & Q. Ry., East Clinton.
- C., M. & St. P. Ry., Fox River Switch.
- C. & N.-W. Ry., Genoa Junction.
- C., B. & Q. Ry., 2.92 miles south of Hahnemann.
- C., B. & Q. Ry., 1.36 miles south of Buda.
- P. R. T. Ry., Peoria Junction.
- C., B. & Q. Ry., Peoria Junction.
- Ill. Cent. Ry., 1 mile south of Herbert.
- C., M. & St. P. Ry., Henrietta.
- C. G. W. Ry., Sycamore.
- C., M. & G. Ry., 1 mile north of DeKalb.
- C., B. & Q. Ry., 4 miles south of Carlton.
- C., B. & Q. Ry., Earlville.

The following Railway Grade Crossings, Draw-Bridges and Junctions at which Rule No. 98 will be observed:

GRADE CROSSINGS.

C., M. & St. P. Ry., Canal and Kinzie Streets, Chicago.
C. & N.-W. Ry., Freeport Line Junction.
C., M. & St. P. Ry., Freeport.
C., B. & Q. Ry., 4.36 miles south of Nelson.
Ill. Cent. Ry., Dimmick.
C., M. & St. P. Ry., West Clinton.
C., B. & Q. Ry., $\frac{1}{2}$ mile north of Earlville.

DRAW-BRIDGES.

Chicago River, Wells Street, Chicago
Mississippi River, Clinton, Iowa (interlocked).

JUNCTIONS.**WESTWARD.**

Chicago, Canal St., Junction with Wisconsin Div. C. & N.-W. Ry (interlocked).
Geneva, Aurora Branch.
Tower N J, Peoria Line (interlocked).
Nelson, Peoria Line.
K. D. Switch, Junction with Kenosha Div. C. & N.-W. Ry.
Rock Island Junction, Junction with C., B. & Q. Ry.
East Clinton, Junction with C., B. & Q. Ry. and C. & N. W. cutoff (interlocked).
Freeport Line Junction, Junction with Northern Illinois and Freeport Line.
Fox River Switch, Junction with Freeport and Fox River Lines (interlocked).
Crystal Lake Junction, Junction with Wisconsin Division.
LaSalle Junction, Junction with Bureau County Ry.

EASTWARD.

West Chicago, Freeport Line.
Geneva, St. Charles Branch.
Sycamore Junction, Cortland Branch
Cortland, Cortland Branch.
East Clinton Junction with C., B. & Q. Ry. and C. & N. W. cut off (interlocked).

SOUTHWARD.

Churchill, Junction with C., I. & S. R. R.

CLEANING FIRES AND ASH PANS.

25. Switch engines (excepting in the City of Chicago) will clean fires and ash pans on tracks assigned. The switch leading to such track must be set against the track except when necessary to let the engine on and off. Tracks have been assigned as follows:

West Chicago, Station,	Cinder Pit at Round House.
West Chicago, New Yard,	West end of House Track No. 2.
Geneva,	On Turntable Track.
St. Charles,	Engine House Track.
Aurora,	Engine House Track.
DeKalb,	Engine House Track.
Dixon,	Engine House Track.
Sterling,	Engine House Track.
Elgin,	Engine House Track.
Spring Valley,	Engine House Track.
Belvidere,	Engine House Track.
Rockford,	Engine House Track.
Freeport,	Engine House Track.

26. Ash pans of road engines may be cleaned at following places:

Elmhurst, on westward passing track west of Maple Avenue.
West Chicago (Freeport Line), pen stock.
West Elgin, at water tank.
Marengo, at east water tank, west pen stock and on side track at water tank.
Rockford, at water tank and in the cinder pit.
West Chicago (Clinton Line), 50 feet from coal chutes and at both water tanks.
De Kalb, 50 feet from coal chutes.
Rochelle, at pen stocks.
Ashton, at pen stocks.
Nelson, 50 feet from coal chutes.
Round Grove, at pen stock.
Algonquin, at pen stock.
Crystal Lake, on the engine house track.
Richmond, at water tank.
Lake Geneva, in the cinder pit.
Williams Bay, in the cinder pit.
South of Henrietta, at water tank.
Shabbona Grove, at water tank.
Shaft No. 2, engine house track.

Normandy, at water tank.
Buda, at water tank.
Broadmoor, 50 feet from coal chutes.
Akron, at water tank.
Peoria Yard, in cinder pit.
All burning cinders must be extinguished.

