

# CHICAGO & NORTH WESTERN RAILWAY



## GALENA DIVISION



### No. 383

### TIME TABLE

### No. 383

### Takes Effect Sunday, June 8th, 1930

### At 12:01 o'clock A. M.

### Central Time



FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

**B. E. TERPNING**  
GENERAL SUPERINTENDENT.

**F. J. BYINGTON**  
ASS'T GENERAL SUPERINTENDENT.

**L. A. CLAPP**  
SUPERINTENDENT.

BETWEEN CHICAGO AND WEST CHICAGO—WESTWARD.

Table with columns for train numbers (29, 293, 31, 717, 33, 21, 35, 37, 701, 39, 41, 703, 45, 1, 13, 905, 47, 49), passenger types (Elmhurst Passenger, Equipment, Melrose Park Passenger, Mail and Express, Equipment, Clinton Passenger, Elmhurst Passenger, Equipment, Freeport Passenger, West Chicago Passenger, West Chicago Passenger, Freeport Passenger, West Chicago Passenger, Overland Limited, The Columbine, Geneva Passenger, West Chicago Passenger, West Chicago Passenger), and arrival/departure times. Includes a 'Sub-Division I STATIONS' section with 'Time Table 383 June 8th, 1930' and a 'FIRST CLASS' section with station names like Gold Coast Limited, Williams Bay Passenger, Geneva Passenger, Aurora Passenger, West Chicago Passenger, River Forest Passenger, Elmhurst Passenger, Aurora Passenger, West Chicago Passenger, River Forest Passenger, West Chicago Passenger, Elmhurst Passenger, River Forest Passenger, West Chicago Passenger, Rockford Express, and Clinton Passenger.

Nos. 293, 33, 37 and 717 will not carry passengers. No. 45 and 905 will stop at Glenoak to receive or discharge revenue passengers. No. 25 will stop on signal at Kedzie and West Chicago to receive revenue Sleeping Car passengers for Omaha and beyond. No. 51 will stop at Glen Ellyn and Winfield Saturdays. No. 909 will stop at Elmhurst, Villa Park and College Ave. Saturdays. No. 705 will stop on signal at Kedzie to receive revenue passengers for West Elgin and beyond. No. 23 will stop on signal at Wheaton to receive revenue passengers for De Kalb and scheduled stops beyond, and will stop at Bellwood, Elmhurst and Wheaton Sundays. Nos. 13, 1 and 25 will not carry passengers locally between Chicago and Oak Park. No. 703 will stop on signal at Kedzie to receive revenue passengers for West Elgin and beyond. No. 31 will use track No. 3 between JN Tower and Bellwood station. Other trains, also yard and light engine movements, must not interfere with this train on this track. Trains on tracks No. 2 and 5, between Kenton Avenue and Vale, cannot discharge or receive passengers.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 21, 701, 703, 761 and 705. Through trains will make Sunday stops. Telegraph office at Elmhurst is in HM Tower.

# BETWEEN CHICAGO AND WEST CHICAGO—WESTWARD.

FIRST CLASS.																Sub-Division 1	FIRST CLASS.															
69	71	11	619	73	75	5	765	17	7	27	79	81	9	83	19	15	STATIONS	951	557	559	953	567	569	711	583	585	589	593	709	597		
West Chicago Passenger	West Chicago Passenger	Corn King Limited	Geneva Passenger	West Chicago Passenger	West Chicago Passenger	Fast Mail	Milk Express	Portland Limited	Los Angeles Limited	San Francisco Limited	West Chicago Passenger	West Chicago Passenger	Express	West Chicago Passenger	Continental Limited	Mountain Blue Bird	Time Table 383	Geneva Passenger	West Chicago Passenger	West Chicago Passenger	Aurora Passenger	West Chicago Passenger	Elmhurst Passenger	Freeport Passenger	West Chicago Passenger	West Chicago Passenger	West Chicago Passenger	West Chicago Passenger	Rockford Passenger	Elmhurst Passenger		
Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	June 8th, 1930	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only		
PM 5.10	PM 5.31	PM 6.05	PM 6.25	PM 7.25	PM 8.25	PM 9.00		PM 9.15	PM 9.30	PM 9.35	PM 9.37	PM 10.30	PM 10.40	PM 10.45	PM 11.20	PM 11.59	L..... CHICAGO.....	AM 11.30	AM 11.34	PM 12.18	PM 12.24	PM 12.54	PM 4.45	AM 7.15	AM 8.45	PM 12.01	PM 2.00	PM 3.45	PM 7.00	PM 7.25		
																	WOOD STREET.....															
																	CALIFORNIA AVE.....															
																	KEDZIE.....	\$11.39	\$11.43	\$12.27	\$12.33	\$ 1.04	\$ 4.54	\$ 7.25	\$ 8.55	\$12.09	\$ 2.09	\$ 3.54	\$ 7.10	\$ 7.35		
																	CRAWFORD AVE.....															
																	KENTON AVE.....	11.42	11.46	12.30	12.36	1.08	4.57	7.28	8.59	12.13	2.12	3.57	7.13	7.39		
																	AUSTIN.....	\$11.49			\$ 1.12	\$ 4.59	\$ 7.31	\$ 9.01	\$12.15	\$ 2.15	\$ 3.59		\$ 7.40			
																	AUSTIN BLVD. (C. L.).....	\$11.51			\$ 1.14	\$ 5.01		\$ 9.02	\$12.17	\$ 2.17	\$ 4.01		\$ 7.42			
																	RIDGELAND.....	\$11.53			\$ 1.16	\$ 5.03		\$ 9.04	\$12.19	\$ 2.19	\$ 4.03		\$ 7.44			
																	AVENUE.....	\$11.55			\$ 1.18	\$ 5.05		\$ 9.05	\$12.21	\$ 2.21	\$ 4.05		\$ 7.46			
																	OAK PARK.....	\$11.57			\$ 1.21	\$ 5.07	\$ 7.38	\$ 9.08	\$12.23	\$ 2.23	\$ 4.07	\$ 7.18	\$ 7.48			
																	LATHROP AVE.....	\$11.59			\$ 1.23	\$ 5.09			\$12.25	\$ 2.25	\$ 4.09		\$ 7.50			
																	RIVER FOREST.....	\$12.01	\$12.35		\$ 1.25	\$ 5.11		\$ 9.10	\$12.27	\$ 2.27	\$ 4.11		\$ 7.52			
																	VALE.....	11.49	12.02	12.36	12.43	1.26	5.12	7.41	9.11	12.28	2.28	4.12	7.21	7.53		
																	MAYWOOD.....	\$12.04	\$12.37		\$ 1.27	\$ 5.13	\$ 7.43	\$ 9.12	\$12.29	\$ 2.29	\$ 4.13		\$ 7.54			
																	MELROSE PARK.....	\$12.07			\$12.47	\$ 1.30	\$ 5.16		\$ 9.14	\$12.32	\$ 2.32	\$ 4.16		\$ 7.57		
																	JN TOWER.....															
																	BELLWOOD.....	\$12.11			\$ 1.34		\$ 7.48	\$ 9.17	\$12.35	\$ 2.35	\$ 4.19		\$ 8.01			
																	PROVISO.....	\$12.11			\$ 1.37			\$ 9.20		\$ 2.38	\$ 4.21		\$ 8.04			
																	ELMHURST.....	\$11.57	\$12.16	\$12.45	\$12.54	\$ 1.40	5.23 PM	\$ 7.55	\$ 9.23	\$12.40	\$ 2.41	\$ 4.24	7.28	8.07 PM		
																	VILLA PARK.....	\$12.01	\$12.21	\$12.49		\$ 1.44		\$ 7.59	\$ 9.27	\$12.44	\$ 2.45	\$ 4.27				
																	LOMBARD.....	\$12.06	\$12.25	\$12.54	\$ 1.01	\$ 1.49		\$ 8.03	\$ 9.32	\$12.48	\$ 2.50	\$ 4.31				
																	GLEN ELLYN.....	\$12.11	\$12.30	\$12.59	\$ 1.06	\$ 1.54		\$ 8.12	\$ 9.37	\$12.53	\$ 2.55	\$ 4.36				
																	COLLEGE AVE.....	\$12.16	\$12.34		\$ 1.10	\$ 1.58		\$ 9.40	\$12.56	\$ 2.59	\$ 4.39					
																	WHEATON.....	\$12.18	\$12.37	\$ 1.06	\$ 1.13	\$ 2.01		\$ 8.17	\$ 9.42	\$ 1.00	\$ 3.03	\$ 4.42	\$ 7.39			
																	WINFIELD.....	\$12.42			\$ 1.18	\$ 2.06		\$ 8.22	\$ 9.47	\$ 1.05	\$ 3.08	\$ 4.47				
																	A. WEST CHICAGO.....	\$12.27	\$12.48	\$ 1.15	\$ 1.23	\$ 2.12		\$ 8.30	\$ 9.55	\$ 1.10	\$ 3.13	\$ 4.53	\$ 7.48			
																	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			
69	71	11	619	73	75	5	765	17	7	27	79	81	9	83	19	15		951	557	559	953	567	569	711	583	585	589	593	709	597		

No. 9 will start from Wells Street.  
 Nos. 765, 5 and 9 will not carry passengers.  
 Nos. 11, 7, 27, 17 and 19 will not carry passengers locally between Chicago and Oak Park.  
 No. 11 will stop on signal at Kedzie to receive revenue passengers for Cedar Rapids and beyond.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules.  
 No. 951 will stop at Glenoak to discharge revenue passengers from Chicago and beyond.  
 Nos. 583 and 711 will stop at Glenoak to receive or discharge revenue passengers.

Telegraph office at Elmhurst is in HM Tower.  
 Trains on tracks 2 and 5, between Kenton Ave. and Vale, cannot discharge or receive passengers.

BETWEEN WEST CHICAGO AND CHICAGO—EASTWARD.

Table with columns for train numbers (30, 32, 34, 36, 38, 900, 40, 16, 42, 44, 46, 48, 22, 50, 10, 902), stations (West Chicago, Wood Street, etc.), times, and passenger classes. Includes sub-division I stations and time table 383 for June 8th, 1930.

No. 16 will stop at Oak Park to discharge revenue passengers from beyond Clinton, and will stop at Kedzie to discharge revenue passengers from De Kalb and beyond. No. 22 will stop at Oak Park to discharge revenue passengers from Omaha, Council Bluffs, Des Moines and beyond. No. 48 will use track No. 4 from Bellwood Station to JN Tower. Other trains, also yard and light engine movements, must not interfere with this train on this track.

Nos. 10 and 294 will not carry passengers. Nos. 28 and 2 will stop at Oak Park to discharge revenue passengers from Ogden, Utah, and beyond. No. 8 will stop at Oak Park to discharge revenue passengers from Salt Lake City and beyond. No. 18 will stop at Oak Park to discharge revenue passengers from Clinton and beyond. No. 24 will stop at Wheaton, Glen Ellyn and Lombard to discharge revenue passengers.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 754 and 24. Through trains will make Sunday stops.

Telegraph office at Elmhurst is in HM Tower. Trains on tracks 2 and 5 between Vale and Kenton Ave. cannot discharge or receive passengers.





WESTWARD.

BETWEEN WEST CHICAGO AND CLINTON.

EASTWARD.

THIRD CLASS.		SECOND CLASS.											THIRD CLASS.																											
133	Way Freight	383	253	385	157	115	155	381	251	121	853	117	Station Numbers	Capacity of Siding.	Sub-Division 2 STATIONS Time Table 383 June 8th, 1930											Capacity of Siding.	382	386	154	122	124	256	380	116	132	254	384	854	134	Way Freight
Daily except Sunday	Daily except Sunday	Denver & Pacific Coast Time Freight	Dispatch	Comet	C.B. & Q. No. 94 Freight	Mis-souri River Time Freight	O.B. & Q. No. 92 Freight	Ozark	Roundup	Galena Division Mds.	Time Freight S. I. Div. No. 18	Big Sioux				Milwau-keean	North-land	C.B. & Q. No. 93 Freight	Time Freight	Mil-waukee Time Freight	Illinois	Freight	Local Stock Freight	Stock Time Freight	Packer	Belvidere Time Freight	Peoria Time Freight S. I. Div. No. 21			Daily except Sunday										
AM	PM	DAILY	DAILY	DAILY	Monday only	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	Daily except Fri. & Sat.	DAILY	DAILY	DAILY	DAILY	DAILY												
7.00			10.20			1.40		11.25	8.45	1.00		12.15	31	200	L..... WEST CHICAGO..... A	4.45			11.30	12.55	12.50	1.15	7.40	10.30	11.10					PM										
7.30													32	40	GENEVA								7.20							3.10										
\$7.45													39	66	LA FOX								7.05							2.50										
\$8.15													40	46	ELBURN								6.55							\$2.30										
\$8.25													41	38	MAPLE PARK								6.35							\$2.15										
\$8.45													42		CORTLAND								6.16							\$1.50										
\$9.00												1.10	43		TOWER YD								6.05							\$1.30										
\$9.25			11.10		11.00	5.00		1.05	10.10	3.00		1.55	46		DE KALB	3.00	4.00		10.15	10.35	11.00	11.25	5.55	9.10	9.50		AM 2.15		\$1.15											
\$9.45													47	125	MALTA								5.20							\$12.45										
\$10.00													48	32	CRESTON								4.37							\$12.30										
\$10.20													49		ROCHELLE								4.25							\$12.15										
\$10.40													50	103	FLAGG								4.05							\$11.40										
\$10.55													51	125	ASHTON								3.50							\$11.15										
\$11.10													52	32	FRANKLIN GROVE								3.35							\$10.45										
\$11.30													53		NACHUSA								3.20							\$10.30										
\$11.50													54	38	DIXON								3.05							\$10.15										
\$12.05		3.10	12.45	1.00		7.30		3.15	12.10	5.30		4.00	56		NELSON	1.00	2.00		7.50	8.15	8.45	9.00	2.25	5.10	7.40	11.30			\$9.45											
12.07			12.55	AM				PM			AM 3.05		57		TOWER NJ	AM	AM					AM	2.20				PM 11.15		\$9.40											
\$12.30					AM 1.15			PM 6.00					58	63	STERLING			AM 5.10					2.10							\$9.30										
\$12.40					AM 1.25			PM 6.10					59	50	GALT			4.55					1.50							\$9.05										
\$12.55					AM 1.30			PM 6.15					60		AGNEW			4.50					1.45							\$8.55										
\$1.25													61	105	ROUND GROVE								1.35							\$8.40										
\$1.35													62	51	MORRISON								1.20							\$8.25										
\$1.50			1.45						1.00				63		UNION GROVE								1.00							\$8.15										
\$2.00													64		BLUFFS															\$7.45										
\$2.20													65		FULTON								12.50							\$7.30										
2.45			5.15	2.15		10.00		1.30	7.00	4.30	5.30		100		EAST CLINTON YARD															AM										
Daily except Sunday			AM	AM		PM		PM	AM	AM	AM				CLINTON				6.30	6.35	7.00		12.40	3.10	6.00	9.30	9.45		AM											
133		DAILY	DAILY	DAILY	Monday only	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	Daily except Fri. & Sat.	DAILY	DAILY	DAILY	DAILY		Daily except Sunday											
		383	253	385	157	115	155	381	251	121	853	117				382	386	154	122	124	256	380	116	132	254	384	854		134											

