

DIVISION OFFICERS

A. M. UMSHLER Superintendent
F. R. CAMPBELL Trainmaster, Freeport
H. S. SYMON Trainmaster, Chicago
O. LARSON Traveling Engineer, Chicago
C. O. RICHARDS
 Chief Train Dispatcher, Randolph St.
M. J. MADDEN .. Train Dispatcher, Randolph St.
S. H. DAVIS Train Dispatcher, Randolph St.
A. E. OLSON Train Dispatcher, Randolph St.
R. H. GURLEY ... Train Dispatcher, Randolph St.

REFERENCE NOTES

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

- a—Discharge revenue passengers from Rockford and points west.
- b—Discharge revenue passengers from Chicago and receive revenue passengers for Rockford and points west.
- c—Discharge revenue passengers from Dubuque and beyond.
- d—Discharge revenue passengers from Rockford and points west and receive revenue passengers for Chicago.
- e—Discharge revenue passengers from Rockford and points west and receive passengers holding reservations for Birmingham, Ala. and points beyond.
- h—Discharge revenue passengers from Rockford and beyond.
- o—Receive revenue passengers for train No. 17—Clinton and beyond.
- p—Discharge or receive employees deadheading between Freeport and Hawthorne.
- q—Discharge revenue passengers from Dubuque and beyond and receive passengers for Chicago.

Illinois Central System

FREEPORT MADISON DODGEVILLE DISTRICTS

(CHICAGO TERMINAL DIVISION)

TIME TABLE No. 13

Taking Effect 12:01 a. m.,

SUNDAY, AUGUST 15, 1937

Superseding Time Table No. 12

Dated December 14, 1936.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

Not intended for the information of the public, nor as an advertisement of the time of trains. The Railroad reserves the right to vary therefrom as circumstances may require.

W. ATWILL, Vice President and General Manager

J. F. PORTERFIELD, Gen. Supt. Transportation

J. W. HEVRON, General Superintendent

A. M. UMSHLER, Superintendent

FREEPORT DISTRICT—Westward

Miles from Chicago	TIME TABLE NO. 13 Taking Effect August 15, 1937	FIRST CLASS							
		15	27	29		11			
		The Iowan	The Sinissippi	Local Passenger		The Hawkeye			
		Daily	Daily	Except Sunday		Daily			
	CHICAGO.								
1.45	C. CENTRAL STATION	L 11 45PM	L 9 05AM	L 3 10PM		L 6 15PM			
2.04	CLARK STREET	11 48	9 08	3 13		6 18			
2.65	P. F. W. & C. CROSSING	11 51	9 11	3 16		6 20			
3.34	HALSTED STREET	11 53	9 13	3 18		6 22			
4.40	DRAW BRIDGE	11 55	9 15	3 20		6 24			
5.65	ASH STREET	11 58	9 18	3 23		6 27			
7.19	I. N. CROSSING	12 01AM	9 20	3 25		6 29			
8.34	BELT CROSSING	12 03	9 22	3 27		6 31			
9.05	HAWTHORNE	p 12 05	p 9 25	p 3 29		6 33			
11.19	BERWYN	12 07	f 9 27	f 3 33		6 36			
11.95	PARKWAY	12 08	9 28	3 34		6 37			
14.00	HINES	f 12 13	s 9 33	s 3 38		6 41			
14.50	BROADVIEW	12 15	9 35	3 40		6 42			
18	D. HILLSIDE	12 20	f 9 40	3 44		6 45			
95	C. ELMHURST	12 23	f 9 45	s 3 46	28	6 48			
88	SOUTH ADDISON	12 27	9 49	3 53		6 51			
93	D. CLOVERDALE	12 36	f 10 01	b 4 05		7 00			
80	D. MUNGER	12 43	b 10 09	91 b 4 13		7 07			
81	C. COLEMAN	12 48	f 10 15	b 4 18		7 12			
90	YOUNGSDALE	12 52	b 10 20	92 4 21	79	7 15			
44.4	BOWES	12 56	b 10 25	b 4 24		7 18			
76	D. PLATO CENTER	1 00	f 10 30	b 4 27		7 21			
101	D. BURLINGTON	1 09	f 10 39	b 4 35		7 29			
109	CHARTER GROVE	1 15	f 10 46	b 4 40		7 34			
18	D. GENOA	1 20	s 10 52	s 4 44		7 38			
98	HART	1 22	10 54	4 46		7 40			
187	C. COLVIN PARK	1 28	b 11 01	76 b 4 51		7 45			
104	D. IRENE	1 36	f 11 10	b 4 58		7 52	16		
72	D. PERRYVILLE	1 42	f 11 17	b 5 04		7 58			
177	BUCKBEE	1 47	11 23	5 09		8 03			
84.9	NINTH STREET	1 49	f 11 26	f 5 11		8 05			
41	C. ROCKFORD	25 s { 1 53	s { 11 30	s { 5 14		s { 8 08	60		
85		2 05	s { 11 35	s { 5 20		s { 8 15			
111	D. ALWORTH	2 18	11 48	f 5 30		8 25			
89	D. SEWARD	2 25	s 11 55	s 5 38		8 31	74		
83	EVARTS	2 32	12 02PM	f 5 45		8 37			
113.5	C. EAST JUNCTION	2 41	12 11	5 55		8 46	72		
114.4	FREEPORT	10 s { 2 45	s { 12 15	A 6 00PM		s { 8 50			
116.8	C. WEST JUNCTION	6 s { 3 13	s { 12 30			s { 9 00			
	SIOUX CITY	A 4 15PM				A 8 00AM			
	OMAHA					A 8 00AM			

