

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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## DUBUQUE & ILLINOIS DIVISION

FIRST DISTRICT

# TIME TABLE No. 28

TAKING EFFECT AT 2:01 O'CLOCK A. M.  
CENTRAL STANDARD TIME

# SUNDAY, SEPTEMBER 25, 1938

Superseding Time Table No. 27

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

G. H. ROWLEY,  
Assistant Superintendent.  
W. C. GIVENS,  
Superintendent.

J. L. BROWN,  
General Supt. of Transportation.

N. A. RYAN,  
Assistant General Manager.  
O. N. HARSTAD,  
General Manager.



CHICAGO AND SAVANNA—SUBDIVISION—WESTWARD—FIRST CLASS

Time Table No. 28  
In Effect 2:01 a. m.,  
Sept. 25, 1938

Table with columns for stations (CHICAGO to SAVANNA) and train numbers (105, 109, 111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 155, 25, 107, 157, 103, 159). Rows include departure times and average speeds.

Special Rules

Eastward trains are superior to westward trains of the same class. Automatic signals in use between Western Ave. and Savanna.

Any train finding the home signal at Kingston interlocking in the stop position when tower is closed, will proceed through the plant under flag after satisfying themselves that derails are in proper position.

The main line cross-over to the Ashdale-Nahant Sub-Division and junction switch will be electrically interlocked and all train movements over the same will be governed by interlocking signals controlled from the station at Lanark.

Eastward trains approaching from Ashdale-Nahant Sub-Division receiving proper routing signal will proceed on signal indication Ashdale to Lanark on Eastward track where they will receive register check and clearance.

In no case will routing signals be considered as authority to proceed against the current of traffic.

Westward trains moving to Ashdale-Nahant Sub-Division must secure clearance and if necessary orders at Lanark and will proceed through the plant at Ashdale on proper signal indication. The routing signals do not supersede any orders or instructions received at Lanark.

Upon approaching the interlocking plant at Ashdale, if the signal is not clear, trainmen will immediately go to the telephone which is located on the home signal for eastward trains and on the relay box at the east end of the cross-over for westward trains, and call up the operator at Lanark for instructions.

Emergency hand-throw switches in connection with this plant must not be operated except on instructions from the operator at Lanark.

INTERLOCKING—SAVANNA YARD  
See Special Rules, page 5.