Capacity of westward passing track between Elburn and Maple Park is 125 cars.  
 Capacity of eastward passing track between Maple Park and Elburn is 125 cars.  
 C. B. & Q. trains will come to a stop before entering C. & N. W. tracks at Agnew and ascertain whether all C. & N. W. overdue superior trains have left.  
 C. B. & Q. trains before entering upon C. & N. W. tracks at Sterling will ascertain, through Operator on duty, whether all C. & N. W. overdue Superior trains have left.

Telegraph office at Fulton is located in tower at C. M. St. P. & P. crossing.  
 Telegraph office at Rochelle is located in tower at C. B. & Q. crossing.  
 Eastward trains going into west yard at West Chicago will not leave without securing permission by telephone from train dispatcher.

BETWEEN WEST CHICAGO AND CLINTON—WESTWARD.

Table with columns for train numbers (19, 15, 601, 801, 21, 1, 13, 905, 153, 25, 607, 803, 907, 909, 23), service types (DAILY, Daily except Sunday), and arrival/departure times. Includes sub-division 2 stations and first class details.

No. 23 will stop on signal at any station Galt to Fulton, inclusive, to receive revenue passengers for west of Belle Plaine and Tama, Iowa. No. 27 will stop on signal at Geneva, Dixon and Sterling to receive revenue sleeping car passengers for Ogden, Utah, and beyond.

No. 17 will stop at De Kalb, Dixon and Sterling to discharge revenue passengers from Chicago and beyond, and on signal at Geneva, De Kalb, Dixon and Sterling to receive revenue passengers for Julesburg and beyond. No. 19 will stop on signal at Geneva to receive revenue passengers for Ogden, Utah and beyond, and at De Kalb and Sterling to receive revenue passengers for Des Moines and Mason City.

No. 803 will go direct to station, at Nelson back up around wye, and head to Sterling. All trains and switch engines will see that this train is not delayed in this movement. C. B. & Q. trains before entering upon C. & N. W. tracks at Sterling will ascertain, through Operator on duty, whether all C. & N. W. overdue Superior trains have left.



# BETWEEN CLINTON AND WEST CHICAGO—EASTWARD.

FIRST CLASS.														Telegraph Calls.	Sub-Division 2			Distance from Clinton.	Communicating Station.	FIRST CLASS.										
900	16	22	10	902	20	602	18	28	8	2	24	802	150		906	26	STATIONS			106	4	608	12	804	88	6	100	614		
Aurora Passenger	Mountain Blue Bird	Corn King Limited	Mail and Express	Aurora Passenger	Continental Limited	Geneva Passenger	Portland Limited	San Francisco Limited	Los Angeles Limited	Overland Limited	Clinton Passenger	MOTOR Peoria Passenger S. I. Div. No. 1	O. B. & Q. No. 151 Passenger		Geneva Passenger	Gold Coast Limited	Time Table 383			Milk Special	Clinton Passenger	Geneva Passenger	The Columbine	MOTOR Empty Equipment	Geneva Passenger	Express	Clinton Passenger	Geneva Passenger		
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3.40																3.40														
AM																AM														
4.20																4.20														
AM																AM														
4.00																4.00														
AM																AM														
5.20																5.20														
AM																AM														
5.40																5.40														
AM																AM														
5.50																5.50														
AM																AM														
6.15																6.15														
AM																AM														
6.24																6.24														



# BETWEEN FREEPORT AND WEST CHICAGO—EASTWARD.

FIRST CLASS.										Sub-Division 3		THIRD CLASS.															
768	706	758	756	928	704	930	908	700	754	STATIONS		792	730	732	794	738											
Williams Bay Passenger	Freeport Passenger	Williams Bay Passenger	Milk Express	Passenger Wisconsin Div. No. 928	Freeport Express	Milk Express Wisconsin Div. No. 930	Passenger Wisconsin Div. No. 908	Rockford Express	Williams Bay Passenger	Time Table 383		Way Freight	Way Freight	Way Freight	Fox River Line Freight	Stock and Time Freight											
Sunday only	DAILY	Daily except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	June 8th, 1930		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Monday											
PM 10.25	PM 7.50	PM 7.50			PM 4.50			AM 9.45	AM 9.05	..... CHICAGO .....																	
PM 9.05	PM 6.59	PM 6.55	PM 4.35		PM 3.54			AM 8.55	AM 7.32	CN 38	A..... WEST CHICAGO	90.9	CS	PM 2.10	PM 1.55		PM 11.40	AM 12.25									
\$ 8.53	6.50	6.45	4.25		3.45			8.46	7.22	YN 38	5.3 WAYNE	85.6	CS	1.50	1.30		11.15	11.40									
\$ 8.45	6.43	6.38	4.15		3.40			8.41	7.15	CA 35	3.9 SOUTH ELGIN	81.7	CS	1.30	12.55		11.05	11.25									
8.42 PM	6.38	6.34	4.10		3.37			8.38	7.11	FR	1.8 FORIS	79.9	CS	1.20	12.40		10.55	11.18									
PM 6.34		PM 4.10			3.34			8.35	AM 7.11	GN 18	1.5 WEST ELGIN	78.4	CS	PM 12.30			PM 11.13										
	6.20				3.19			8.23		GB 36	7.5 GILBERTS	70.9	CS		11.50			10.52									
	6.09				3.11			8.16		HN 66	5.0 HUNTLEY	65.9	CS		11.20			10.35									
	5.56				2.58			8.03		UN 30	7.7 UNION	58.2	CS		10.10			10.15									
	5.50				2.52			7.57		MA 31	6.0 MARENGO	54.8	CS		9.40			10.00									
	5.40				2.43			7.46		GP 12	5.3 GARDEN PRAIRIE	48.8	CS		8.55			9.30									
	5.31				2.36			7.39			5.3 FLORA	43.5		8.05				9.15									
	5.28				2.34			7.37		BE	0.8 BELVIDERE	42.7	CS		AM 1.40			9.10	8.15								
	5.15				2.20			7.25		CV 18	6.0 CHERRY VALLEY	36.7	CS				1.16		7.55								
	5.03				2.08			7.13			7.6 EAST ROCKFORD	28.9															
	5.01			PM 2.31	2.06	PM 2.07	AM 9.41	7.11			0.6 WISCONSIN DIV. SW	28.3					12.42		7.30								
	5.00			PM 2.30	2.05	PM 2.05	AM 9.40	7.10		ND	0.4 ROCKFORD	28.0	CS				12.40		7.25								
	4.41				1.47					WO 18	7.6 WINNEBAGO	20.8	CS				12.12		6.40								
	4.28				1.33					PI 26	6.9 PECATONICA	13.7	CS				11.45		6.15								
	4.17				1.21						6.3 RIDOTT	7.4					11.20		5.50								
	4.05 PM				1.10					FO	7.3 FREEPORT		CS				11.05		5.30								
Sunday only	DAILY	Daily except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday									
768	706	758	756	928	704	930	908	700	754			792	730	732	794	738											

No. 706 will stop at South Elgin and Wayne to discharge revenue passengers from west of West Elgin.  
 Terminal for No. 732 is North Yard.  
 No. 706 will take siding at Gilberts to meet No. 705.  
 No. 756 will not carry passengers.

During rain storms, or immediately thereafter, trains will approach farm crossing in the cut two and one-half miles west of Ridott expecting to find earth washed upon the track.  
 Between 10.00 p.m. and 6.00 a.m. all trains will stop and send flagman ahead before crossing Seventh Street at Rockford and will reduce speed to eight miles per hour over all other highway crossings within the city limits.  
 Between 6.00 p.m. and 6.00 a.m. all trains or engines will send flagman ahead before crossing Stephenson Street at Freeport.  
 Water at Gilberts for way freights only.

**All trains will keep sharp lookout between Rockford and Wisconsin Division switch for Wisconsin Division trains, expecting to find them on the main track.**

**No. 733 is superior to No. 732.  
 No. 761 is superior to No. 756.  
 No. 705 is superior to No. 756.**

Trains entering the West Yard at West Chicago will report their arrival to operator at Tower DA.

THIRD CLASS.		FIRST CLASS.						FIRST CLASS.										THIRD CLASS.	
793	791	765	761	649	775	755	771	Sub-Division 4 STATIONS										792	794
Way Freight	Fox River Line Freight	Milk Express	Williams Bay Passenger	Williams Bay Passenger	Williams Bay Passenger	Williams Bay Passenger	Williams Bay Passenger	Time Table 383										Way Freight	Fox River Line Freight
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Saturday only	DAILY	Sunday only	June 8th, 1930										Daily except Sunday	Daily except Sunday
		PM 2.45	PM 3.45	PM 12.30	AM 6.00	AM 8.00		L..... CHICAGO.....A											
AM 5.45	AM 2.40	PM 11.10	PM 4.37		AM 8.26			L..... FORIS.....A										PM 1.20	PM 10.55
		\$ 4.40			\$ 8.28		85	L..... WATCH FACTORY.....A											
6.30	3.10	\$ 11.30	\$ 4.46	Via Wis. Div.	Via Wis. Div.	\$ 8.35	86	L..... EAST ELGIN.....A										1.12	10.45
6.40	3.40	11.50	4.56		8.45		87	L..... DUNDEE.....A										12.25	9.15
7.10	4.00	11.55	5.02		8.50		88	L..... CARPENTERSVILLE.....A										12.10	9.00
9.45	4.35	12.10	5.15		9.00		89	L..... ALGONQUIN.....A										11.45	8.15
10.05		12.25	5.28		9.14			L..... TOWER CS.....A										11.00	
	5.10 AM	\$ 12.30	\$ 5.30		\$ 9.15		636	L..... CRYSTAL LAKE.....A											7.00 PM
			5.58		9.30			L..... TOWER CS.....A											
10.20		12.40	5.59		9.31			L..... CRYSTAL LAKE JCT.....A										9.55	
			PM 4.37	PM 1.35		AM 9.05		L..... TERRA COTTA.....A										9.39	
10.45		12.50	6.05	4.41	1.39	9.39	90	L..... MCHENRY.....A										9.15	
11.10		\$ 1.01	\$ 6.13	4.49	1.47	9.50	91	L..... RINGWOOD.....A											
		\$ 1.15	6.20	4.54	1.53	9.58	92	L..... RICHMOND.....A										8.35	
11.25		1.30	6.31	5.03	2.02	10.10	93	L..... GENOA CITY.....A										8.15	
11.45		1.35	6.36	5.07	2.06	10.14	94	L..... PELL LAKE.....A										7.50	
11.55		1.43	6.41	5.13	2.12	10.20		L..... LAKE GENEVA.....A										7.30	
12.30		\$ 1.55	6.49	5.24	2.22	10.34	96	L..... LAKE COMO.....A											
		2.06	6.56	5.33	2.31	10.45		L..... WILLIAMS BAY.....L											
12.45 PM		2.15 AM	7.00 PM	5.40 PM	2.35 PM	10.50 AM	97											7.00 AM	
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Saturday only	DAILY	Sunday only											Daily except Sunday	Daily except Sunday
793	791	765	761	649	775	755	771											792	794

Nos. 765 and 756 will not carry passengers.

No. 761 will pull into clear at Crystal Lake as soon as Station work is completed and avoid interference to No. 758.

No. 771 is superior to all eastward trains.

No. 775 is superior to all eastward trains.

No. 649 is superior to all eastward trains.

No. 761 is superior to No. 756.

Nos. 766 and 770 will not run after Sunday, August 24th, 1930.

No. 771 will not run after Sunday, August 31st, 1930.

Eastward freight trains will take siding at Algonquin to meet westward freight trains.

Between 6.30 a. m. and 6.15 p. m. trains will be governed by train order signal indication at Tower CS. Between 6.15 p. m. and 6.30 a. m. trains will not leave or pass Crystal Lake without Clearance Card Form A from Operator at Crystal Lake Station.