FREEPORT DISTRICT—Eastward

Siding Standing Room Cars with Engines.	Miles from West Junction	TIME TABLE NO. 13 <small>Taking Effect August 15, 1937</small>	FIRST CLASS								
			12	30	28					16	
			The Hawkeye	Local Passenger	The Sinnissippi					The Iowan	
STATIONS											
	116.80	..... CHICAGO								
		1.45									
	115.35	C. CENTRAL STATION.	A 8 00AM	A 9 30AM	A 4 30PM					A 9 40PM	
	114.76	..... CLARK STREET	7 51	9 25	4 22					9 32
	114.15	P. F. W. & C. CROSSING	7 49	9 23	4 19					9 29	
	113.46	..... HALSTED STREET	7 46	9 22	4 16					9 26
		1.06									
	112.40	..... DRAW BRIDGE	7 44	9 18	4 14					9 24
		1.25									
	111.15	..... ASH STREET	7 41	9 15	4 11					9 21
		1.54									
	109.61	..... I. N. CROSSING	7 38	9 13	4 09					9 19
		1.15									
	108.46	..... BELT CROSSING	7 36	9 11	4 07					9 17
		.71									
	107.75	..... HAWTHORNE	7 35	p 9 10	s 4 06					9 16
		2.14									
	105.61	..... BERWYN	7 32	a 9 07	f 4 04					e 9 14
		.76									
	104.85	..... PARKWAY	7 31	9 06	4 01					9 11
		2.05									
	102.80	..... HINES	7 28	a 9 04	s 3 58					o 9 08
		.50									
	102.30	C. BROADVIEW	7 27	9 03	3 55					9 05	
		3.0									
18	99.3	D. HILLSIDE	7 22	a 8 59	f 3 50					8 58	
		1.8									
95	97.5	C. ELMHURST	7 20	73 a 8 56	f 3 46	29					h 8 55
		3.0									
88	94.5	..... SOUTH ADDISON	7 16	8 52	91 3 41					8 52
		7.3									
93	87.2	D. CLOVERDALE	7 07	a 8 44	f 3 33	79					8 44
		5.5									
80	81.7	D. MUNGER	7 00	a 8 38	f 3 26					8 38	
		3.9									
81	77.8	C. COLEMAN	6 56	a 8 33	f 3 20					s 8 33	
		2.7									
90	75.1	..... YOUNGSDALE	6 53	8 29	3 16					8 29
		2.7									
	72.4	..... BOWES	6 50	a 8 26	3 13					8 27
		2.5									
76	69.9	D. PLATO CENTER	6 47	a 8 23	73 f 3 10					8 25	
		6.3									
101	63.6	D. BURLINGTON	6 40	a 8 15	f 3 02					8 17	
		4.4									
109	59.2	..... CHARTER GROVE	6 34	a 8 09	2 55					8 11
		3.8									
18	55.4	D. GENOA	6 29	f 8 05	f 2 48					d 8 06	
		1.2									
98	54.2	..... HART	6 28	8 03	2 46					8 04
		4.6									
167	49.6	C. COLVIN PARK	6 23	a 7 58	2 41					8 00	
		6.5									
104	43.1	D. IRENE	6 16	a 7 51	f 2 33					7 52	
		5.4									
72	37.7	D. PERRYVILLE	6 09	a 7 45	f 2 26					7 42	
		4.4									
177	33.3 BUCKBEE	6 04	7 40	2 20	91					7 35
		1.4									
	31.9	..... NINTH STREET	6 02	a 7 38	2 18					7 33
		1.7									
41	30.2	C. ROCKFORD	s { 6 00 5 55	s { 7 35 7 30	s { 2 15 2 10					s { 7 30 7 15	
85											
111	22.3	..... ALWORTH	5 46	f 7 19	1 59					7 05
		5.8									
89	16.5	D. SEWARD	5 39	f 7 10	f 1 51	75					q 6 55
		5.9									
83	10.6	..... EVARTS	5 32	f 7 02	1 43					6 47
		7.3									
	3.3	C. EAST JUNCTION	5 23	6 52	1 33					6 38	
		9									
	2.4	..... FREEPORT	s { 5 20 5 15	L 6 50AM	s { 1 30 1 20					s { 6 35 6 25
		2.4									
		C. WEST JUNCTION	L 5 10AM		L 1 15PM					L 6 20PM	
			Daily	Except Sunday	Daily					Daily	
		..... SIOUX CITY	L 6 30PM							L 6 05AM
		..... OMAHA	L 6 05PM							