FREIGHT TRAINS CARRYING PASSENGERS.

27. Freight trains (except as below) will not carry passengers; this does not refer to employes with passes, but no extra stops will be made to pick up or leave employes with passes:

Nos. 861 and 862	between Peoria Yard and Sterling, except Langley.
No. 374	between DeKalb and Shaft No. 2.
" 379	" Shaft No. 2 and Carlton, except Dalzell and Rollo.
" 381	" Shaft No. 2 and Carlton, except Dalzell and Rollo.
" 116	" Nelson and Dixon (except Sunday).

CHANGING CREWS AT NORTH 40TH AVENUE.

28. When enginemen enroute to U. S. Yards order crews to relieve them, they will stop at North 40th Avenue to change. Should the relief crew fail to be on hand, the regular crew must not wait.

REPORT TO GENERAL YARD MASTER.

29. All trains will send the General Yard Master at Proviso and California Avenue Yard a report from West Chicago showing number cars stock, number cars dead freight, and location in train.

BACKING PASSENGER CARS TO AND FROM CALIFORNIA AVENUE COACH YARD.

30. In backing trains between Wells Street Depot and California Avenue coach yard, two men must ride on the forward end of the train. A safety hose must be attached to this end, so that the train will be under the control of these men, and after dark the forward end must be always protected by back-up head light or two red lights. A hose with a whistling attachment will be provided for every train requiring same.

SPECIAL INSTRUCTIONS TO FREIGHT CONDUCTORS AND AGENTS.

Nos. 129 and 860 will take cars for south of Nelson. Fill out at Proviso, West Chicago, DeKalb and Nelson with cars for same district.

No. 131 will take from Chicago, State Street merchandise car for Wheaton, cars for points on Freeport and Fox River Lines, and fill out with those for Galena Division points west of DeKalb. Also fill out at DeKalb, Dixon, Nelson. Take East Batavia, St. Charles, Elburn, Huntley, Marengo, Garden Prairie and Poplar Grove milk cars and pick up in new yard, West Chicago, each day, cars for points west of DeKalb. Will set out all milk cars except those for Elburn on track 4 West Chicago station. Take merchandise cars from Dixon to Sterling.

No. 373 will take from West Chicago cars for points Geneva to Spring Valley inclusive, and do way freight work.

No. 123 will do way freight work.

No. 125 will do way freight work.

No. 135 will do way freight work, but no switching east of Elmhurst.

No. 113 will take from Chicago and Proviso time freight for west of Mississippi River, and fill out at West Chicago and DeKalb on time freight for same district and will not exceed 1300 tons out of Proviso or West Chicago.

No. 291 will do way freight work; will take from West Chicago cars for points West Elgin to Freeport. Car load freight for the pickle factories will be set out on pickle factory side tracks at Marengo.

Nos. 491 and 489 will take cars for points Elgin to Williams Bay, leaving at Dundee merchandise cars for Dundee to Crystal Lake; Pick up at Elgin and Carpentersville cars for north of Crystal Lake. Set out State Street to Terra Cotta, McHenry and Ringwood merchandise at McHenry; also Wood Street merchandise at McHenry. Unload at Richmond and Genoa Junction merchandise from Williams Bay State Street car.

No. 115 will take from Chicago time freight for Galena Division points west of Cortland and points west of the Mississippi River, and fill out with dead freight for Iowa Division points.

1st No. 119 will take from Wood Street, Chicago, merchandise for Anamosa line and for Marshalltown; perishable freight and live stock for and via Carroll, Missouri Valley, Council Bluffs and Union Pacific Transfer and fill out on coarse time freight for same district. Will not be given to exceed 1000 tons or 40 cars out of Chicago. Set out Anamosa line cars at 4th Street, Clinton.

2nd No. 119 will take from State Street, Chicago, merchandise, for Anamosa line, Clinton to Bertram, Fulton to Galt, Tama to Alden and Marshalltown; merchandise, perishable freight and live stock for and via Carroll, Denison, Missouri Valley, Council Bluffs and Union Pacific Transfer and fill out with coarse time freight for same district. Will not be given to exceed 1000 tons or 40 cars out of Chicago. Set out Anamosa line, Fulton to Gault and Clinton cars at 4th Street, Clinton.

3rd No. 119 will take from Chicago coarse time freight for and via Carroll, Missouri Valley, Council Bluffs and Union Pacific Transfer. Fill out with dead freight for and west of Clinton to 1200 tons.