# BETWEEN SPRING VALLEY AND NORTH YARD.

## WESTWARD.

## EASTWARD.

SECOND CLASS.					FIRST CLASS.			Sub-Division 5 STATIONS				FIRST CLASS.				SECOND CLASS.															
383	385	311	373	729				305	307	719	Station Numbers.	Fuel, Water, Turn Table and Wye Stations	Telegraph Calls	Distance from North Yard.	Sub-Division 5 STATIONS	Distances from Spring Valley.	Communicating Station.	Capacity of Siding.	302	304	306					384	386	740	372		
Denver and Pacific Coast Time Freight	Comet	Freight	Mixed Train	Way Freight				MOTOR De Kalb Passenger	Passenger	Milk Special					Time Table 383					MOTOR Rockford Passenger	Accommodation	Passenger					Belvidere Time Freight	Northland	Way Freight	Mixed Train	
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday	DAILY				June 8th, 1930					Daily except Sunday	Daily except Sunday	Daily except Sunday					DAILY	DAILY	Daily except Sunday	Daily except Sunday		
PM 9.30	PM 9.00			AM 8.00				PM 4.30		PM 2.00		FW TT	BD	L..... NORTH YARD..... A	76.7	CS										AM 4.30	AM 6.00	PM 1.30			
								4.35		2.05	76	Y	BE	0.7	..... BELVIDERE .....	76.0	CS			AM 8.58						4.15	5.45	1.00 PM			
9.35	9.05			8.05 AM			5.34			2.05				1.7	..... FLORA .....	75.0															
							5.42							5.9	..... REED'S CROSSING .....	70.8				f 8.49											
10.00	9.30						5.50			2.30	3002		BR	9.2	..... HERBERT .....	67.5	CS	46	f 8.43							3.50	5.16				
							5.59			2.40	3004		KC	13.7	..... HENRIETTA .....	63.0	CS	53	f 8.32						3.30	4.54					
10.15	9.45						6.14	PM 5.45		2.55	43		SY	21.9	..... SYCAMORE .....	54.8	CS	88	f 8.19	PM 12.30	PM 6.59				3.05	4.39					
10.50	10.05	PM 7.15					6.26	5.56	3.15 PM			FW Y	YD	26.7	..... TOWER YD .....	50.0	CS	38	8.08	12.20	6.48				2.35 AM	4.20 AM					
11.10 PM	10.25 PM	7.30 PM	AM								46			27.2	..... DE KALB .....	50.6			8.05 AM	12.15 PM	6.45 PM									4.10	
			9.00				6.30 PM	6.00 PM							..... TOWER YD .....															4.07	
			9.03								3011		VA	31.6	..... ELVA .....	45.1	CS	25												3.45	
			9.25												..... MCGIRR .....	41.7		26												3.25	
			9.45								3013			35.0	..... TOWER BX .....	37.7															
			10.05								3015	W	S	41.7	..... SHABBONA GROVE .....	35.0	CS	30												3.00	
			10.20								3017			46.1	..... ROLLO .....	30.6	CS	14												2.35	
			10.40								3020		CR	52.3	..... EARLVILLE .....	24.4	CS	47												2.15	
			11.05								3022		RU	59.9	..... TRIUMPH .....	16.8	CS	28												1.55	
			11.20								3024	W	GR	63.6	..... TROY GROVE .....	13.1	CS	31												1.35	
			11.25											66.5	..... DIMMICK .....	10.2														1.18	
			11.28								3025			68.4	..... BRAYSON .....	8.3		28												1.14	
			11.33											71.0	..... CHURCHILL .....	5.7															
			11.40								3027			71.6	..... LA SALLE JUNCTION .....	5.1															
			11.43								3026	FW TT	RD	73.4	..... DALZELL .....	3.3														12.48	
			11.55 AM								3028			75.4	..... SHAFT NO. 2 .....	1.3	CS													12.45	
														76.7	A..... SPRING VALLEY..... L															11.57 AM	
DAILY	DAILY	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	Daily except Sunday	Daily except Sunday		
383	385	311	373	729			305	307	719										302	304	306					384	386	740	372		

Telegraph office at Henrietta is at C. M. St. P. & P. crossing.  
 Telegraph office at Earlville is at C. B. & Q. crossing.  
 Trains cannot meet or pass at Brayson. Passing track is located one and one-half miles west of Brayson and will hold 28 cars.  
 No. 719 Sundays only will carry passengers between Belvidere and Sycamore.  
**No. 373 is superior to No. 372.**

No. 305 will register at Flora by leaving register Blank R in box.  
 All trains will approach Shaft No. 2 and Spring Valley under full control and be prepared to stop within the range of vision.  
 All Northern Illinois Line trains must obtain Clearance Form A at Tower YD.  
 The district between Churchill and Ladd will be governed by yard limit rules.  
 No. 302 will register at Belvidere indicating arrival at Flora.

In the district between C. B. & Q. crossing at Earlville and one half mile east, the main track will be used jointly by the C. B. & Q. Railway and this Company.  
 Westward Chicago & North Western trains will stop at junction one half mile east of Earlville and obtain permission from the towerman by telephone at Earlville Interlocking Plant before proceeding.  
 Eastward Chicago & North Western trains will be governed by indications of signals at Interlocking Plant. Trains will move with caution in this district.

**BETWEEN AURORA AND GENEVA.**

**BETWEEN ST. CHARLES AND GENEVA.**

WESTWARD.			Sub-Division 2a		EASTWARD.		
FIRST CLASS.			STATIONS		FIRST CLASS.		
	909	907	953		900	902	
	Passenger	Passenger	Passenger		Passenger	Passenger	
	Daily except Sunday	Daily ex. Sat. & Sun.	Saturday only		Daily except Sunday	Daily except Sunday	
	PM 5.30	PM 5.08	PM 1.34	L.....	AM 5.40	AM 6.27	.....
	\$ 5.37	\$ 5.15	\$ 1.40	.....	\$ 5.29	\$ 6.16	.....
	0 5.44	0 5.21	0 1.44	.....	0 5.23	0 6.09	.....
	5.46	5.23	1.47	.....	5.21	6.06	.....
	PM 5.55	PM 5.30	PM 1.55	A.....	AM 5.15	AM 6.00	.....

WESTWARD.			Sub-Division 2b		EASTWARD.		
FIRST CLASS.			STATIONS		FIRST CLASS.		
	609	607	613	605	603	601	
	Passenger	Passenger	Passenger	Passenger	Passenger	Equip-ment	
	Daily except Sunday	Daily ex. Sat. & Sun.	Saturday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	
	PM 5.30	PM 5.08	PM 1.35	AM 8.05	AM 5.50	AM 5.05	.....
	\$ 5.40	\$ 5.17	\$ 1.44	\$ 8.15	\$ 6.00	\$ 5.20	.....
	PM 5.30	PM 5.08	PM 1.35	AM 8.05	AM 5.50	AM 5.05	.....
	\$ 5.40	\$ 5.17	\$ 1.44	\$ 8.15	\$ 6.00	\$ 5.20	.....

All trains will approach North Aurora under full control looking out for teams between house and main track north of depot and allow them to back out, and will come to a stop at State Street Crossing between 4.00 p. m. and 7.00 a. m., except Sundays, and between 4.00 p. m. Saturday and 7.00 a. m. Monday.

Nos. 607, 609, 600 and 602 will stop at State Street, Geneva, to receive and discharge passengers.

All trains between Geneva and St. Charles will come to a stop before passing over highway at State St., Geneva, and Van Sicklen's Crossing and Prairie Street, at St. Charles.

No. 601 is superior to No. 600.  
 No. 603 is superior to No. 602.  
 No. 605 is superior to No. 604.

No. 607 is superior to No. 606.  
 No. 609 is superior to No. 608.  
 No. 613 is superior to No. 612.

No. 601 will not carry passengers.

**SPECIAL RULES.**

**RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES.**

AT OR BETWEEN	RESTRICTIONS
Chicago Passenger Terminal	M-4 Engines cannot enter Passenger Terminal. J Engines cannot operate on Tracks 13, 14, 15 and 16. H and J4 Engines cannot operate on Tracks 11, 12, 13, 14, 15 and 16.
Wells St. Viaduct, Chicago.	Class H and J4 Engines cannot pass under this Viaduct.
Clark St. Viaduct, Chicago.	A, B, C, D, E, E1, E2, H, J, J4, R1 and Z Engines cannot pass under this Viaduct.
West Chicago and Flora . . . .	E2, H, J and J4 Engines cannot operate.
Flora and Freeport . . . . .	E, E1, E2, H, J, J4 and Z Engines cannot operate.
Foris and Williams Bay . . . .	E2, H, J and J4 Engines cannot operate.
DeKalb and Flora . . . . .	H and J4 Engines cannot operate.
DeKalb and Spring Valley . .	E2, H, J and J4 Engines cannot operate.
Geneva and Aurora, East Batavia Line . . . . .	E, E1, E2, H, J, J4, Z and D Engines with Walschaert gear cannot operate.
Geneva Stock Yards and St. Charles . . . . .	E, E1, E2, H, J, J4, Z and D Engines with Walschaert gear cannot operate.

**OPERATION CLASS H ENGINES**

Class H Engines must positively not operate East of Western Avenue excepting on Main Tracks straight across the interlocking plant and cannot operate in or out east end of California Avenue Coach Yard.

Due to lack of overhead clearances, Class H and J4 Engines cannot be oper-

ated on the ground level tracks between Noble Street and Wells Street, nor to Chicago Avenue Roundhouse, Erie Street Coach Yard or Grand Avenue Freight Yard via any route, and under no circumstances will they be operated on the Rockwell Street Line, south of Monroe Street.

A signboard has been placed on the Rockwell Street Line between Monroe Street and Wilcox Street indicating that Class H and J4 Engines cannot be operated south of this sign.

Speed of Class H Engines must be restricted to 10 miles per hour when entering or leaving sidings, while moving on sidings, engine house and yard tracks.

Class H Engines must not be operated on any house tracks, industry tracks or stock tracks, and when necessary to do work on such tracks, a sufficient number of cars will be handled to avoid having the engine operate past the turnout.

Class H Engines may operate on the following passing tracks:

Geneva, LaFox, Tower W,	Eastward and Westward.
DeKalb,	Tracks No. 1 and 4.
Malta,	Westward.
Flagg,	Eastward and Westward.
Ashton,	Eastward and Westward.
Round Grove,	Westward.

On other passing tracks, by backing in—just to clear.

Class H locomotives are equipped with an emergency high powered red light located above the regular headlight on front end of engine. The following rule will be observed when operating in either freight or passenger service:

In every case where the air brakes are applied from any cause other than by normal operation of train control apparatus or the engineman himself; or when the engineman finds it necessary to stop his train due to some defect or under circumstances which might cause derailment and thereby foul the adjoining main track, enginemen will immediately turn on the red emergency light, and when this is done enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding

track clear. This rule is applicable at all times, both day and night. This emergency red light must not be used for any other purpose.

The operation and use of this device will in no way relieve enginemen or trainmen from complying with the last paragraph of rule 102.

**CLEANING FIRES AND ASH PANS**

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

Elmhurst, on westward passing track west of Maple Avenue.	
West Chicago (Freeport Line), penstock.	
West Elgin, at water tank.	
Marengo, at east water tank, west penstock 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 penstocks.	
Ashton, at penstocks.	Williams Bay, in the cinder pit.
Nelson, 50 feet from coal chutes.	West of Henrietta, at water tank
Round Grove, at penstock	Shabbona Grove, at water tank.
Algonquin, at penstock.	Shaft No. 2, engine house track.
Crystal Lake, on the engine house track.	All burning cinders must be extin-
Richmond, at water tank.	guished.

Switch engines (excepting in the City of Chicago) may 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.	
Aurora, Engine House track.	St. Charles, Engine House track.
Dixon, Engine House track.	DeKalb, Engine House track.
Elgin, Engine House track.	Sterling, Engine House track.
Belvidere, Engine House track.	Spring Valley, Engine House track.
Freeport, Engine House track.	Rockford, Engine House track.

**GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT, DATED DECEMBER 1st, 1929, ARE ISSUED IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE IN ANY WAY PRESCRIBED BY THESE RULES MUST ALWAYS HAVE A COPY OF THEM AT HAND WHEN ON DUTY.**

The following signs when placed before the figures of the schedule indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- L—Leave.
- M—Meals.
- A—Arrive.
- Lu—Luncheon.

Other letters will indicate flag stops as specified by time table.  
 C—Stop to receive or discharge revenue Chicago passengers.  
 D—Stop only to discharge passengers.

The following signs when placed elsewhere indicate:

- F—Fuel.
- T—Turn table.
- CS—Communicating station.
- W—Water.
- Y—Wye.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that 'Safety' is the first consideration.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of car.

All employees are prohibited from riding tops of cars at any points in the district between North Branch Chicago River and Michigan Ave. east.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

**SPECIAL RULES**

**Standard Time; Rule 3.** 1. Clocks showing Central Standard time are located at Train Dispatcher's office Chicago, Proviso, West Chicago, De Kalb and North Yard.

Engine houses at Galena House—Chicago Shops, Proviso, West Chicago, Nelson and Belvidere.

Conductors and Enginemen will be required to compare time with each other before starting on each trip, or commencing the day's work.

**Superior Direction; Rule S-72.** 2. Eastward trains are superior to westward trains of the same class.

**Register Stations.** 3. BETWEEN CHICAGO AND CLINTON.  
 Westward: Passenger trains—West Chicago Station and Clinton Station.

Freight trains—Proviso, West Chicago Station, East Clinton.  
 Eastward: Passenger trains—Clinton Station, West Chicago Station and Chicago. Freight Trains—Fifth St. and Passenger Station Clinton, West Chicago Station and Proviso.