MADISON DISTRICT

WESTWARD SECOND CLASS			Siding Standing Room Cars with Engine.	Miles from Freeport	TIME TABLE NO. 13 Taking Effect August 15, 1937	Miles from Madison.	EASTWARD SECOND CLASS		
271	343	241					262	344	242
Dispatch Freight	Mixed	Mixed					Local Stock	Mixed	Mixed
L 7 00PM	L 7 00PM				CHICAGO				
Except Sunday	Except Sunday	Except Sunday							
L 3 30AM	L 6 15AM	L 6 40AM			FREERT 10	61.6	A 1 30PM	A 3 30PM	A 4 10PM
3 45	6 25	6 59	2.4	2.4	C... WEST JUNCTION.....	59.4	1 15	3 12	4 00
4 00	6 35	s 7 09	15	5.5	D... SCIOTO MILLS.....	56.1	1 05	3 02	s 3 50
4 10	A 6 45AM	s 7 19	37	8.2	RED OAK.....	53.4	12 55	L 2 55PM	s 3 40
4 20		s 7 27	24	10.6	BUENA VISTA.....	51.0	12 40		s 3 30
4 30		s 7 39	49	14.2	D... ORANGEVILLE.....	47.4	12 30		s 3 20
4 40		s 7 49	24	17.7	OLARNO.....	43.9	12 20		s 3 10
5 05		s 8 35	50	25.0	D... MONROE..... 6	36.6	12 01PM		s 2 55
5 20		f 9 07		28.6	STEARNS.....	33.0	11 50		f 2 33
5 30		f 9 20		31.1	SCHULTZ.....	30.5	11 40		f 2 25
5 45		s 9 55	15	35.2	D... MONTICELLO..... 6	26.4	11 25		s 2 10
5 55		f 10 12		38.8	EXETER.....	23.8	11 15		f 1 50
6 20		s 10 30	43	43.8	D... BELLEVILLE..... 6	17.8	10 55		s 1 36
6 35		s 10 45 262	21	47.7	D... BASCO.....	13.9	10 45 247		s 1 24
6 50		s 11 00	40	52.0	FITCHEBURG.....	9.6	10 30		s 1 12
7 05		f 11 17	30	57.0	SUMMIT.....	4.6	10 15		f 1 00
A 7 30AM		A 11 45AM	50	61.6	D... MADISON..... 6		L 10 00AM		L 12 45PM
							Except Sunday	Except Sunday	Except Sunday

DODGEVILLE DISTRICT

WESTWARD SECOND CLASS			Siding Standing Room Cars with Engine.	Miles from Red Oak	TIME TABLE NO. 13 Taking Effect August 15, 1937	Miles from Dodgeville.	EASTWARD SECOND CLASS		
	343						344		
	Mixed						Mixed		
	Except Sunday								
	L 6 45AM		37		RED OAK.....	57.8	A 2 55PM		
	s 7 05		10	5.1	D... M'CONNELL..... 10	52.2	s 2 40		
	s 7 25		20	10.4	D... WINSLOW.....	46.9	s 2 20		
	s 7 35		20	11.6	MARTINTOWN.....	45.7	s 2 10		
	s 7 50		10	17.6	DILL.....	39.7	s 1 55		
	s 8 10		10	22.8	D... WOODFORD.....	34.5	s 1 40		
	s 8 35		30	27.8	D... ARGYLE..... 6	29.5	s 1 25		
	s 9 10		40	36.9	D... BLANCHARDVILLE... 6	20.4	s 12 55		
	s 9 50		25	44.1	D... HOLLANDALE.....	13.2	s 12 30		
	s 10 10		27	48.9	D... JONESDALE.....	8.4	s 12 15PM		
	A 10 55AM		29	57.8	D... DODGEVILLE..... 6		L 11 55AM		
							Except Sunday		

Note: Mixed trains will stop on signal at Wingra Park, Stoners and Ross Crossing.