No. 117 will take from Chicago merchandise, time freight and live stock for Peoria, Clinton, Cedar Rapids, Nevada, Ames, Des Moines and Boone. Fill to 1000 tons not to exceed 40 cars for Iowa points. Set Clinton cars out at 4th Street, Clinton.

1st No. 121 will take from Chicago, merchandise, perishable freight and live stock for Sycamore, Elva to Spring Valley, Ladd, Seatonville, De Kalb, Henrietta to Ridott, Sterling, and for and via Belle Plaine and Tama, excepting the C. I. & D. car will be filled with time freight for same district in Iowa, but not given to exceed 1000 tons or 40 cars.

2nd No. 121 will take from Chicago merchandise, perishable freight and live stock for St. Charles, Geneva, Batavia, Aurora, Rochelle, Dixon and Nachusa to Malta, and coarse time freight for De Kalb, Dixon and Sterling. Will not handle to exceed 1000 tons east of Dixon. This train will leave California Ave. at 9.30 P. M.

1st No. 127 will take from California Avenue and Proviso, in cars of time freight for points west of the Mississippi river, such tonnage as the Train Dispatcher may direct; take from West Chicago, DeKalb, Dixon, Nelson and Sterling, in addition to merchandise cars as provided in the merchandise schedule, cars of time freight for same district.

2nd No. 127 will take from California Avenue and Proviso cars of time freight and empty meat refrigerators for and via points west of the Mississippi river. It is the intention to give this train full tonnage out of Proviso; therefore, unless otherwise instructed by the Train Dispatcher, there will be no cars picked up enroute west of Proviso.

Aurora Switch Train No. 1, will leave West Chicago at 4.00 A. M. daily except Sunday; will take all Geneva and Aurora branch cars and wait at West Chicago for 2nd No. 121 and from said train get cars for same district; take Aurora express car from West Chicago, except Monday; take time freight from Geneva for Aurora branch and unload way-freight; go direct to Aurora and do switching necessary for the placing of merchandise cars and other time freight. Leave Aurora at 7.00 A. M., returning to Geneva, doing station switching at Batavia; return to Aurora, taking all Aurora branch cars; do station switching at Aurora, after the completion of which return to West Chicago, taking all cars that are ready for movement.

Aurora Switch Train No. 2 will leave West Chicago 12.30 P. M. daily except Sunday. Will start from station yard taking the East Batavia milk cars and all other cars for Geneva and the branches, which will be taken to the station yard by switch engine. They will go direct to East Batavia, pull the milk and place the empties and proceed to Geneva and do the switching at that point as directed by the agent, thence to Batavia doing the required work at that point, thence to Aurora taking all cars from the latter point ready for movement, picking up on way north all cars ready for movement Aurora to Geneva inclusive. Load and unload way freight at North Aurora and Batavia. They will have all cars destined east of West Chicago in station order and same will be left at West Chicago station on such tracks as may be designated by the yard master or his representative.

No. 293 will take freight for points west of and including Rockford, all straight cars merchandise and time freight for Freeport Line east of Rockford (except West Elgin). Take dead freight for Freeport in preference to that for Rockford.

No. 297 will handle cars for points Wayne to Freeport, except West Elgin; will get cars of meat for Rockford and Freeport at West Chicago from No. 126. Take dead freight for Freeport in preference to that for Rockford.

No. 495 will take cars for Fox River Branch south of and including Crystal Lake and do way work Dundee to Williams Bay inclusive.

No. 856 will take from Clinton cars for Peoria and north of DeKalb and will take Peoria cars set out at Nelson by Nos. 117, and 120, and unless otherwise instructed wait at Nelson for these trains; fill out at Nelson with Peoria cars, taking time freight in preference.

No. 862 will do way freight work.

Nos. 318 and 319 will take from Sterling cars for north of DeKalb and fill out at Nelson and Malta with cars for and via North Yard.

No. 122 will do way freight work.

No. 126 will take through loads and time freight, and will fill out at West Chicago, or elsewhere when so instructed by Train Dispatcher.

No. 110 will take Chicago cars from Clinton.

No. 112 will take Chicago cars from Clinton and fill out with those for West Chicago and handle full dead freight rating.

No. 128 will take time freight and through loads from Iowa.