Trains not required to stop at above stations may register by using Blank R. Through trains operating between Chicago and Clinton, either direction, will not be required to register at West Chicago.

C., B. & Q. trains must register at Agnew and Sterling, at C. & N.-W. Station.

**BETWEEN WEST CHICAGO AND FREEPORT.**  
 West Chicago Station, Belvidere, Rockford and Freeport.

Eastward freight trains at Wayne.  
 Eastward freight trains may register at Wayne by using Blank R during the hours that the office is open.

Eastward trains must secure information in train order form at West Elgin or Foris as to arrival and departure of superior trains at Foris.

Westward trains must secure information in train order form at West Chicago or Wayne as to the arrival of eastward first class trains at Wayne.

**BETWEEN FORIS AND WILLIAMS BAY.**  
 Crystal Lake Station and Williams Bay.

Eastward trains must secure information in train order form at East Elgin or Foris as to arrival and departure of superior trains at Foris.

Trains starting from Genoa City must secure information in train order form as to arrival and departure of superior trains.

**BETWEEN ST. CHARLES AND AURORA.**  
 St. Charles, Geneva and Aurora.

**BETWEEN NORTH YARD AND SPRING VALLEY.**  
 North Yard, Sycamore, Tower YD, Shaft 2 and Spring Valley.

Extra trains need not register at Sycamore.

Passenger trains will also register at Belvidere Station. Trains starting at North Yard must secure information in train order form at North Yard as to arrival and departure of superior trains at Flora.

**Register Check.**

A clear train order signal displayed at Sterling, Geneva or West Chicago will indicate that all overdue First Class trains scheduled to start from, or enter upon Subdivision 1, or Subdivision 2, at the above station have departed, or are annulled. If the signal is displayed at "stop" Clearance Form A must be obtained and Rule D-83 complied with. This does not apply to trains entering two or more track district at any other junction point, and before such movements are made by other than scheduled first class trains a check of register must be made before trains will be permitted to enter two or more track district.

The register of First Class trains into Clinton from the 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 trains starting from 5th Street Yard.

At Maywood, JN Tower, Elmhurst, Dixon and Agnew, Second Class, Third Class and Extra trains are authorized to proceed ahead of First Class trains scheduled to start from or enter two or more track district at above 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 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.

Trains arriving Nelson on Track No. 1 will, when necessary, obtain check of register from operator at that station.

Trains arriving Nachusa on Track No. 2 will, when necessary, obtain check of register from operator at Nachusa Tower.

All trains starting from or entering two or more track district at points where registers are not maintained for First Class trains will obtain a check of register by train order.

4. All trains starting from or entering two or more track district at any point between Chicago and Clinton will obtain Clearance Form A. This rule will not apply at stations where telegraph office is closed or at Kedzie, Vale, Tower JN or Elmhurst. The above will permit operators to accept train orders for such trains without display of train order signal.

Trains starting from Aurora, Belvidere, Freeport, Rockford and Williams Bay at such times as telegraph office is closed, will not require Clearance Form A.

5. Bulletin boards for Conductors, Trainmen and Yardmen are located as follows:

Chicago—Conductors' and Brakemen's room.  
 California Avenue—Coach yard.  
 Kedzie—Trainmaster's office.

Proviso, West Chicago Station, West Chicago Yard, Aurora,	DeKalb, East Clinton, Clinton Station, Clinton, 5th St.,	Williams Bay, Rockford, Freeport, North Yard,	Shaft No. 2, Nelson.
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For Enginemen, at Engine Houses:

Chicago Shops, Proviso, West Chicago, Aurora,	DeKalb, East Clinton, Crystal Lake, Williams Bay, Nelson,	Freeport, West Clinton, East Elgin, Rockford,	Shaft No. 2, North Yard, Shaft No. 2.
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6. Between Chicago and West Chicago extra freight and passenger trains will be operated without train orders. In other two or more track districts extra freight trains will be operated without train orders.

7. All freight trains will stop and train crew will make an inspection of their train at the following points:

<b>WESTWARD</b>			
WEST CHICAGO	DE KALB or MALTA	NELSON	
<b>EASTWARD</b>			
NELSON	MALTA or DE KALB	LA FOX	EARLVILLE

To avoid possibility of accident from hot boxes, Train and Enginemen must be on the alert at all times to detect hot boxes on their as well as other trains. Frequent observation must be made of train while in motion, as well as making inspection at inspection points.

Close observation must be made of trains met in two or more track districts and sharp lookout kept for signals from train and enginemen of such trains.

Levermen, Agents, Telegraphers, Section Foremen and B&B Foremen will keep sharp lookout for defects on passing trains and in event anything observed to be wrong with trains must signal trainmen.

**Clearance Form A. Rule 83a.**

**Bulletin Boards.**

**Train Orders Rule D-97a.**

**Freight Train Inspection.**

**Inspection All Trains.**

**Occupying Main Track.**

8. Suburban or local trains must not occupy main track at starting point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed five minutes, and then not without protecting by flagman; and in addition, when communication can be had with Train Dispatcher, and trains of same class are overdue, authority must be received for such movement.

Delayed trains and extra trains will approach all turn around points and starting terminals of suburban trains under full control, expecting to find due or overdue trains crossing over or starting from these points, and will not proceed until they can see the way is clear.

**Double Heading Passenger Trains.**

9. When for any reason it is necessary to double-head passenger trains, the regular passenger engineman and engine will be placed in the lead. However, if it is inconsistent to place the passenger engine ahead, the enginemen will change engines in order that the regular engineman will be on the leading engine.

**Disabled Passenger Engine.**

10. In case of passenger engine failure and another engine is substituted, either passenger or freight, the engineman of the disabled engine will take the engine that is furnished for relief, leaving the disabled engine with the engineman whose engine is used to replace the disabled engine; in other words, the regular engineman will continue with his train.

**Whistling.**

11. Engine whistle will not be sounded 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 prevent accident.

**Backing Passenger Trains.**

12. In backing occupied passenger cars or trains between any points, two men must ride on the forward end. A back-up hose must be attached and the movement will be under the control of these men. After dark or during unfavorable weather conditions, a back-up head light or white light must be displayed.

**Relief Crews.**

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

**Sprinkling Hogs; Rule 731.**

14. Conductors will see that Rule 731 is observed and that record is kept in train book showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at water tanks at Nelson, De Kalb, Marengo and West Chicago.

**Moving Against Current Traffic.**

15. Whenever it is necessary for trains to operate against the current of traffic, speed of such train will be restricted to not exceed twenty miles per hour at any point.

Further, trains in both directions, that is, those operating against the current of traffic and those operating with the current of traffic in this single track territory, will both approach terminals of single track operation at a speed of not to exceed ten miles per hour.

**Flagging of Highway and Street Crossings by Trainmen. Rule 103.**

16. When operating over the Lincoln Highway Crossing on the track leading to the Boys' Home between Geneva and LaFox, movement over this highway must be preceded by a flagman.

In switching at Pecatonica all movements over Main Street Crossing must be preceded by flagman.

17. Eastward movements must not be made on center track between coal shed and E. J. & E. Interlocking Plant, West Chicago, unless protected by an understanding with leverman E. J. & E. Tower. If eastward movement cannot be made on center track, the eastward main track will be used.

**19. NORMAL POSITION OF SWITCHES.**

- WAYNE.** End of two or more track district for eastward movements.
- BELVIDERE.** East end of two or more track district for eastward movement and west end of two or more track district for westward movement.
- CRYSTAL LAKE JUNCTION.** For Wisconsin Division Wye.

**20. SPECIAL RULE MOVEMENTS.**

**BELVIDERE AND ROCKFORD** Between North Yard and Flora; Flora and Belvidere Station; also Belvidere Station and North Yard; and between Wisconsin Division Switch and Rockford Depot. Passenger trains will be so controlled as to enable their stopping within vision.

**21. TRACK OPERATION.**

**Six Tracks.**—Kenton Avenue and Vale.

**Five Tracks.**—Kedzie and Crawford Avenue.

**Four Tracks.**—Clinton Street and Kedzie, Maywood and Elmhurst, Nachusa and Tower NJ, and Bluffs and East Clinton.

**Three Tracks.**—Jefferson Street and Noble Street (old line), Crawford Avenue and Kenton Avenue, HM Tower, Elmhurst and NI Tower, West Chicago.

**Two Tracks.**—Vale and Maywood, West Chicago and Nachusa, Tower NJ and Bluffs, and the Mississippi River Bridge, West Chicago and Wayne, and Flora and State Street, Belvidere (second street west of passenger station).

**TRAIN OPERATION.**

The tracks beginning with the South track as No. 1 are numbered consecutively to the North.

**JEFFERSON STREET TO NOBLE STREET (Old Line).**

**Track No. 1.**—Switching lead.

**Track No. 2.**—Westward movements.

**Track No. 3.**—Eastward movements.

**CLINTON STREET TO KEDZIE.**

**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.**—Movements may be made on any track with the current of traffic when necessary.

Between Clinton Street and Noble Street, movements against the current of traffic may be made on receiving interlocking signal indication to do so.

Between Noble Street and Kedzie movements may be made against the current of traffic on authority of the signalman in writing, stating that opposing trains are being held. Before such movements are authorized, signalmen will procure instructions from the Chief Train Dispatcher.

In the use of leads between California Avenue Coach Yard and Kedzie the most northerly track will be used by westward trains and engines, and the next track south will be used by eastward trains and engines, excepting when necessary to reverse the movement and when so made it must be done with extreme care.

**KEDZIE TO CRAWFORD AVENUE.**

**Track No. 1.**—Westward movements destined beyond Crawford Avenue, via the Galena Division.

**Track No. 2.**—Eastward, passenger and freight movements.

**Track No. 3.**—Westward, unscheduled movements(excepting those destined beyond Crawford Avenue, via the Galena Division).

**Track No. 4.**—Unscheduled movements in both directions, as prearranged by and between the signalman at Kedzie interlocking plant and the switch tender at Crawford 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.

**CRAWFORD AVENUE TO KENTON AVENUE.**

**Track No. 1.**—All westward movements.

**Track No. 2.**—Eastward passenger and freight movements.

**Track No. 3.**—Eastward freight movements.

All trains must approach Crawford Avenue switches under full control, expecting to find trains crossing over; responsibility will rest with approaching train.

**KENTON AVENUE TO VALE.**

**No. 1 Track, Local.**—Westward passenger movements.

**No. 2 Track, Express.**—Westward passenger and freight movements.

**No. 3 Track.**—Westward passing track.

**No. 4 Track.**—Eastward passing track.

**No. 5 Track, Express.**—Eastward passenger and freight movements.

**No. 6 Track, Local.**—Eastward passenger movements.

**NOTE.**—Light engine and freight train movements will use such tracks as will not interfere with passenger trains.

**MAYWOOD TO JN TOWER.**

**Track No. 1.**—Will be operated as a yard lead under yard rules.

**Track No. 2.**—Westward passenger and freight movements.

**Track No. 3.**—Eastward passenger and freight movements.

**Track No. 4.**—Will be operated as a yard lead under yard rules.

**JN TOWER, MELROSE PARK TO HM TOWER, ELMHURST.**

**Track No. 1.**—Westward passenger main.

**Track No. 2.**—Eastward passenger main.

**Track No. 3.**—Westward freight lead, operated under yard rules.

**Track No. 4.**—Eastward freight lead, operated under yard rules.

**NOTE.**—Eastward freight trains desiring entrance to Track No. 4 at HM Tower, Elmhurst, will so indicate by four short blasts of the whistle.

The following instructions will govern the operation of the three tracks between HM Tower, Elmhurst and NI Tower, West Chicago:

**TRAIN OPERATION.**

The most southerly track will be known as track No. 1.

The center track will be known as track No. 2.

The most northerly track will be known as track No. 3.

**Track No. 1**—exclusive westward.

**Track No. 3**—exclusive eastward.

**Track No. 2**—(Center Track) will be used by through passenger trains and by through freight trains and will be operated—

Eastward between the hours of 2.00 AM and 10.00 AM.

Westward between the hours of 10.00 AM and 2.00 AM.

**CROSS-OVERS.**

Cross-over movements are prohibited to track No. 2, except as permission is granted by Train Dispatcher.

A telephone circuit is in service between Elmhurst, HM Tower, and West Chicago, NI Tower, and telephones are installed opposite the center switches of each set of main line cross-overs to center track, and connected into this circuit.

The cross-over switches on the center track of each set of cross-overs are equipped with mechanical facing point locks having one lever, which will operate lock on both switches. The operation of this lock will set the train control on center track in both directions but will not set the train control on the outside tracks. The throwing of the switch on the center track will set the train control on the track toward which this switch leads.

Two switch indicators are located at the facing point lever stand these indicators showing the approach of trains on the outside track.

At the end of each cross-over, located on the outside track, are two indicators so connected as to indicate the approach of trains separately from each direction on the center track.

The facing point lock lever on the cross-overs west of Elmhurst are equipped with electric locks operated from the interlocking tower at Elmhurst, and no switch indicators are provided at either of the cross-over switches. Trainmen must therefore call up the towerman at Elmhurst and get permission from him to to cross over before lock lever can be operated.