M Insufficient overhead and side clearance on all tracks on the Chicago Terminal between South Water Street (Chicago River) and 82nd Street and between Ash Street and Central Station, make it unsafe to ride on top of cars, or on the sides of cars, or to lean out from locomotives, tenders or cars, and employes are prohibited from doing so, while locomotives or cars are moving on said tracks.

Insufficient side clearances on all industry tracks connecting with tracks on Chicago Terminal Division make it unsafe to ride on the side of cars, or to lean out from locomotives, tenders, or cars, and employes are prohibited from doing so while locomotives or cars are moving on said tracks.

All wires and overhead conductors must be considered alive at all times. Employes must not place dependence for their safety on the insulating covering of wire.

Unqualified employes must not work near overhead wires or apparatus unless a qualified employe is assigned to protect them against personal injury.

3. Standard Clocks:

Congress Street Yard Office Hawthorne Agent's Office.
 Central Station Telegraph Office. Freeport Enginehouse Office.
 27th Street Engine House Office. Wallace Yard Office
 Hawthorne Enginemen's Room

8. Switchtenders except those located at Ash Street will use yellow flag by day and yellow light by night.

Switchtenders at Ash Street will use hand signals by day and white light by night.

14. Following code of whistle signals will be used in calling for interlocking signals:

East Junction: { One long sound, Freeport District.
 { Two long sounds, Amboy District.
 West Junction: { One long sound, Iowa Division.
 { Two long sounds, Madison District.

21 (a) Between Chicago and Broadview the display of white flags and white lights will be omitted on all extra trains and engines except passenger extras.

S 72. Northward and eastward trains are superior to trains of the same class in opposite direction.

S 83. No. 262 wait at Madison for No. 271.

No. 242 wait at Madison for No. 241.

No. 344 wait at Dodgeville for No. 343.

83 (a) Between Chicago and Broadview, trains may leave initial station without clearance card form 44.

Freeport District trains before starting from Central Station will secure Broadview clearance card, Form 44. This does not relieve such trains from proper observance Rule 221 at Broadview.

83 (b) Train Registers:

Congress Street. Broadview. Freeport. Madison.
 Central Station. East Junction. Wallace Yard. Dodgeville.
 Hawthorne. West Junction.

Except when signals are displayed at Broadview East Junction and West Junction, first class Freeport, Madison and Dodgeville Districts trains may register by Form 905.

Second class and inferior trains may register by form 905 at East Junction and West Junction.

First class trains will not register at Hawthorne, Wallace Yard and Congress Street.

86. Between Chicago and Broadview, second class and inferior trains may run ahead of overdue first class trains; but will keep advised of and avoid delay thereto.

93. Yards:

South Water Street to 39th St. (freight tracks)	Broadview.	Freeport.
11th Place to P.F.W.&C.—	Addison Branch.	Red Oak.
C.&W.I. crossing at 21st St.	Coleman.	Monroe.
Hawthorne.	Buckbee.	Madison.
Harlem Branch.	Rockford.	Dodgeville.

Trains or engines must move within yard limits prepared to stop unless main track is seen and known to be clear at:
 Monroe Street to 11th Place -----All tracks.

11th Place to Indiana Ave.-----Freight incline tracks.

Weldon Interlocker to 27th Street-----Main tracks 7 and 8.

11th Place to 39th Street-----Main tracks 9 and 10.

Trains or engines standing on any Main track, Monroe Street to Indiana Avenue, also between Indiana Avenue and P.F.W.&C.—C.&W.I. Crossing at 21st Street, must be protected as provided by rule 99. Responsibility rests with the approaching train.

Trains or engines must move between Yard Limits, Hawthorne, prepared to stop unless main tracks are seen and known to be clear, expecting to find trains or standing cars occupying eastward or westward main track.

Hawthorne yard limits extend from Mile Post W-7 to Mile Post W-11-2.