No. 116 will pick up stock Fulton to Geneva, inclusive; time freight and merchandise at Sterling and Dixon; stock from No. 863 at Nelson; merchandise, time freight and stock from DeKalb, and from Nos. 122, 314, 370, 375 and 381; and fill out at West Chicago new yard.

Nos. 114 and 132 will take live stock from Clinton and fill out with Chicago cars.

No. 120 will take time freight from Clinton, including Clinton and Anamosa line merchandise and fill out with through loads.

No. 124 will do way freight work.

No. 136 will do way freight work but no switching east of Elmhurst.

No. 380 will take cars for stations Cortland to West Chicago inclusive, fill out with Chicago cars and do way freight work. Will take from Cortland all the short loads and empties and will not handle out of Cortland to exceed 1200 tons, reducing Proviso cars if necessary. Will handle the milk from Cortland and Elburn to Geneva for No. 68.

No. 863 will take Iowa cars from Peoria and fill out with those for DeKalb and east and north of DeKalb. Take live stock from any station on Peoria Line and place it at Nelson where convenient for No. 116 to pick up. Take cars for points west of Nelson to Sterling.

No. 861 will do way freight work. Will take all cars for Peoria Line and fill out with cars for west of DeKalb, taking those for points Malta to Fulton in preference, leaving those for points east of Nelson at Sterling.

Nos. 849 and 118 will take cars for Chicago and fill out with other cars for east of Nelson. Fill out to 1200 tons at Radnor and Nelson, and will fill out at Dixon if so directed by Train Dispatcher.

No. 851 will take time freight for west of Nelson and fill out with cars for west of Nelson.

No. 290 will do way freight work; will take way loads in preference to through loads.

No. 294 will take from Freeport and Rockford cars of time freight for north of Caledonia and west of De Kalb and fill out with other cars for same district. Fill out at Belvidere to 800 tons with Proviso cars; go into New Yard at West Chicago and get merchandise and time freight from Aurora switch crews and that from West Chicago and have perishable freight and merchandise switched in station order leaving West Chicago. This train will do way freight work between Belvidere and De Kalb.

Nos. 292 and 298 will pick up all cars Freeport to Belvidere inclusive, and fill out at Belvidere with West Chicago cars; take live stock from any station on Freeport Line, and fill out at West Chicago Station. Do way freight work west of Belvidere.

No. 490 will do way work Williams Bay to Dundee; will leave all Chicago cars at Carpentersville switched in order for No. 492.

No. 492 will pick up all car loads Williams Bay to Crystal Lake and pick up south of Crystal Lake cars not taken by No. 490.

Eastward Trains with cars for Peoria line will leave them on east "Y" siding at Nelson.

Eastward trains will set out at West Chicago all cars destined to points Winfield to Elmhurst inclusive, except those containing live stock, merchandise and perishable freight. Trains having live stock, merchandise and perishable freight, will handle and set out as per billing.

Cars left at West Chicago under these instructions will be handled eastward in No. 290.

Nos. 330 and 331 will take all merchandise, live stock, perishable freight and coded time freight for the C. G. W. R'y via Sycamore, for and via Peoria, Dixon, Sterling and Clinton and fill out with dead freight for Clinton and beyond.

No. 370 will take from North Yard all Sycamore cars; Elva to Spring Valley merchandise cars to DeKalb; will stop at Herbert, Henrietta and Sycamore for live stock; take all Spring Valley empties from Sycamore; will take cars left at DeKalb by No. 121 and will set out Elva to Troy Grove merchandise car at Earlville. Leave Chicago cars ahead on track 4 at DeKalb.

No. 374 will do way freight work Elva to Shaft No. 2.

No. 295 will take from Western Avenue all cars for Sycamore, Henrietta and Herbert; State and Wood Street merchandise for points Henrietta to Ridott excepting Belvidere and Rockford. Take from Proviso cars for points Cherry Valley to Freeport, but not to exceed 850 tons out of Proviso, also filling to this tonnage on cars for Belvidere when necessary. Take from De Kalb time freight for Sycamore and all cars for points Henrietta to Freeport excepting Belvidere. Do way freight work Sycamore to Freeport.

No. 375 will take cars for DeKalb and beyond and will stop at all stations south of DeKalb for live stock. Fill out at DeKalb with cars for and via North Yard.

No. 379 will do way freight work Shaft No. 2 to Elva. Fill out with cars for east of DeKalb.