**NACHUSA TO TOWER NJ.**

**Track No. 1.**—Westward freight movements.

**Track No. 2.**—Eastward freight movements.

**Track No. 3.**—Westward passenger movements; westward freight movements as required.

**Track No. 4.**—Eastward passenger movements; eastward freight movements as required.

**NOTE.**—Whistle code eastward movements at Tower NJ; four short blasts for West Wye; three blasts for Track No. 2.

**BLUFFS TO EAST CLINTON.**

**Track No. 1.**—Westward passenger and freight movements.

**Track No. 2.**—Eastward passenger and freight movements.

**Track No. 3.**—Westward passenger and freight movements.

**Track No. 4.**—Eastward passenger and freight movements.

**22. SPRING SWITCHES ARE IN SERVICE AS FOLLOWS:**

Maywood.....East end of Track No. 4.  
 West Chicago.....West end of middle track.  
 Tower W.....East end of eastward passing track.  
 Tower W.....West end of westward passing track.  
 Cortland.....East end of Track No. 4.  
 Malta.....West end of crossover leading from westward  
 passing track to westward main track, east of station.  
 Flagg.....East end of eastward passing track.  
 Ashton.....West end of crossover leading from westward  
 passing track to westward main track, east of station.  
 Wayne.....West end of Two Tracks.

**23. Crossings, Junctions and Draw-Bridges, at which Rules 601A to 672 will be observed:**

C. & N. W.	Tower No. 1, Wells Street Yard.
C. & N. W.	Lake St., Chicago.
C. & N. W.	Clinton St., Chicago.
C. & N. W.	Noble St., Chicago.
C. M. St. P. & P.	Western Ave., Chicago.
C. & N. W.	Kedzie.
C. & N. W.	Tower JN.
C. & N. W.	Elmhurst (Tower HM).
C. & N. W.	West Chicago (Tower NI).
E. J. & E.	West Chicago (Clinton Line).
C. & N. W.	DeKalb.
C. B. & Q.	Rochelle.
C. & N. W.	Nachusa Tower.
C. & N. W.	Nelson.
C. & N. W.	Tower NJ.
C. B. & Q.	Sterling.
C. & N. W.	Bluffs.
C. M. St. P. & P.	South Fulton.
C. M. St. P. & P.	Fulton (Tower AD).
C. B. & Q.	Fulton (Tower FX).
C. B. & Q.	Fulton Yard Siding; operated by C. & N.W. trainmen.
C. B. & Q. and C. & N.W.	East Clinton.
Mississippi River.	Clinton, Ia.
C. M. St. P. & P. and C. & N.W.	Second St., Clinton.
E. J. & E.	West Chicago (Freeport Line).
C. M. St. P. & P. and C. & N.W.	Foris.
Interurban Elec.	Cherry Valley.
C. & N. W.	Genoa City.
Ill. Cent.	One mile west of Herbert.
C. M. St. P. & P.	Henrietta.
C. G. W.	Sycamore.
C. M. & G.	One mile east of DeKalb.
C. B. & Q.	Four miles west of McGirr.
C. B. & Q.	Earlville.

In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed the speed as indicated passing the home signal:

C. M. St. P. & P.	Freeport.....15 miles per hour.
Ill. Cent.	Dimmick.....10 " " "

**Crossings, Junctions and Draw-Bridges at which Rule 98 will be observed:**

Chicago River Draw-Bridge	Canal and Kinzie Sts.
C. M. St. P. & P.	Canal and Kinzie Sts.
Aurora and St. Charles Branches	Geneva
C. B. & Q.	Agnew.
C. B. & Q.	Sterling.
Northern Illinois and Freeport Line	Flora.
Wisconsin Division Switch	Rockford.
Wisconsin Division	Crystal Lake Junction.
C. B. & Q.	½ mile east of Earlville.
N. Y. C.	Churchill.
Bureau County Railway	La Salle Junction.



**Air Brakes.** 24. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five per cent. (85%) of total.

**TABLE SHOWING MAXIMUM NUMBER OF CARS THAT CAN BE HAULED IN A TRAIN WITH AIR BRAKES NOT IN OPERATION.**

Total number of cars in a train including caboose.	Maximum number of cars with air brakes not in operation.	Total number of cars in a train including caboose.	Maximum number of cars with air brakes not in operation.
1 to 6 inclusive ..	0	54 to 59 inclusive ..	8
7 " 13 "	1	60 " 66 "	9
14 " 19 "	2	67 " 73 "	10
20 " 26 "	3	74 " 79 "	11
27 " 33 "	4	80 " 86 "	12
34 " 39 "	5	87 " 93 "	13
40 " 46 "	6	94 " 99 "	14
47 " 53 "	7		

25. Mileage between Clinton and Bluffs via Fulton cut-off is 5.27.

**EQUATED TONNAGE RATINGS.**

DISTRICT	Car Factor	CLASS OF ENGINE					
		H	J-4	J	Z	R-1	tt
Chicago to Elburn .....	6	4735	4450	3535	3075	1850	1650
Elburn to Clinton .....	7	6165	5800	4600	3945	2425	2025
Clinton to Nelson .....	10	5700	5450	4325	3780	2250	1925
Nelson to De Kalb .....	7	5400	5075	4025	3155	2100	1800
De Kalb to Chicago .....	8	6300	5925	4705	4080	2450	2200
North Yard to Shaft No. 2 .....	6			3290	2665	1600	1350
Shaft No. 2 to Churchill .....	5				1660	1000	875
Churchill to North Yard .....	8			4705	4080	2450	2200
Foris to Gilberts .....	8				3990	1725	1500
Gilberts to Freeport .....	10				3590	1850	1600
Freeport to Belvidere .....	10					1850	1600
Belvidere to Foris .....	22				3945	2700	2475
West Chicago to Algonquin .....	8				3755	2025	1850
Algonquin to Williams Bay .....	6					1475	1200
Williams Bay to Lake Geneva .....	5					1000	875
Lake Geneva to Crystal Lake .....	6					1475	1200
Crystal Lake to West Chicago .....	22				4215	3100	2675

Cars loaded with merchandise will be rated at seven (7) tons per car plus the actual weight of the car.

Equated tonnage will automatically take care of all light or empty car haul.

In figuring equated tonnage, an equated car factor is given which is an allowance to be made for each car, dead engine and tender hauled in a train, caboose excepted. This factor is to be multiplied by the number of cars, dead engines and tenders in the train and the result added to the actual tonnage to make the equated tonnage allowed.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars. Both foreign and home cars use even ton weights for each car. When the odd weight is over 1,000 lbs. it will be counted as one ton. When the odd weight is less than 1,000 lbs. it will not be used in computing tonnage.

When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

Conductors will show actual gross tonnage, not equated tonnage, on their detail reports and on switch lists.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

With trains of over forty (40) cars, exclusive of cabooses, a double-header is prohibited, except as hereinafter stated: Double-headers may be run in any district provided the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as double-header, if practicable.

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 to be dropped; 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.

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

**ESTIMATED WEIGHTS OF PASSENGER EQUIPMENT.**

	WOOD TONS	STEEL TONS
Coaches, non-vestibule .....	32	57
Coaches, vestibuled .....	40	50
Coaches, suburban .....	33	72
Passenger—baggage .....	33	51
Passenger—baggage, suburban .....	40	70
Sleepers .....	70	70
Chair cars .....	75	73
Buffet cars .....	81	81
Lounging cars .....	55	68
Diners .....	30	30
Parlor cars .....	65	80
Milk cars .....	40	68
Business cars .....	45	68
Baggage—mail .....	40	60
Baggage cars .....	45	60
Mail cars .....	60	74
Horse cars .....	60	74

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

FOR POINTS BETWEEN	HEIGHT ABOVE TOP OF RAIL.			STRUCTURE LIMITING HEIGHT
	9 ft. Wide.	10 ft. Wide.	11 ft. Wide.	
	Ft. In.	Ft. In.	Ft. In.	
North Pier and Wells St. ....	14'-4"	14'-4"	14'-4"	Clark St. Viaduct.
Wells St. and California Ave. Yards ..	15'-6"	15'-6"	15'-6"	Sangamon St. Viaduct.
Chicago Terminal and California Ave. Yard .....	15'-4"	15'-4"	15'-4"	Train Sheds, Chicago Terminal.
California Ave. Yard and Wood St. Yard ..	15'-11"	15'-11"	15'-11"	Oak Park Elevated Ry. at Lake St.
Wood St. Yard and St. Charles Air Line ..	16'-8"	16'-8"	16'-8"	Canal St. Viaduct.
St. Charles Air Line .....	16'-3"	16'-3"	16'-3"	Br. 1647 1/2, Elev. Ry. between State St. and Wash. Ave.
California Ave. Yard and Proviso .....	16'-7"	16'-7"	16'-7"	O. H. Br. 8.88, W. end of C. & N. W. Shops.
Proviso Transfer House .....	16'-0"	16'-0"	16'-0"	O. B. 24 1/2, C. G. W. Crossing, E. of Lombard.
Proviso and West Chicago .....	17'-9"	17'-9"	17'-9"	O. H. Br. 65, E. of Geneva.
West Chicago and Geneva .....	17'-8"	17'-8"	17'-8"	O. H. Br. 81, W. of LaFox.
Geneva and De Kalb .....	17'-3"	17'-3"	17'-3"	O. H. Br. 117 1/2, E. of Creston.
De Kalb and Nachusa .....	18'-5"	18'-5"	18'-5"	O. H. Br. 190 1/2, W. of Dixon, and Signal Bridges.
Nachusa and Nelson (via Dixon) .....	21'-3"	21'-3"	21'-3"	Br. 181, Stone Arch.
Dixon River Track .....	16'-10"	16'-3"	15'-7"	Br. 203, 1/2 mile W. of Nelson.
Nachusa to Clinton (via Lee County Ry. and Fulton Cut-off) .....	18'-5"	18'-5"	18'-5"	Standard Clearance.
Bluffs and E. Clinton (via Fulton) .....	No obstruction below	21'-0"	21'-0"	Tank at Aurora.
St. Charles and Geneva .....	No obstruction below	21'-0"	21'-0"	O. H. Br. 305 1/2, W. of W. Chicago.
Geneva and Aurora .....	16'-6"	16'-2"	15'-10"	O. H. Br. 353 1/2, E. of Gilberts.
West Chicago and Foris .....	15'-8"	15'-5"	15'-1"	Br. 433, W. of Cherry Valley.
Foris and Belvidere .....	16'-10"	16'-10"	16'-10"	O. H. Br. 460, at Kishwaukee St., E. Rockford.
Belvidere and East Rockford .....	17'-10"	17'-6"	17'-1"	O. H. Br. 481, W. of Rockford, and Br. No. 560, near Freeport.
East Rockford and Rockford .....	16'-2"	16'-2"	16'-2"	O. H. Br. 702, S. of Richmond.
Rockford and Freeport .....	16'-8"	16'-3"	15'-10"	Tank at Henryetta.
Foris and Crystal Lake .....	18'-2"	17'-8"	17'-1"	O. R. Br. 1201 1/2, near La Salle Jct.
Crystal Lake and Genoa City .....	16'-2"	16'-2"	16'-2"	No obstruction below
Genoa City and Williams Bay .....	No obstruction below	21'-6"	21'-6"	
De Kalb and Belvidere .....	21'-5"	20'-8"	19'-11"	
De Kalb and Spring Valley .....	16'-11"	16'-5"	15'-10"	
Brayson and Seatonville .....	No obstruction below	21'-6"	21'-6"	

Regardless of height no load to be wider than eleven (11) feet. Trainmen and Yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the division.

**INSTRUCTIONS TO FREIGHT CONDUCTORS AND AGENTS.**

- No. 381** handles from Proviso all cars for So. Ill. Division and for Nelson proper.
- No. 115** will handle cars Clinton and beyond out of Proviso. Pick up at West Chicago, time freight for Union Pacific Transfer and beyond.
- No. 121** handle merchandise for Galena points, and merchandise cars for and via DeKalb and Sycamore.
- No. 251 Roundup**—handle Denver and other Union Pacific time freight.
- 1st No. 117** handle merchandise from Proviso including merchandise for Peoria to be set out at Nelson for S. I. No. 21.
- 2nd No. 117** handles from Proviso merchandise and other loads for Sioux City, Sioux Falls, Omaha and lines west.
- No. 253 Despatch**—handle Pacific Coast time freight.

**11.20 P. M. Extra from Proviso** handle merchandise and other cars for Wheaton, West Chicago, DeKalb and Sycamore, placing merchandise at Wheaton and Sycamore and milk cars at milk plant at Sycamore.

**No. 383** handle connection from No. 586 and No. 738 and fill on Iowa cars to time freight tonnage out of DeKalb.

**No. 385** handle cars for Peoria and Southern Illinois Division points from Madison Division, filling at North Yard for same points.

**No. 853** fill at Nelson as directed by the Train Dispatcher, handle the Sterling cars from Southern Illinois Division connection through to Sterling.

**No. 739** handle out of Proviso and West Chicago all meat, merchandise and time freight for Freeport Line filled on dead freight. Set out merchandise cars at Garden Prairie for No. 730. Fill at Belvidere on cars for Freeport in preference.

**No. 791** handle Fox River Line cars, fill out at West Chicago for points Elgin to Williams Bay, leave merchandise cars for Dundee to Crystal Lake at house platform at Dundee. Pick up at Elgin and Carpentersville cars for Crystal Lake and beyond.

**No. 133** will handle merchandise originating at 16th Street, Wood Street, West Chicago and DeKalb; short cars for points Malta to Clinton inclusive, scheduled westbound; meat peddler cars and all scheduled cars containing perishable freight.

**No. 794** handle all cars for Chicago, West Chicago and West, pick up Chicago cars Algonquin to East Elgin inclusive, and at all other points as directed by the Train Dispatcher.

**No. 738** handle all Belvidere and Chicago cars from Freeport, clean out Rockford for the East, pick up time freight and live stock at all stations on Freeport Line.

**No. 122** out of Clinton handle time freight from Iowa Division Nos. 122 and 124 for Chicago and beyond and fill at Clinton on Proviso cars to tonnage as directed by Train Dispatcher.