Broadview yard limits extend from Mile Post W-13 to Mile Post W-15.

Rockford yard limits extend to Buckbee.

Freeport yard limits extend from East Junction to West Junction.

Amboy District first class trains must move between East Junction and West Junction prepared to stop unless the main track is seen and known to be clear.

D 97. On two or more main tracks extra trains may be run with current of traffic without train orders.

98. Trains must stop at Junctions, railroad crossings and drawbridges, as follows:

Harrison Street, 11th Place-----	I.C.R.R. Junction and Crossing { Chicago Junction R. R.
Ash Street-----	{ B. & O. C. T. R. R. { P. C. C. & St. L. R. R.
21st Street (Eastward trains)---	{ P. F. W. & C. R. R. { C. & W. I. R. R.
Red Oak Junction-----	Dodgeville District trains.
Monticello Crossing-----	C. M. St. P. & P. R. R.
Madison, Crossing-----	C.M.St.P. & P.R.R. gate against I.C.R.R.
Dill, Crossing-----	C.M.St.P. & P.R.R. gate against C.M.St.P. & P.R.R.

Movements over P. F. W. & C.—C. & W. I. crossings at 21st Street will be made as follows:

Eastward trains must come to full stop at stop board and receive proper interlocking signals together with hand signal from switch-tender on the ground, this hand signal to be given with green flag by day and green light at night for trains moving on Illinois Central tracks and with a white flag by day and white light by night for trains moving on A. T. & S. F. tracks. Westward trains may proceed on receipt of clear signal at speed not exceeding 15 miles per hour.

All trains approach track intersections at Indiana Avenue at restricted speed, and proceed only on hand signal from switch-tender on the ground if fixed signal displays proceed indication.

All trains come to full stop before reaching crossings in vicinity of 11th Place and proceed only on receipt of hand signal from switchtender on the ground, fixed signal display proceed indication and way is known to be clear.

Parkway—Trains in both directions approaching Chicago and West Towns Railroad will proceed over crossing on clear signal indication at a speed not to exceed twenty miles per hour. If signal displays stop indication trains will stop and flag over crossing.

Movements against current of traffic, trains must stop at stop board located five hundred feet each side of crossing and flag over crossing.

Broadview—Westward trains and engines may proceed with clear signal indication and hand signal from operator located on ground, at speed not to exceed fifteen miles per hour.

101. Speed Restrictions: Except where lower speed is required:

	Miles Per hour
Passenger Trains-----	Interlocking Limits: C. & N. W. Crossing, Colvin Park, main route-----
	65
Freight Trains-----	Other Freeport District, main route... 35
	Interlocking Limits: C. & N. W. Crossing, Colvin Park, main route-----
All Trains-----	40
	Other Freeport District, main route... 35
All Trains-----	Interlocking Limits: Freeport District, diverging route-----
	10
All Trains-----	All other, diverging route-----
	15
All Trains-----	Crossovers, Junctions and siding switches: Freeport, Madison and Dodgeville Districts, diverging route-----
	10
All Trains-----	All other, diverging route----- 15

SPECIAL INSTRUCTIONS—Continued

	Miles Per hour	
All Trains	St. Charles Air Line.....	10
	Western Blvd., Bridges W 5-41, W 5-50	15
	Harlem Branch.....	10
	Addison Branch.....	10
	Rockford, Bridges W 86-57, W 86-7	20
	Sugar Creek, Bridge 43-9.....	15
	Pecatonica River, Bridge V 15-1.....	15
	Pecatonica River, Bridge V 17-8.....	20
	Pecatonica River, Bridge V 31-3.....	15
	Pecatonica River, Bridge V 32-3.....	25
Pecatonica River, Bridge V 34-6.....	15	
Belleville Tunnel Mile R 40-3.....	10	
Passenger trains with passenger engines	Between Chicago and West Junction.. 65 Between West Junction and Madison.. 40 Between Red Oak and Dodgeville..... 30	
Passenger engines running light or with caboose		
Passenger trains Mikado type engines		Between Chicago and West Junction.. 40
Passenger trains with freight engines	Between West Junction and Madison.. 35 Between Red Oak and Dodgeville..... 30	
Dispatch and Mixed Trains	Between Chicago and West Junction.. 50 EXCEPT when handled with Mikado Type Engine..... 40 Between West Junction and Madison.. 30 Between Red Oak and Dodgeville..... 30	
Tonnage, work and all other trains	Between Chicago and West Junction.. 40 Between West Junction and Madison.. 30 Between Red Oak and Dodgeville..... 30	
Freight engines running light or with caboose	Between Chicago and West Junction.. 40 Between West Junction and Madison.. 25 Between Red Oak and Dodgeville..... 25	
Engines backing up or engines without trucks	..... 25	
Eight-wheel locomotive cranes, or train handling them	..... 30	
Derricks	Between Chicago and West Junction.. 30 Between West Junction and Madison.. 20 Between Red Oak and Dodgeville..... 15	

Four-wheel scale test cars must be handled on rear of freight trains ahead of caboose. Train speed should not exceed 40 miles per hour.