No. 381 will take cars for DeKalb and beyond and will stop at all stations south of DeKalb for live stock. Take from DeKalb cars for Sycamore and north.

Trains having cars for C. G. W. R'y at Sycamore will leave them in the C. G. W. yard and leave the way-bills at C. & N.-W. station. If ordered to leave cars for C. G. W. R'y in C. & N.-W. yard, leave them on the stock track, except that cars containing less than 8,000 pounds of freight for C. & N.-W. R'y station will be left on house track.

Trains having freight for C. M. & St. P. R'y at Henrietta, when agent is not on hand, will deliver the way-bills to the leverman at C. M. & St. P. R'y crossing.

Agents will carefully study the above rules, and make themselves familiar with them, and will load freight so that cars and way-bills will be ready when train arrives. They will use judgment in loading freight, forwarding same on trains scheduled to handle it.

TO FREIGHT CONDUCTORS.

1. Peoria Line northward freight trains will fill out at Radnor and dead freight trains will again fill at Storage.

2. Eastward dead freight trains will reduce at Nelson, fill out at Cortland and when they have cars to leave at West Chicago yard, will fill out there. Eastward dead freights not having full tonnage out of Cortland will also fill out at West Chicago. In each case rating as shown in time table to govern unless otherwise instructed by Train Dispatcher.

3. Conductors handling loaded refrigerator cars for points, Clinton or west thereof, will telegraph the Yardmaster at Clinton, giving the initials, number, lading and destination of all such cars, estimating the amount of ice in bunkers. This advice to be sent from Rochelle.

4. All conductors will make special report of emigrant movables and live stock in their trains, giving destination of cars. All live stock destined to Union Stock Yards, which will reach there between 10.00 A. M. and 6.00 P. M., must be reported to Chief Train Dispatcher not later than 8.00 A. M., giving the name of consignee and number of cars for each. Trains that have live stock for the Stock Yards must have it all together on arrival at California Avenue. Carloads of horses must be ahead on arrival at U. S. Yards.

5. Trains between 5.30 P. M. and 6 A. M., or on Sunday at any hour, having live stock, perishable or time freight for I. C. R'y at Dixon, I. C. R'y and C., M. & St. P. R'y, Freeport, and C., B. & Q. R'y, at Sterling, will place such cars on respective interchange tracks.

6. Water tanks at Nelson, De Kalb, Rockford, Marengo and West Chicago are equipped to water Live Stock in transit and *this must be done in hot weather unless men in charge refuse to permit it.* Conductors will keep a record in train book of numbers and initials of all cars containing hogs sprinkled en route, specifying at what points sprinkled.

7. The way cars of trains out of Clinton and North Yard containing live stock will be opened for drovers not less than 30 minutes before leaving time.

Crews of trains handling U. S. Yards stock out of Clinton, Belvidere and North Yard, leaving after 10.00 o'clock P. M., will have drovers' bunks made up before leaving.

8. All westward freight trains will note, on Blank C left at Clinton Depot, the number of C. & N.-W. empty stock cars in their train.

Reports covering accidents and personal injuries caused by freight trains at Proviso or any point east thereof, will be forwarded direct to the Train Master of Freight Terminals at North 40th Avenue.

WEST CHICAGO YARD.

West section of yard is used as Eastward Yard and east section as Westward Yard.

The north track from west to east end of yard is the Eastward Running Track, and the south track from double slip connection at east end to extreme west end of West Yard will be Westward Running Track.

Tracks in Eastward Yard will be designated as West 1, 2, 3, 4 and 5, numbering from south, not including running tracks.

Tracks in Westward Yard will be designated as East 1, 2, 3, 4 and 5, numbering from south, not including running tracks.

Track from east end of East Yard to connecting switch with eastward main line, just west of E., J. & E. crossing, will be known as Clinton Line lead.

Track from east end of East Yard to Freeport line will be known as E., J. & E. lead.

Track connecting E., J. & E. lead and Clinton Line lead will be known as "Y" Connection.

The switches at the intersection of the Clinton Line and the E., J. & E. leads must not be blocked by trains waiting to get out of the yard.

Short tracks across yards between East and Westward Yards will be known as Repair Tracks.

The two tracks north of the transfer platform will be known as House Tracks 1 and 2, No. 1 being first north of platform.

Trains on Clinton Line in either direction having cars to set out or pick up at West Chicago will do such work in this yard. Cars will not be set out or picked up at West Chicago station except by instructions of Chief Train Dispatcher or Yard Master.