**No. 124** out of Clinton handle freight for Milwaukee, Butler and beyond picking up cars for same points and in proper order at Nelson and will fill out at Nelson on Proviso cars.

**No. 134** will handle merchandise from Clinton containing freight for West Chicago and points via West Chicago; Fulton to Geneva merchandise cars, Grand Avenue, 40th Street and Wood Street merchandise; will pick up at Fulton cars from Wood Street and Grand Avenue containing freight for Fulton to Galt inclusive. This train will also handle scheduled cars containing perishable freight and will be governed by instructions from Chief Train Dispatcher with reference to the handling of short cars.

**1st No. 256** out of Clinton handle 1st No. 256's connection from the Iowa Division will not handle any Galena Division short cars unless directed by the Train Dispatcher.

**2nd No. 256** out of Clinton handle the connection from 2nd No. 256 from the Iowa Division, will not handle any Galena Division short cars unless so directed by the Train Dispatcher. The Train Dispatcher will specify the tonnage rating on 1st and 2nd No. 256 each day.

**No. 254** handle No. 254's connection from the Iowa Division, filled to the rating instructed by the Train Dispatcher.

**No. 384** out of Clinton handle Sterling, Dixon, De Kalb, Belvidere and North merchandise and perishable cars, set out Dixon cars at Nelson and DeKalb cars at De Kalb, fill at Nelson and pick up De Kalb and North cars at Franklin Grove, and pick up Sycamore merchandise and North cars at DeKalb, placing Sycamore merchandise at freight house at Sycamore. Will wait at DeKalb when instructed for important cars from No. 254.

**No. 386** will handle cars for Adams and beyond, from Southern Illinois Division No. 22, and will fill at Nelson on cars for via Belvidere.

**No. 382** from Nelson handle all time freight for Proviso filled out on Proviso dead freight.

**No. 854** out of Clinton handle all Peoria, South Pekin and South cars. Handle 1600 tons out of Clinton.

**No. 116** leave Clinton with tonnage for Proviso as directed by Train Dispatcher, handle any cars for Morrison or Sterling, and pick up stock Fulton to Geneva.

**Geneva Switch Run** will handle express car set out by No. 15 for Aurora, and do station switching at Geneva and St. Charles; will operate Nos. 605, 604, 613 and 612.

**LaFox-Aurora Switch Run** will handle all cars for points Geneva, LaFox and Aurora Branch; do all the intermediate switching between these points and on return trip will arrange to handle the Aurora merchandise out of Aurora returning to West Chicago.

**Sycamore Switch Run**—Will operate trains Nos. 304, 307, 306 and 311.

**Ft. Des Moines**—Handle No. 322's connection from North Yard including cars for Southern Illinois Division and beyond, and Iowa cars. Handling Des Moines cars in preference.

**Fox River Valley**—Handle cars from Clinton and Nelson for and via Belvidere gateway.

**TO FREIGHT CONDUCTORS.**

Eastward trains will leave cars for stations Winfield to Elmhurst, inclusive, at West Chicago for No. 140, excepting live stock or perishable freight, when billing instructions will govern.

Conductors will leave a list in bill box showing initials and numbers of cars set out or picked up, with train number and conductor's name affixed, at any station where agent or his representative is not on duty.

Trains having cars for C. G. W. 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. 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. station will be left on house track.

Trains having freight for C. M. St. P. & P. at Henrietta, will deliver the way-bills to the leverman at C. M. St. P. & P. crossing.

Trains between 5.30 P. M. and 6 A. M., on week-days or at any hour on Sundays, having live stock, perishable or time freight for I. C. at Dixon, I. C. and C. M. St. P. & P. Freeport, and C. B. & Q. at Sterling, will place such cars, and others as agent may direct, on respective inter-change tracks.

On stock trains out of Clinton cabooses will be opened for drovers not less than 30 minutes before leaving time; after 10.00 o'clock P. M. drovers' bunks will be made up before leaving.

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

**LOCATION OF TELEPHONES**

Train Dispatchers Telephones for emergency use are located as follows:  
**LOMBARD**—In telephone booth opposite cross-over switches.  
**GLEN ELLYN**—In first gate house west of depot.  
**WHEATON**—In first gate house west of depot.  
**WINFIELD**—In waiting room.

**COMMUNICATING STATION OFFICE HOURS**

**CHICAGO TO CLINTON**

STATION	DAILY EXCEPT SUNDAYS	SUNDAYS
Chicago	Continuous	Continuous
Kedzie	Continuous	Continuous
Kenton Ave.	Continuous	Continuous
Vale	Continuous	Continuous
JN Tower	Continuous	Continuous
Proviso	Continuous	Continuous
Elmhurst	Continuous	Continuous
Wheaton	5.30 a. m. to 2.30 p. m.	5.30 a. m. to 2.30 p. m.
West Chicago	Continuous	Continuous
Geneva	Continuous	Continuous
LaFox	7.00 a. m. to 4.00 p. m.	7.45 a. m. to 9.45 a. m.
Elburn	7.50 a. m. to 5.40 p. m.	Closed
Maple Park	7.40 a. m. to 4.40 p. m.	Closed
Cortland	7.30 a. m. to 4.30 p. m.	Closed
Tower YD	Continuous	Continuous
Malta	8.00 a. m. to 5.00 p. m.	Closed
Creston	7.45 a. m. to 4.45 p. m.	Closed
Rochelle	Continuous	Continuous
Flagg	8.00 a. m. to 5.00 p. m.	Closed
Ashton	7.15 a. m. to 11.15 p. m.	7.15 a. m. to 11.15 p. m.
Franklin Grove	7.15 a. m. to 4.15 p. m.	Closed
Nachusa	Continuous	Continuous
Dixon	7.00 a. m. to 11.00 p. m.	12.30 p. m. to 2.30 p. m. 3.00 p. m. to 11.00 p. m.
Nelson	Continuous	Continuous
Tower NJ	Continuous	Continuous
Sterling	Continuous	Continuous
Galt	7.00 a. m. to 4.00 p. m.	Closed
Agnew	7.30 a. m. to 4.30 p. m.	Closed
Round Grove	7.30 a. m. to 4.30 p. m.	Closed
Morrison	9.00 a. m. to 6.00 p. m.	12.00 p. m. to 6.00 p. m.
Union Grove	8.30 a. m. to 5.30 p. m.	Closed
Bluffs	Continuous	Continuous
Fulton AD Tower	Continuous	Continuous
Clinton	Continuous	Continuous

**WEST CHICAGO TO FREEPORT**

STATION	DAILY EXCEPT SUNDAYS	SUNDAYS
West Chicago	Continuous	Continuous
Wayne	7.10 a. m. to 4.30 p. m.	Closed
South Elgin	7.00 a. m. to 4.35 p. m.	8.00 a. m. to 10.00 a. m.
Foris	Continuous	Continuous
West Elgin	8.00 a. m. to 6.45 p. m.	8.00 a. m. to 10.00 a. m.
Gilberts	8.00 a. m. to 5.00 p. m.	Closed
Huntley	8.00 a. m. to 6.30 p. m.	Closed
Union	7.45 a. m. to 4.45 p. m.	Closed
Marengo	7.40 a. m. to 6.00 p. m.	7.40 a. m. to 9.40 a. m.
Garden Prairie	7.00 a. m. to 4.00 p. m.	Closed
Belvidere	7.00 a. m. to 9.30 p. m.	7.00 a. m. to 10.15 a. m. 4.30 p. m. to 9.10 p. m.
Cherry Valley	7.00 a. m. to 4.00 p. m.	Closed
Rockford	6.30 a. m. to 10.30 p. m.	8.30 a. m. to 2.30 p. m. 3.30 p. m. to 5.30 p. m.
Winnebago	8.00 a. m. to 5.00 p. m.	Closed
Pecatonica	8.00 a. m. to 5.00 p. m.	Closed
Freeport	7.15 a. m. to 4.15 p. m.	2.15 p. m. to 4.15 p. m.

**NORTH YARD TO SPRING VALLEY**

STATION	DAILY EXCEPT SUNDAYS	SUNDAYS
North Yard	Continuous	Continuous
Belvidere	7.00 a. m. to 9.30 p. m.	7.00 a. m. to 10.15 a. m. 4.30 p. m. to 9.10 p. m.
Herbert	8.30 a. m. to 5.30 p. m.	Closed
Henrietta	Continuous	Continuous
Sycamore	8.45 a. m. to 6.45 p. m.	Closed
Tower YD	Continuous	Continuous
Elva	8.30 a. m. to 5.30 p. m.	Closed
Shabbona Grove	8.00 a. m. to 5.00 p. m.	Closed
Rollo	8.30 a. m. to 5.30 p. m.	Closed
Earlville	Continuous	Continuous
Triumph	8.30 a. m. to 5.30 p. m.	Closed
Troy Grove	8.00 a. m. to 5.00 p. m.	Closed
Shaft No. 2	9.15 a. m. to 5.15 p. m. 9.00 p. m. to 11.00 p. m.	Closed

**FORIS TO WILLIAMS BAY**

STATION	DAILY EXCEPT SUNDAYS	SUNDAYS
Foris	Continuous	Continuous
East Elgin	8.00 a. m. to 5.00 p. m.	Closed
Carpentersville	8.00 a. m. to 5.00 p. m.	Closed
Dundee	7.00 a. m. to 4.00 p. m.	Closed
Algonquin	6.15 a. m. to 6.15 p. m.	7.20 a. m. to 9.20 a. m. 6.15 p. m. to 8.15 p. m.
Tower CS	6.15 a. m. to 6.15 p. m.	Closed
Crystal Lake	Continuous	Continuous
McHenry	7.25 a. m. to 6.15 p. m.	9.20 a. m. to 11.20 a. m. 5.30 p. m. to 7.30 p. m.
Ringwood	7.15 a. m. to 5.15 p. m.	Closed
Richmond	8.30 a. m. to 5.15 p. m.	Closed
Genoa City	9.00 a. m. to 6.00 p. m.	9.00 a. m. to 11.00 a. m. 1.30 p. m. to 3.30 p. m. 5.15 p. m. to 7.15 p. m.
Lake Geneva	6.50 a. m. to 6.50 p. m.	9.30 a. m. to 11.30 a. m. 4.50 p. m. to 6.50 p. m.
Williams Bay	6.40 a. m. to 7.00 p. m.	9.30 a. m. to 11.30 a. m. 4.50 p. m. to 6.50 p. m.

**GENEVA TO AURORA**

STATION	DAILY EXCEPT SUNDAYS	SUNDAYS
Geneva	Continuous	Continuous
Batavia	8.45 a. m. to 5.45 p. m.	Closed
Aurora	4.45 a. m. to 6.30 p. m.	Closed

**BLOCKING**

**AUTOMATIC BLOCK**

Between Chicago and Elmhurst, except passenger trains running on Tracks No. 3 and No. 4 between Vale and Kenton Ave.

Between West Chicago and Foris.

Automatic train speed control is in operating service between Chicago Passenger Terminal and Clinton. The main tracks only in this district are equipped. Tracks 1, 2, 3 and 4—Chicago Terminal to Western Avenue, tracks 1 and 2—Western Avenue to Kenton Avenue, tracks 1, 2, 5 and 6—Kenton Avenue to Vale, tracks 1 and 2—Vale to Elmhurst, tracks 1, 2 and 3—Elmhurst to NI Tower and main running tracks—NI Tower to Clinton, and tracks 1 and 2—Nachusa to Nelson.

Block and Interlocking Rules remain in effect and must be observed.

Each employe must be fully conversant with information and instructions contained in Booklet No. 4, dated September 1929, and the instructions therein must be observed.

Light engines, switch and transfer movements, all movements to and from the Wisconsin Division, and empty back-up coach movements may be made east of Elmhurst without Train Control in effect, being governed by signal indications.

**MANUAL BLOCK**

Rules 302A to 373 govern between stations as shown below:

**EXCEPT SUNDAYS**

Between Kenton Ave. and Vale (Tracks No. 3 and No. 4) for passenger trains only	Continuous
" Foris and Rockford	7.00 a. m. to 7.00 p. m.
" Rockford and Freeport	6.30 a. m. to 4.15 p. m.
" Foris and CS Tower	6.15 a. m. to 6.15 p. m.
" CS Tower and Williams Bay	6.40 a. m. to 7.00 p. m.
" Geneva and Aurora	4.45 a. m. to 6.30 p. m.
" North Yard, Belvidere and De Kalb	8.00 a. m. to 6.45 p. m.

**SUNDAYS**

Between Kenton Ave. and Vale (Tracks No. 3 and No. 4) for passenger trains only	Continuous
" Foris and Belvidere	7.30 a. m. to 3.00 p. m.
" Belvidere and Rockford	7.00 a. m. to 5.30 p. m.
" Rockford and Freeport	3.30 p. m. to 5.30 p. m.
" Foris and Williams Bay	8.00 a. m. to 6.50 p. m.

Manual Block Signal located at Kenton Avenue will govern westward movements on track No. 3 only. Manual Block Signal located at Vale will govern eastward movements on track No. 4 only.

Manual block rules will not prohibit switch engines and trains from occupying the Main track at the following Stations

Tower YD	North Yard	Rockford	Crystal Lake	Crystal Lake Jct.
Belvidere	Freeport	East Elgin	Tower CS	Williams Bay
		Aurora		

A clear block giving any train right to pass to or through the stations above named does not indicate that the Main track at such points is clear, but trains accepting block must approach and pass through these Stations, prepared to stop within vision.

**TIME SPACING**

Except as above Rules 380 to 382 govern and trains will be spaced twenty (20) minutes apart in connection with passenger trains. Other trains will be spaced ten (10) minutes apart.