CHICAGO AND SAVANNA—SUBDIVISION—WESTWARD

Capacity of Sidings in Cars		Time Table No. 28 In Effect 2:01 a. m., Sept. 25, 1938	Telegraph Calls	SYMBOLS See Special Rules, Page 8	SECOND CLASS											THIRD CLASS	
Sidings	Other Tracks				75	63	65	61	67	69	187	161	165	175	91	193	
					Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday	Way Freight Mon., Wed., Fri. only	
		<b>CHICAGO</b>		BEJKRS													
		8.6 GALEWOOD															
	Yard	5.5 BENSenville YARD (C. M. ST. P. & P. CROSSING) TOWER B-17 2.9	BN	BCJKRSTWZ	L 7.30 AM	L 9.30 AM	L 5.45 PM	L 9.15 PM	L 10.00 PM	L 11.15 PM			L 3.30 AM				
		0.2 BENSenville		I	7.35	9.50	5.55	9.20	10.05	11.25			3.35				
		1.0 WOODDALE											3.45				
	56	1.9 ITASCA	SC	P									4.00				
	4	2.0 MEDINAH											4.05				
	28	1.4 ROSELLE	RO										4.20				
E-83 W-80		1.3 TOWER B-25				6.15 <sup>131</sup> 6.25							4.25				
	34	2.7 ONTARIOVILLE	ON										4.35				
	36	1.7 BARTLETT	B										4.55				
E-83 W-90	Yard	2.6 (N. J. & E. CROSSING) SPAULDING	SG	IKPWYZ	8.08 8.25	10.20	6.50 7.00	9.40	10.30	12.05 AM			5.15				
		2.5 (C. & N. W. CROSSING) TOWER B-35	FR	IK													
E-43 W-43	Yard	1.4 ELGIN	G	BCPRSTW	8.40	10.30	7.15	9.50	10.45	12.20			5.45				
	7	3.7 ALMORA		P									5.55				
	15	4.1 PINGREE GROVE	GR	P									6.05				
W-90	44	3.8 HAMPSHIRE	HS	P									6.35				
E-90	7	3.8 NEW LEBANON		P									6.45				
W-90	64	4.5 GENOA	GN	P									7.10				
		C. & N. W. CROSSING KINGSTON TOWER 2.5	KC	IP	9.30	11.10	8.05	10.30	11.25	1.30			7.15				
	23	0.9 KINGSTON	KN										7.25				
E-100 W-93	Yard	4.7 KIRKLAND	KD	DWYJ	9.45	11.18	8.20	10.40	11.40	1.50	L 6.30 PM		8.30				
	29	4.4 FAIRDALE	FE										8.45				
	26	3.5 MONROE CENTER	MO	PI									9.00				
E-79	Yard	4.8 (C. B. & O. CROSSING) DAVIS JUNCTION	DJ	BCDEJKPRS WY	10.30	11.50	8.40 9.30	11.15	12.15 AM 12.45	3.00	A 7.15 PM		9.30				
	35	4.6 STILLMAN VALLEY	SV										9.40				
E-80	42	4.5 BYRON	BY										9.55				
		C. G. W. CROSSING BYRON TOWER 0.3	WD	IK	10.50	12.05 PM	10.20	11.30	1.05	3.25			10.00				
E-76 W-73	37	7.3 LEAF RIVER	RV	DPW									10.15				
	15	4.6 ADELINE		P									10.25				
W-41	49	5.5 FORRESTON	FN	KP	11.25	12.35	11.00	12.01 AM		4.10			10.35				
W-48	63	3.0 HARPER	RC	P									10.45				
W-68	52	6.8 KITTRIDGE	K	IJW	11.45	1.05	11.25	12.15	2.15	4.45 7.30	L 3.00 AM L 4.00 AM L 11.30 AM		10.55	L 6.00 PM			
E-85 W-81	160	3.6 LANARK	RK		11.55 12.15 PM	1.10 <sup>175</sup> 1.20	11.35	12.25	2.25	7.45	3.08 4.10 91-83-75 11-40 1-25 PM		11.10 12.20 PM	6.13			
		4.9 ASHDALE		I	12.25	1.30	11.45	12.35	A 2.40 AM	8.00	3.15 A 4.20 AM A 1.40 PM		12.30	6.31			
E-90 W-49	55	2.6 MT. CARROLL	MT	P									12.50	6.38			
	17	5.5 HICKORY GROVE		P													
	Yard	4.7 SAVANNA YARD	SY		A 1.05 PM	A 2.05 PM	A 12.45 AM	A 1.15 AM		A 8.45 AM	A 3.40 AM		A 1.30 PM	A 7.20 PM			
	Yard	0.2 SAVANNA	SA	BCDEJKPR STWYZ													
		Schedule Time			5.35	4.35	7.00	4.00	4.40	9.30	0.45	0.40	0.20	2.10			
		Average Speed per Hour			22.	26.8	14.8	30.0	23.1	12.7	16.9	31.9	25.5	4.0			

SPECIAL RULE

Certain automatic block signals, as indicated below, located on up-grade on the Illinois Division between Bensenville and Savanna have been designated as grade signals and are distinguished by the letter "G" on a yellow sign 15 inches square located on the right hand side of the signal almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten miles per hour and proceed as per Rule No. 509-B at slow speed and expecting to find a train in block, broken rail, obstruction, or switch not properly set.

WESTBOUND

Signal No.	BETWEEN
23-7	Medinah-Roselle
25-3	Roselle & Ontarioville
37-5	
38-5	Elgin and Almora
39-9	
41-7	Almora and Pingree Grove
42-9	
46-9	Pingree Grove & Ha'pshire
63-3	Kingston and Kirkland
71-1	Kirkland and Fairdale
73-1	Fairdale & Monroe Center
88-3	Stillman Valley & Byron
101-3	
103-3	Adeline & Forreton
105-1	
107-5	Forreton & Harper
112-5	Harper and Kittredge
119-3	Kittredge and Lanark
120-3	At Lanark Station
124-1	Lanark and Ashdale

EASTBOUND

Signal No.	BETWEEN
136-0	
134-8	Savanna & Hickory Grove
133-0	Hickory Grove & Mt. Carroll
130-8	
122-4	Ashdale and Lanark
120-8	
115-2	Kittredge and Harper
113-6	
94-4	Leaf River & Byron
82-6	Stillman Valley & Davis Jct.
84-6	
77-4	Davis Jct. & Monroe Center
75-2	Monroe Center & Fairdale
65-4	Kirkland & Kingston
51-0	Hampshire & Pingree Grove
49-6	
33-8	Spaulding & Tower B-35
31-4	Spaulding & Bartlett

Passenger trains must not exceed maximum speed of 70 miles per hour. Freight trains 60 miles per hour.