Trains terminating at or starting from West Chicago will leave from this yard. Way cars will not be taken to Station Yard.

Cars for or via West Chicago, including those for E., J. & E. Ry., will be set out in this yard.

Fill-out for Nos. 492, 292 and 298 will be placed at Station Yard on such tracks as Yardmaster designates, and these trains will set out at Station Yard cars for or via West Chicago.

Nos. 293 and 297 will reduce and fill out at Station Yard unless otherwise instructed.

Way bills will be left and procured at Yardmaster's office in new yard, except for cars set out or picked up at Station Yard.

Train crews entering new yard will set cars out upon and fill out from such tracks as Yardmaster will designate.

Trains of inferior class in this yard will keep out of the way of and avoid delays to trains of superior class, which pass through this yard.

Westward Clinton Line trains entering this yard will be crossed over through connection just west of E., J. & E. crossing; this cross-over movement and the movement to and from the new yard on the E., J. & E. and Clinton Line leads must be under full protection of flagman.

Trains and engines must move under control, in both directions, on Clinton Line and E., J. & E. leads.

Conductors of trains terminating or starting from the new yard will pilot their engines between the new yard and West Chicago station.

LOCOMOTIVE RATING.

LOCATION.	CLASS OF ENGINES				
	Class Q	18x24	19x24	Class R	Class R I
Chicago to West Chicago	1275	900	1200	1500	1750
West Chicago to Elburn		850	1150	1350	1560
Elburn to Clinton		950	1350	1525	1760
Clinton to Nelson		1000	1375	1600	1750
Nelson to Creston		800	1100	1350	1550
Creston to West Chicago		1025	1400	1900	2000
West Chicago to Chicago		1025	1400	2000	2200
West Chicago to F. R. Switch		1200	+		
F. R. Switch to Gilberts	1100	850	1150		
Gilberts to Cherry Valley		1200	+		
Cherry Valley to Winnebago	1000	750	950		
Winnebago to Freeport		1200	+		
Freeport to Pecatonica		1200	+		
Pecatonica to Cherry Valley	1000	750	950		
Cherry Valley to West Chicago		1200	+		
Fox R. Switch to Algonquin		1200	+		
Algonquin to Crystal Lake		600	780		
Crystal Lake to Williams Bay		660	960		
Lake Geneva to Crystal Lake		600	780		
Crystal Lake to West Chicago		1200	1400		2200
Belvidere to Herbert		660	960	1225	1500
Henrietta to Shaft No. 2		660	960	1400	1625
Shaft No. 2 to Siding		475	655		
Siding to North Yard		1000	1400	1700	2000
Peoria to Radnor			575	800	900
Radnor to Broadmoor			675	1150	1300
Broadmoor to Nelson			675	2000	2250
Nelson to Peoria			725	1200	1300

Rating shown from Shaft No. 2 to Siding is for single engine.

Tonnage trains will not be expected to stop at Rollo.

Trains of 50 empties or over will be rated 150 tons light of dead freight tonnage rating.

40 to 49 empties, 100 tons light.

30 to 39 empties, 70 tons light.

Box cars loaded with merchandise should be rated at 25 tons.

Refrigerator cars loaded with merchandise 30 tons.

The above rating is applicable under ordinary conditions, and is exclusive of caboose and tender. When engines are unable to haul the rating enginemen will designate to the Conductor the number of tons to be reduced and will also wire the Train Dispatcher why reduction was necessary. In case of scheduled trains it is not expected that more tonnage will be handled than will permit such trains to make their average running time. It must be expressly understood that it is not desired that trains double the hills, unless for unforeseen causes or when instructed to do so by the Train Dispatcher. The responsibility for reducing trains below rating must be assumed by enginemen and not by Conductors.

In order to secure full rating 15 tons more than the rating should be applied, rather than that amount below the rating.

These ratings are only made to govern ruling grades between points indicated and will in no manner interfere with additional tonnage being handled where grades permit.

When engines are double headed, the larger one must be next to the train, except that when those with 17 and 18-inch cylinders are double headed, the one with the 18-inch cylinder may be placed ahead, providing it has a larger air pump, this being the only exception to the rule.

In event there are defects making it impossible to comply with the foregoing instructions, permission from the Train Dispatcher must be secured before any other action is taken.