**SPEED RESTRICTIONS**

The maximum speed of any train over an interlocking plant will be thirty miles per hour with the following exceptions:

	Miles Per Hour
Lake Street, Chicago	10
Clinton Street, Chicago	15
Noble Street, Chicago	35
Western Avenue, Chicago	20
Kedzie	25
Tower JN	35
Tower HM	35
Tower NI	35
DeKalb—YD	45
Rochelle—NX	45
Nachusa	45
Nelson	45
Tower NJ	45
Bluffs	45
South Fulton	45
Fulton—AD	35
Fulton—FX	35
Cherry Valley	40
Herbert	35
Henrietta	35
Sycamore	35
DeKalb—YD (Spring Valley Line)	35
Shabbona Grove	35
Earlville	35

The speed of a train moving over a crossover: turnout from main track to a siding; or to diverging route at a junction must not exceed ten miles per hour, except when moving over diverging main route at each of the following points, at which speed shown below will govern:

	Miles Per Hour
Clinton Street, Chicago	15
Noble Street, Chicago	15
Kedzie	15
Tower HM	25
Tower NI	25
Nachusa	25
Nelson	15
Bluffs	25
East Clinton	15
Foris	25

**Maximum Speeds of Passenger Trains That Must Not Be Exceeded at Any Point**

BETWEEN	MILES PER HOUR
Chicago and Clinton	70
Geneva and Aurora	40
Geneva and St. Charles	25
West Chicago and Belvidere	55
Belvidere and Freeport	50
Foris and Crystal Lake	45
Crystal Lake and Lake Geneva	80
Lake Geneva and Williams Bay	45
North Yard and Shaft No. 2	50

**Maximum Speed of Freight Trains That Must Not Be Exceeded at Any Point**

Stock, Fruit and Time freight trains between Chicago and Clinton, either direction, 47 miles per hour. Dead freight trains 35 miles per hour.

BETWEEN	MILES PER HOUR	BETWEEN	MILES PER HOUR
West Chicago and Freeport	35 miles	Geneva and St. Charles	15 miles
Foris and Williams Bay	35 "	North Yard and Shaft No. 2	25 "
Geneva and Aurora	20 "		

**ADDITIONAL SPEED RESTRICTIONS**

LOCATION	LIMITS	MAXIMUM SPEED (miles per hour)	
		Passenger	Freight
Chicago	On Elevation	60	35
Chicago	Clinton Street Interlocking Plant	15	15
Chicago & Keeler Ave.	Eastward and westward	35	25
Kenton Ave.	Eastward and westward	35	20
Vale	Junction (westward)	20	20
Maywood	Passing Maywood Station	15	15
West Chicago	Turn out west of Coal Shed (westward)	25	25
Geneva	1 1/2 Miles West Geneva to east end Bridge 66 (eastward)	25	15
Cortland	Track No. 4 (eastward)	25	25
Tracks 1 and 2	Nachusa and Nelson	35	35
Dixon	Station Limits	10	10
Is and East Clinton	Between Bluffs and East Clinton, via Fulton	30	25
Belvidere	Pleasant Street, on Northern Ill. line, 500 feet south of Wye Switch	8	8
Belvidere	Lincoln Avenue, just south of switch at entrance to North Yard	8	8
Belvidere	State Street, second street west of Belvidere Station	15	15
Ridott & Pecatonica	Reverse curve 2 1/4 miles east of Ridott	35	35
Elgin	On Fox River Line bet. Foris and Highway Crossing at City Pumping Station	15	15
Elgin	On Freeport Line bet. Foris and Schiller St. just west of Mile Board west of Elgin	15	15
Carpentersville	Fox River Bridge	8	8
Terra Cotta	Over Main Line Switch West of Station	30	20
Ringwood	Passing Ringwood Station	30	20
Aurora Line	Over Lincoln Highway Crossing, 1 mile north of Batavia	15	15
Nor. Ills. Line	Shaft 2 and Spring Valley	15	15
Nor. Ills. Line	Water Tank and Passenger Station, Spring Valley, Class 2 Engines	5	5

The following exceptions to the speed restriction rule will apply to trains Nos. 5 and 9 only:

LOCATION	MILES PER HOUR	LOCATION	MILES PER HOUR
JN Tower	35	Tower NJ	No restrictions
HM Tower, Elmhurst	No restrictions	C. B. & Q. Crossing, Sterling	45
E. J. & E. Crossing, West Chicago	45	Bluffs, Track No. 1	No restrictions
C. B. & Q. Crossing, Rochelle	45	South Fulton	45
Nachusa, Track No. 3	No restrictions	East Clinton	45
Nelson	No restrictions		

Unless otherwise instructed steam wrecking outfits must not exceed a speed of 35 miles per hour between Chicago and Clinton and 25 miles per hour on all other Sub-Divisions.

Light engines, or engines with caboose only, must not exceed 15 miles per hour over any street or highway crossing in any city, town or village.

City ordinances of Geneva, Elburn, DeKalb, Malta, Rochelle, Ashton, Franklin Grove, Sterling, Morrison, Elgin, Huntley, Marengo, Belvidere, Rockford, Dundee, Pecatonica, Carpentersville and Troy Grove prescribe a speed limit of 10 miles per hour; Richmond and Union 20 miles per hour.

All trains will run with extreme caution between Crystal Lake, Tower CS and Crystal Lake Junction, expecting to find main track occupied.

**COMPANY SURGEONS.**

- Chicago**.....**C. W. HOPKINS, M. D.**.....Chief Surgeon  
**V. H. HORNING, M. D.**.....Asst. Chief Surgeon  
**W. A. BAKER, M. D.**.....Assistant Surgeon  
127 North Clinton Street  
Phone Dearborn 2121; Local 503
- Chicago.....**DR. E. L. VERNON**, Oculist and Aurist for the Chicago and North Western Railway.
- Chicago, North 40th Avenue...**E. D. CHASE, M. D.**.....Local Surgeon.  
4458 W. Madison Street  
Phone—Austin 9800; Res. Columbus 0163
- Chicago Shops Dispensary...**C. W. LAMB, M. D.**.....Local Surgeon.  
Phone Dearborn 2121—Local 641
- Chicago.....**F. J. JIRKA, M. D.**.....Local Surgeon.  
3202 West 22nd Street  
Phone Rockwell 1299
- South Chicago.....**S. B. MCLEOD, M. D.**.....“ “  
Phone So. Chicago 140
- Oak Park.....**THOS. I. MOTTER, M. D.**, 224 N. Kenilworth Av. “ “  
Phone Oak Park 49
- Maywood.....**L. B. JOSLYN, M. D.**.....Local Surgeon.  
Joslyn Clinic, 1908 St. Charles Road  
Phone—Maywood 5300; Res. Maywood 55  
**A. E. JOSLYN, M. D.**.....Associate “ “  
Joslyn Clinic  
Phone—Residence, Forest 3669
- Melrose Park.....**WM. F. SCOTT, M. D.**.....Local Surgeon.  
Phone—Office 735; Residence Maywood 49
- Elmhurst.....**L. H. HILLS, M. D.**.....“ “  
Phone Elmhurst 442
- Wheaton.....**E. H. OELKE, M. D.**.....“ “  
Phone No. 75
- West Chicago.....**T. G. ISHERWOOD, M. D.**.....“ “  
Phone—Office 16; Residence 640  
**P. A. ISHERWOOD**.....Associate Surgeon.  
Phone—Office 16; Residence 640
- Geneva**.....**R. G. SCOTT, M. D.**.....District Surgeon.  
Phone No. 28  
May be called to any place between St. Charles and Aurora, between Geneva and Williams Bay, and between Geneva and Belvidere.

- Geneva.....**R. W. CARPENTER, M. D.**.....Local Surgeon.
- Aurora.....**H. A. BRENNECKE, M. D.**.....“ “  
Phone—Office 777; Residence 340
- Rochelle.....**A. R. BOGUE, M. D.**.....“ “  
Phone No. 275
- De Kalb**.....**J. S. RANKIN, M. D.**.....District Surgeon.  
Phone—Office 207-1; Residence 207-2  
May be called to any place between Cortland and Nachusa, and Belvidere and Shabbona Grove.
- Franklin Grove.....**F. M. BANKER, M. D.**.....Local Surgeon.  
Phone No. 29
- Dixon**.....**A. F. MOORE, M. D.**.....District Surgeon.  
Phone—Office 82; Residence 64  
May be called to any place between Nachusa and Nelson.
- Sterling.....**C. G. BEARD, M. D.**.....Local Surgeon.  
Phone 84-1  
**F. W. BRODERICK**.....Oculist  
Phone—Office 803; Residence 168W
- Morrison.....**W. J. MAURITS, M. D.**.....Local Surgeon.  
Phone—Office 156; Residence 272.
- Fulton.....**H. J. HEUSINKVELD, M. D.**.....“ “  
Phone Tri-City R-125
- Clinton**.....**F. M. KEEFE, M. D.**.....Local Surgeon.  
Phone—Office 490; Residence 1062.  
**L. K. FENLON, M. D.**.....“ “  
Phone—Office 2575; Residence 1890.  
**E. P. WEH**.....Oculist and Aurist.  
Phone—Office 627; Residence 912.
- Elgin.....**O. L. PELTON, M. D.**.....Local Surgeon.  
Phone—Residence 95
- Marengo.....**W. V. GOODER, M. D.**.....“ “  
Phone No. 9
- Belvidere.....**R. B. ANDREWS, M. D.**.....“ “  
Phone—Office Main 64; Residence Main 252
- Rockford.....**S. R. CATLIN, M. D.**.....“ “  
Phone—Office Main 195; Residence 39  
**J. A. GREEN, M. D.**.....Associate Local Surgeon
- Winnebago.....**W. S. HOWELL, M. D.**.....Local Surgeon  
Phone—Office 89; Residence 18
- Freeport**.....**KARL F. SNYDER, M. D.**.....District Surgeon.  
Phone—Office Main 5; Residence Main 10  
May be called to any point between Caledonia, Belvidere and Freeport.
- Dundee.....**ARCHIE JONES, M. D.**.....Local Surgeon.
- Crystal Lake.....**A. V. LINDBERG, M. D.**.....“ “  
Office at Residence, Phone 7
- McHenry.....**D. G. WELLS, M. D.**.....“ “  
Phone 62 J
- Genoa City.....**B. J. BILL, M. D.**.....District “  
Phone No. 232
- Lake Geneva.....**J. C. REYNOLDS, M. D.**.....Local “  
**W. H. MACDONALD, M. D.**.....Associate “ “  
Phone 8-W
- Williams Bay.....**E. J. FUCIK, M. D.**.....“ “  
Phone 360-J-3
- Sycamore.....**J. W. OVITZ, M. D.**.....“ “  
Phone—Office 122; Residence 204
- Earlville.....**E. T. GOBLE, M. D.**.....“ “  
Phone No. 3
- Spring Valley**.....**R. E. MILTENBERGER, M. D.**.....District Surgeon.  
Phone—Office, Main 58; Residence, Main 141  
May be called to any place between Shabbona Grove and Spring Valley.

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 County Hospital, where admittance is denied unless the information as stated above is furnished.

**WATCH INSPECTORS.**

- THE NATIONAL RAILWAY TIME SERVICE COMPANY, Chief Inspectors**  
58 East Washington Street, Chicago
- M. R. MILLER**, Terminal Station.....Chicago.
  - MIL O. YOUNG**, 2352 West Lake Street.....Chicago.
  - GARFIELD JEWEL SHOP**, 3244 W. Madison Street.....Chicago.
  - F. H. BARTHOLOMEW**, 2357 W. Madison Street.....Chicago.
  - E. HACKLEY**.....Chicago.  
Crawford Ave. Station.  
4148 W. Lake St.
  - F. LORENZ**, 2322 W. Roosevelt Rd.....Chicago.
  - M. ORMISTON**, 5116 W. Chicago Ave.....Chicago.
  - WM. A. MAYER**, 2934 W. Chicago Ave.....Chicago.
  - E. W. MEISTER**, 105 So. 5th Ave.....Maywood.
  - F. AND P. JEWELRY CO.**, 152 Broadway.....Melrose Park.
  - CHRIS BRODERSON**, 100 N. York St., Elmhurst.
  - MRS. DALE LYON**.....West Chicago, Ill.
  - I. O. LUNDQUIST**, 49 Main St., Aurora, Ill.
  - G. B. GONTERMAN**.....De Kalb, Ill.
  - F. OVERTRETT**.....Dixon, Ill.
  - W. H. OPPOLD**.....Sterling, Ill.
  - J. C. WARNER**.....Fulton, Ill.
  - BRUMER BROS.**.....Clinton, Iowa
  - R. P. KAUER**.....Belvidere, Ill.
  - W. D. ANGER**, 118 W. State St., Rockford, Ill.
  - H. A. ROTZLER**.....Freeport, Ill.
  - WETZEL BROTHERS**.....Sycamore, Ill.
  - JOHN PICCA**, 114 E. St. Paul St., Spring Valley, Ill.
  - SCHNEFF BROS.**.....Elgin, Ill.
  - A. LUNDQUIST**.....Crystal Lake, Ill.