Engines are restricted over bridges as follows:

Bridge W 15-33	2400 to 2459.....	25
	941 to 993.....	35
	3100 to 3104.....	35
	3960 to 3972.....	35
	1501 to 2017.....	20
	3795 to 3934.....	20
	2901 to 3025.....	20
	6000 to 6009.....	20
	7000 to 7050.....	15
	Pacific Type with six wheel tender trucks.....	25
Bridge W 78-35	2901 to 3025.....	30
	6000 to 6009.....	30
	7000 to 7050.....	30
Bridge W 111-84	2901 to 3025.....	30
	6000 to 6009.....	30
	7000 to 7050.....	30

Engines weighing in excess of 5001 to 5044 class engines, also loaded cars or equipment of over 86 gross tons must not be moved over the Dodgeville District, except on authority from Chief Dispatcher.

Engines weighing in excess of 651 to 785 class engines must not be operated over Bridge W-86-3 NA, W-86-3 NB, and Bridge leading to Elmhurst Stone Quarry, or over the Madison District.

Loaded cars of over 105 tons gross weight must not be moved over the Madison District, except on authority from Chief Dispatcher.

104. Normal position of switches:

Broadview, Junction.....for Eastward trains.
Red Oak, Junction.....for Madison District.
At Broadview switches will be handled by operators when on duty.

105. The two slidings at Rockford are known as east and west sidings. The west siding will be designated as the meeting or passing point unless otherwise directed.

D 151. Two Tracks:

Broadview to Clark Street
East Junction to West Junction

Movements against current of traffic between 21st Street P. F. W. & C.-O. & W. I. Crossing and Clark Street N. Y. C.-C. R. I. & P. Crossing and Indiana Avenue St. Charles Air Line, may be made without train orders on proper proceed interlocking or hand signal. Towerman or switchtender must know the route is clear and all concerned have been notified before switches are lined. Trains in either direction will proceed at restricted speed.

Three or more tracks:

Between Indiana Avenue and Clark Street:

No.	Location	Use
1	North	Switching purposes.
2	Second	Westward trains
3	Third	Eastward trains
4	South	Switching purposes.

161. Yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to 10 miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

282. On two or more tracks and on single track between Broadview and West Junction trains may pass stop and proceed signal without stopping, proceeding at restricted speed not exceeding fifteen (15) miles per hour.

305. Between Weldon Tower and Michigan Avenue block signals govern the use of the block by trains to and from Central Station, and their indications supercede the superiority of trains. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

509 B. Trains having made station stop within 800 feet of stop and proceed signal may proceed without making additional stop.

663. After having made stop trains or engines may pass an interlocking signal in Stop position on receipt of proper yellow flag or yellow lantern signal from towerman on ground, providing they can see route is properly lined and the way is known to be clear.

729. Bulletin Boards:

Congress Street	Hawthorne (yard office)
(yard office)	Rockford (yard office)
Central Station	Freeport (yard office)
(Trainmen's room)	(engine house)
27th Street	(baggage room)
(enginehouse office)	(passenger station)
Hawthorne	(yard office)
(enginehouse office)	Wallace (yard office)

1202. Trainmen of trains handling passengers to or from a place other than a station platform must protect passengers until they reach point of safety.

1209. Employees noticing dangling wires or wires on the ground must avoid coming in contact with them. They must so protect the wires that they will not endanger other persons and must promptly notify the power supervisor.

1211. Any employe noticing fires or other trouble on cars, wires, poles or in manholes must immediately notify power supervisor.

1213. Water must not be used to extinguish an electrical fire. Sand, pyrene and other extinguishers containing carbon tetrachloride or carbon dioxide gas may be used on electrical fires, on arcs, or other exposed energized parts of electrical apparatus.

An extinguisher containing carbon tetrachloride must not be used in close places due to danger of asphyxiation.