On freight trains of over thirty (30) cars, exclusive of the caboose, more than one engine will not be used, except in case of storms, engine failures, or to avoid running engines to and from shops, or from one portion of the road to another, or in snow service and when used in such emergencies the tonnage of the train will not be increased beyond the rating of the largest engine.

The Dispatcher will determine rating to be handled when it is not desired that full rating shall be hauled, on account of weather or other unusual conditions.

In making out way-bills, Agents will insert the *Gross Weight in Tons* (car and contents) of each car load shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimate of the weight of contents.

Engines unable to haul the above tonnage on account of poor condition will be bulletined in the various yards and round-houses, stating what reductions will be made.

Yardmasters will at all times make up trains in accordance with the above instructions.

ESTIMATED WEIGHTS OF C. & N. W. CARS.

PASSENGER EQUIPMENT.	WEIGHT TONS	FREIGHT EQUIPMENT.	WEIGHT TONS
Coaches, broad vestibule	40	Box (40 M to 50 M cap.)	15
Coaches, non-vestibule	32	Box (80 M cap.)	17
Passenger, baggage and mail cars	30	Box (80 M cap. steel underframe)	22
Passenger and baggage cars	30	Vegetable	19
Baggage and mail cars	33	Refrigerator	20
Dynamo-baggage cars	50	Furniture (40 M to 60 M cap., 40 ft.)	16
Baggage cars	33	Furniture (60 M 50 ft.)	19
Mail cars	37	Ice	17
Chair cars	50	Beer	18
Buffet cars	55	Stock	16
Dining cars	52	Gondola (40 M to 80 M cap.)	15
Parlor cars	50	Gondola (100 M cap. steel underframe)	20
Milk cars	25	Flat	13
Business cars	50	Ballast	16
Sleeping cars	63	Ore (40 M to 50 M cap.)	12
		Ore (60 M to 80 M cap.)	14
		Ore (80 M cap., steel)	15
		Tank	16
		Caboose (Standard)	15
		Caboose (Stockmen's)	20

Weight of foreign or special cars, steel cars, etc., must be taken from stencilled information thereon and not estimated.

MAXIMUM WIDTH AND HEIGHT OF LOADED CARS THAT WILL PASS IN SAFETY OVER THE GALENA DIVISION.

FOR POINTS BETWEEN	HEIGHT ABOVE TOP OF RAIL.			LIMITING HEIGHT
	9 ft. Wide.	10 ft. Wide.	11 ft. Wide.	
State St. and Wells St. Depot	15-0	15-0	15-0	Clark St. Viaduct.
Wells St. Depot and Oakley Ave.	15-6	15-6	15-6	Halsted St. "
Oakley Ave. and West Chicago	18-5	18-5	18-5	West Ind. crossing, 46th Ave.
West Chicago and Geneva	18-9	18-9	18-9	Highway, Geneva.
Geneva and DeKalb	18-8	18-8	18-8	Overhead highway west of La Fox.
DeKalb and Clinton	21-6	20-9	20-0	Mississippi River Br.
South Branch	15-3	15-3	15-3	Halsted St. Viaduct.
West Chicago and Freeport	16-3	16-3	16-3	Overhead highway, E. Rockford.
Elgin and Genoa Jct.	16-7	16-7	16-7	Bridge 702 Richmond.
St. Charles and Aurora				No obstruction.
Belvidere and Spring Valley	18-6	18-6	18-6	C. B. & Q. Crossing, south of LaSalle Jct.
Nelson and Peoria	18-0	18-0	18-0	A., T. & S. F. Crossing.

Trainmen and Yardmen will observe the above limitations before moving cars and assure themselves that same will conform thereto.

INSPECTORS OF WATCHES.

A. M. CHURCH, Sup't Time Inspection, 72 East Madison Street, Chicago.	J. C. MAHON, Aurora, Ill.
A. M. CHURCH, Wells St. Station, Chicago.	R. C. DAVY, De Kalb, Ill.
F. LORENZ, 1101 West 12th Street, Chicago.	W. F. HACKETT, Rochelle, Ill.
GEO. B. ELBA, 3953 West Madison St., Chicago	G. O. WENDELL, Dixon, Ill.
MILLO YOUNG, 997 West Lake Street, Chicago.	BERT BROWN, Peoria, Ill.
HERMAN C. WATTS, 1518 West Lake Street, Chicago	W. H. OPPOLD, Sterling, Ill.
ED. E. BAUSENBACH, 627 South Canal Street, Chicago.	HOWES BROS., Clinton, Iowa
NORDAHL & OLSON, 449 Milwaukee Ave. nue., Chicago.	FRED MAREAN, Belvidere, Ill.
A. M. CHURCH, Chicago Shops.	A. H. PIKE, Rockford, Ill.
WILLIAM WADLER, Melrose Park.	HOLLISTER & BARRETT, Freeport, Ill.
H. G. WEGER, West Chicago, Ill.	HURD & DILLER, Sycamore, Ill.
	A. C. SWEET, Spring Valley, Ill.
	A. LINDQUIST, Crystal Lake, Ill.