**RULES GOVERNING TRAIN OPERATION IN THE CHICAGO PASSENGER TERMINAL DISTRICT EAST OF SIGNAL BRIDGE "D" (NEAR HALSTED ST.).**

1. Trains and Engines (in either direction) must use not less than three (3) minutes time in this district.
2. The movement of any train or engine from the Chicago Passenger Terminal with the west end west of one or more signals must not be started without a proceed indication on the first signal east of its west end on track it occupies.
3. Sand must not be used on any track, whether interlocked or otherwise, at any point in the Terminal.
4. Train line steam pipes must not be blown out in the Terminal nor over interlocking plants.
5. Care must be exercised to avoid spilling water or dropping coal or ashes on platforms or interlocking devices.
6. On the six tracks between Clinton Street and Lake Street, movements will be governed in both directions by Signal Indication.
7. When two out-going trains are placed on one track the most westerly train shall delay departure one minute beyond scheduled leaving time, to enable passengers to reach it.
8. No train or engine shall approach nearer than five feet to any bumping post on tracks one to sixteen.
9. When possible, trains must be so stopped that car steps shall not be alongside the baggage elevators at west end of train shed.
10. Clearance of baggage elevators at west end of train shed are as follows:  
Track No. 2.....20 1/2 inch      Track No. 10.....19 1/8 inch  
“ No. 4.....20 “      “ No. 11.....19 3/4 “  
“ No. 6.....21 “      “ No. 13.....25 1/4 “  
“ No. 8.....19 1/4 “      “ No. 15.....22 “
11. Engine bells must be rung passing through interlocking plants.
12. On out-going suburban trains, brakemen will station themselves at openings and frequently announce the destination and time of departure of their train; a brakeman or flagman must be at the rear end.
13. Just prior to time of departure of a train a trainman shall pass through the coaches and announce the territory to which such train will carry passengers.
14. Approaching the Terminal each passenger car shall be illuminated and shall so remain until all passengers have alighted.
15. All passenger cars of out-going trains shall be illuminated prior to the receipt of passengers.
16. On every train arriving at Chicago Passenger Station, as soon as train has stopped, rear trainman will immediately go to the rear of the train, cut in the back-up hose, make test to see that air is working properly, and remain at back-up hose prepared to stop train if for any cause it should start moving backward before assigned back-up man is actually on rear end of train in position to control movement. Road trainman will remain at rear of train until train actually starts backing up in charge of assigned back-up man.

In case switching is to be done on any train before it backs out, road trainman will remain on duty and protect remaining portion until relieved by regular assigned back-up man. In case train is to be handled out of the passenger station by switch engine, thereby relieving road engine to move light, the road trainman will be notified by foreman in charge of back-up men when he is relieved, but will not be relieved until switch engine has coupled to rear of train.

The above instructions do not relieve assigned back-up men from making all their regular air brake tests, including the standing back-up hose test.

On suburban trains where road trainmen back out their own trains it will be understood that the rear trainman may not go to rear of trains until he has assisted passengers or unloaded baggage, etc., but in either case will be in close proximity to the "conductors" valve, and by its use can stop the train if for any reason it should start backing before trainman is on rear end of train.

**TRACK SCALES**

STATION	LOCATION	LENGTH	CAPACITY
Chicago	46th and Augusta Sts.	40 feet	100 tons
"	Madison and Rockwell Sts.	40 "	80 "
Chicago Shops	Shop yard, north scrap	46 "	150 "
"	Shop yard, iron track	40 "	100 "
"	South end M. 1.	40 "	100 "
Proviso	West end	50 "	125 "
"	Hump yard	50 "	125 "
West Chicago	West running track, new yard	40 "	100 "
Geneva	No. 1 track, west end station platform	40 "	100 "
DeKalb	No. 5 track, opposite freight depot	40 "	100 "
Sterling	Scale track, opposite freight depot	40 "	100 "
Spring Valley	No. 1 track, opposite yard office	40 "	100 "
Rockford	No. 3 track, between Court and Church Sts.	50 "	100 "
East Elgin	Scale track, west end long track, 1 mile west of freight house	50 "	125 "
La Fox	Sheep yard	40 "	100 "
Crystal Lake	Gravel yard	42 "	125 "
Belvidere	No. 1 track, west end of North Yard	40 "	100 "

For Information of EMPLOYEES: Trains stopping at KEDZIE, KEELER, MAYWOOD, MELROSE PARK, BELLWOOD, PROVISO and ELMHURST.

**DAILY EXCEPT SUNDAY—Westward**

Train	Kedzie	Keeler	Mayw'd	Melrose	Bellw'd	Proviso	Elmhurst
Extra	1.00	1.03	1.14	1.17	1.21	1.23	1.25
Extra	2.30	2.33	2.44	2.47	2.51	2.53	2.55
Extra	4.25	4.28	4.39	4.42	4.46	4.48	4.50
29	4.54	4.57	5.09	5.11	5.14	5.17	5.20
31	5.36	5.39	5.55	5.57	6.05	.....	.....
21	.....	6.12	.....	.....	.....	.....	.....
35	6.39	6.41	6.56	6.59	7.02	7.05	7.08
39	7.33	7.35	7.51	7.54	7.57	8.00	8.03
41	8.45	8.48	9.07	9.09	9.12	9.15	9.18
45	10.04	10.06	10.22	10.25	10.29	10.31	10.34
Ex. Sat. 905	11.25	11.27	11.39	11.41	11.43	11.45	11.48
Sat. only 557	11.43	11.45	12.04	12.07	12.11	12.14	12.16
47	12.36	12.38	12.59	1.02	1.05	1.08	1.12
Sat. only 567	1.04	1.07	1.27	1.30	1.34	1.37	1.40
†Extra Except Sat.	1.05	1.08	1.20	1.23	1.28	1.30	1.33
49	1.39	1.44	2.02	2.05	2.09	2.12	2.15
761	2.54	2.56	3.12	3.15	3.18	3.21	3.25
†Extra	3.10	3.17	3.32	3.35	3.38	3.40	3.43
**607	3.33	.....	3.46	3.49	.....	.....	3.56
55	4.28	4.31	4.50	4.53	4.56	4.59	5.02
69	5.19	5.22	5.40	5.43	5.47	5.50	5.54
71	5.40	5.43	6.01	6.04	6.08	.....	6.14
Extra	6.15	6.18	6.31	6.34	6.37	6.40	6.45
73	7.35	7.38	7.53	7.55	7.58	8.01	8.04
75	8.33	8.36	8.49	8.51	8.54	8.57	9.00
Extra	9.50	9.52	10.09	10.12	10.15	10.18	10.20
83	10.55	10.58	11.22	11.25	11.28	.....	11.34
Extra	11.30	11.33	11.44	11.47	11.51	11.53	11.55

**DAILY EXCEPT SUNDAY—Eastward**

Train	Elmhurst	Proviso	Bellw'd	Melrose	Mayw'd	Keeler	Kedzie
Extra	12.15	12.18	12.20	12.24	12.27	12.36	12.40
Extra	1.40	1.43	1.45	1.49	1.52	2.01	2.05
Extra	3.10	3.13	3.15	3.19	3.22	3.31	3.35
30	4.54	4.56	4.59	5.02	5.05	5.24	5.27
32	5.28	5.30	5.33	5.37	5.40	5.59	6.02
40	6.03	6.06	6.09	6.13	6.16	6.37	6.40
42	6.26	6.29	6.32	6.36	.....	6.48	6.51
46	.....	.....	.....	.....	.....	6.54	6.58
48	.....	.....	6.20	6.38	6.41	6.59	7.03
58	7.28	7.30	7.33	7.37	7.40	7.58	8.00
754	8.20	8.23	8.26	8.29	8.33	8.52	8.55
62	9.50	.....	9.55	9.58	10.01	10.12	10.15
66	10.50	10.53	10.56	10.59	11.02	11.21	11.24
68	11.57	12.01	.....	12.05	12.08	.....	12.20
70	1.15	1.18	1.20	1.23	1.26	1.44	1.46
*Extra Except Sat.	2.15	2.18	2.21	2.24	2.27	2.39	2.42
72	2.43	2.47	2.50	2.53	2.57	3.15	3.18
74	3.30	3.35	3.39	3.43	3.46	3.59	4.02
76	4.03	4.08	4.10	4.13	4.16	4.32	4.36
78	5.02	5.06	5.09	5.13	5.17	5.39	5.44
82	6.25	6.28	6.30	6.33	6.36	6.52	6.55
Extra	6.55	7.00	7.03	7.06	7.09	7.22	7.25
84	7.43	7.46	7.49	7.52	7.54	8.12	8.15
86	8.50	8.54	8.57	9.00	9.03	9.18	9.20
88	9.43	9.46	9.49	9.52	9.55	10.06	10.09
*Extra	10.30	10.32	10.35	10.38	10.41	10.55	10.59

\*Will also stop at River Forest, Oak Park and Ridgeland.

†Will make all stops.  
\*\*Will stop at Keeler 3.35 p. m., Saturday only.

**SUNDAY—Westward**

Train	Kedzie	Keeler	Mayw'd	Melrose	Bellw'd	Proviso	Elmhurst
Extra	1.00	1.03	1.14	1.17	1.21	1.23	1.25
Extra	2.30	2.33	2.44	2.47	2.51	2.53	2.55
Extra	3.50	3.53	4.04	4.07	4.11	4.13	4.15
Extra	5.10	5.13	5.24	5.27	5.30	5.33	5.36
Extra	6.45	6.48	6.59	7.02	7.05	7.08	7.11
583	8.55	8.58	9.12	9.14	9.17	9.20	9.23
45	10.04	10.06	10.22	10.25	10.29	10.31	10.34
585	12.09	12.12	12.29	12.32	12.35	12.38	12.40
589	2.09	2.11	2.29	2.32	2.35	2.38	2.41
Extra	1.55	1.58	2.10	2.13	2.16	2.20	2.25
593	3.54	3.56	4.13	4.16	4.19	4.21	4.24
71	5.40	5.43	6.01	6.04	6.08	6.11	6.14
597	7.35	7.38	7.54	7.57	8.01	8.04	8.07
75	8.44	8.46	9.00	9.02	9.05	9.08	9.11
Extra	9.50	9.52	10.09	10.12	10.15	10.18	10.20
Extra	11.30	11.33	11.44	11.47	11.51	11.53	11.55

A. M. LIGHT FIGURES      P. M. HEAVY FIGURES

All trains will observe Rule D 106 in meeting above trains.

**SUNDAY—Eastward**

Train	Elmhurst	Proviso	Bellw'd	Melrose	Mayw'd	Keeler	Kedzie
Extra	12.15	12.18	12.20	12.24	12.27	12.36	12.40
Extra	1.40	1.43	1.45	1.49	1.52	2.01	2.05
Extra	3.10	3.13	3.15	3.19	3.22	3.31	3.35
Extra	4.25	4.28	4.30	4.34	4.37	4.46	4.50
Extra	6.00	6.03	6.05	6.09	6.12	6.20	6.25
574	6.30	6.32	6.34	6.37	6.40	6.58	7.01
576	8.02	8.05	8.08	8.11	8.13	8.29	8.31
580	9.50	9.53	9.55	9.59	10.02	10.20	10.23
66	10.50	10.53	10.56	10.59	11.02	11.21	11.24
70	1.15	1.18	1.20	1.23	1.26	1.44	1.46
Extra	2.40	2.43	2.46	2.49	2.52	3.07	3.10
584	3.40	3.42	3.44	3.47	3.50	4.07	4.10
80	6.13	6.15	6.17	.....	6.22	.....	6.35
586	6.54	6.57	6.59	7.02	7.05	7.22	7.25
590	7.31	7.34	7.37	7.39	7.42	7.59	8.01
594	8.30	8.33	8.36	8.40	8.43	9.01	9.04
614	9.41	9.44	9.47	9.50	9.53	10.13	10.16
*Extra	10.30	10.32	10.35	10.38	10.41	10.55	10.59

\*WILL ALSO STOP AT RIVER FOREST, OAK PARK AND RIDGELAND.

A. M. LIGHT FIGURES      P. M. HEAVY FIGURES

**DIVISIONAL STAFF**

**ASSISTANT SUPERINTENDENT**

**H. R. KOCH**  
CHICAGO

**TRAINMASTERS**

**HARLEY THAYER**      **J. F. CHARTERS**      **L. B. KENDALL**      **J. S. EVA**  
KEDZIE                      CHICAGO                      WEST CHICAGO                      STERLING

**W. P. MULROYAN**, Chief Train Dispatcher  
CHICAGO

**J. A. CAVENEY**, Asst. Chief Train Dispatcher

**F. H. WRIGHT**, Night Chief Train Dispatcher

**DISPATCHERS**

**J. L. HERRICK**      **J. J. GAHAGAN**      **J. W. WILCOX**  
**E. W. DOWNIE**      **H. E. SHERBERT**      **W. C. GAMBELL**  
**L. P. GILLUM**      **W. M. PENDELL**      **J. J. STEIN**

**E. L. MEAD**, Division Engineer  
CHICAGO

**W. G. BURNS**, Division Accountant  
CHICAGO

**J. S. JONES**, Master Mechanic  
CHICAGO SHOPS

**ROAD FOREMEN OF ENGINES**

**C. W. BAIRD**      **WM. McPHERSON**  
CHICAGO SHOPS      CHICAGO SHOPS

**ROADMASTERS**

**J. E. WILKINSON**      **L. T. DAY**      **J. H. BRATTON**      **P. J. McANDREWS**      **M. J. FAYRAM**  
CHICAGO      PROVISO      WEST CHICAGO      STERLING      BELVIDERE

**CHICAGO PASSENGER TERMINAL**

**F. H. HEMES**, Superintendent  
CHICAGO

**CHICAGO FREIGHT TERMINAL**

**G. B. SCHRAND**, Superintendent      **G. H. ZIMMERMAN**, Asst. Superintendent  
CHICAGO      PROVISO

**TRAINMASTERS**

**J. T. RAYMOND**      **GEO. L. THORPE**      **D. J. GRIFFIN**      **N. L. WATERMAN**  
PROVISO      PROVISO      CHICAGO AVE.      CHICAGO AVE.

**ASST. TRAINMASTER**

**G. J. CHRISTIAN**  
CHICAGO AVE.