COMPANY'S SURGEONS.

Chicago	JOHN E. OWENS, M. D. Chief Surgeon.
	J. D. ANDREWS, M. D. Assistant Surgeon.
	C. W. HOPKINS, M. D. " "
Chicago, North 40th Avenue	E. D. CHASE, M. D. Local Surgeon.
Chicago Shops	PHILLIP HAY, M. D. Dispensary.
Chicago	A. C. KUBICEK, M. D. Local Surgeon.
	Office. Corner Wood and 12th Streets.
Austin	ANTHONY RUD, M. D. " "
Oak Park	J. W. TOPE, M. D. " "
Maywood	H. H. ROBERTS, M. D. " "
Melrose Park	W. F. SCOTT, M. D. " "
Elmhurst	F. H. BATES, M. D. " "
Lombard	R. B. OLESON, M. D. " "
Wheaton	H. W. VANDERHOOF, M. D. " "
West Chicago	T. G. ISHERWOOD, M. D. " "
Geneva	R. G. SCOTT, M. D. District Surgeon.
	May be called to any place between St. Charles and North Aurora, and between Geneva and Maple Park.
Batavia	A. A. FITTS, M. D. Local Surgeon.
Aurora	H. A. BRENNER, M. D. " "
Rochelle	F. G. CROWELL, M. D. " "
De Kalb	J. S. RANKIN, M. D. District Surgeon.
	May be called to any place between Maple Park and Malta, and De Kalb and Shabbona Grove.
Franklin Grove	A. GRIM, M. D. Local Surgeon.
Dixon	A. F. MOORE, M. D. District Surgeon.
	May be called to any place between Nachusa and Nelson.
Sterling	FRANK ANTHONY, M. D. Local Surgeon.
Morrison	J. A. NOWLEN, " "
Clinton	D. S. FAIRCHILD, M. D. District Surgeon.
	D. S. FAIRCHILD Jr., M. D., " "
Elgin	D. E. BURLINGAME, M. D. Local Surgeon.
Marengo	S. C. WERNHAM, M. D. " "
Belvidere	R. W. MCINNES, M. D. " "
Rockford	H. RICHINGS, M. D. " "
Rockford	S. R. CATLIN, M. D. Associate " "
Winnebago	W. S. HOWELL, M. D. Local " "
Freeport	J. H. STEALY, M. D. " "
Algonquin	F. J. MAHA, Local Surgeon.
Crystal Lake	H. D. HULL, M. D. " "
McHenry	C. H. FEGERS, M. D. " "
Genoa Junction	B. J. BILL, M. D. District " "
Lake Geneva	B. O. & J. C. REYNOLDS, M. D.'s. Local " "
Sycamore	C. B. BROWN, M. D. Local Surgeon.
Earlville	E. T. GOBLE, M. D. " "
Spring Valley	M. J. COVENY, M. D. " "
Peoria	R. A. DUMARS, M. D. " "
Buda	J. F. TAYLOR, M. D. " "

When injured persons are taken to Company's dispensary, at Chicago, and the physician is not immediately in attendance, it is necessary to either have some one wait for physician, or leave a written memorandum explaining the circumstances under which the patient was brought, giving his name, occupation, place and cause of accident. It is often necessary to take injured persons to the County Hospital, where admittance is denied unless the information as stated above is furnished.

W. D. BECK,
Superintendent.

H. M. EICHOLTZ,
Assistant Superintendent.

J. C. COWAN,
Train Master.

J. M. HOYT,
Train Master.

E. H. SHAUGHNESSY,
Train Master.

W. S. JOHNSTON,
Chief Train Dispatcher.

G. B. SCHRAND,
Train Master of
Freight Terminals.

CHAS. E. YORK,
Asst. Train Master of
Freight Terminals.