SPECIAL RULES

Double Track is in use between Chicago and Savanna.  
Automatic Block System is in use between Western Ave. and Savanna.  
Eastward Trains are Superior to Westward Trains of the same class.



Time Table No. 28  
In Effect 2:01 a. m.,  
Sept. 25, 1938

CHICAGO AND SAVANNA—SUBDIVISION—EASTWARD—FIRST CLASS

SPECIAL RULES

Table with columns for Stations, Distance from Savanna, Office Closed Week Days, Sunday Hours, and 19 train numbers (102-146) with their respective departure times.

Steam lines on all trains arriving Chicago Terminal from the Dubuque-Illinois Division must be blown out between Cragin and Pacific Junction except trains operating with air-conditioned equipment where the steam line will not be blown out until after the trains pass Western Avenue Tower A-2 interlocking territory.

Where it is necessary to blow out steam lines from cars that are equipped with a valve on the rear end underneath the sills, attention is called to the danger of it in connection with blowing out these trains due to the scant clearances that exist on account of bridge girders at various subways between Cragin and Pacific Junction, also between Healy and Pacific Junction.

Eastward trains must keep a sharp look-out for transfer trains and observe block signals closely between Pacific Junction and Western Avenue.

L-2 engines can, in case of necessity, be run between Western Avenue and Union Depot; movement is restricted to the four main tracks. L-3 engines can, in case of emergency, be run over joint tracks between Western Avenue and Union Station, to handle passenger trains, restricting speed to ten (10) miles per hour through slip switches at the north end of passenger station. Movement is restricted to the four main tracks.

FOLLOWING INSTRUCTIONS GOVERN SPEED PASSENGER TRAINS CHICAGO TERMINAL TERRITORY—

5 minutes between Union Station & Ann Str. (foot of elevation).

3 minutes between Ann Street and Western Ave. 20 m. p. h. through plant A-2 Western Ave.

60 m. p. h. through plants A-3 and A-4.

15 m. p. h. through plant A-5, Pacific Junction for trains to and from D. & I. Division on 1, 2, and 3 main lines.

60 m. p. h. through interlocking plant—Cragin. 40 m. p. h. through curve at Galewood Station.

30 m. p. h. through interlocking plant B-12. See Line.

60 m. p. h. through interlocking plant B-17, Bensenville.

All D. & I. Division Passenger Trains when using other than passenger main No. 1 and No. 2, account of no signal protection, movements will be made only as way is seen or known to be clear, with following speed restrictions, unless further restricted:

25 m. p. h. between Morgan Str.—Western Ave. Track 3-4.

45 m. p. h. between Western Ave.—Pacific Jct. Track 3.

20 m. p. h. between Pacific Jct.—Galewood Track 3.

25 m. p. h. between Galewood—Mannheim Track 3-4.

20 m. p. h. between Western Ave.—Galewood Track 4.

20 m. p. h. between Mannheim—Bensenville Track 3-4.

Eastward trains will reduce speed to twenty (20) miles per hour passing Cragin station.

Bridges in track elevation territory in the Chicago Terminal and North on Milwaukee Division from Pacific Jct. will not clear a man riding on the side of a car.

F-7 engines must not exceed fifty (50) miles per hour between Chicago Union Station and Galewood.

The movement of all passenger trains on Chicago Terminal No. 3 track eastward "only" between the hours of 7:00 A. M. and 9:00 A. M. Daily except Sunday from the diverging point on No. 2 track Dubuque-Illinois Division located seven hundred and seventy and three-tenths feet (770.3') West of Pacific Junction Tower A-5 to Tower A-2 located just east of Western Avenue station. This length of track will be operated under Rule 91 amended to read as follows:

Rule 91. "Unless some form of block signal is used, passenger trains in the same direction (eastward) on No. 3 track Chicago Terminal Division between the hours of 7:00 A. M. and 9:00 A. M. must keep at least (2) two minutes apart except in closing up at stations."

The above amendment of Rule 91 applies only to passenger trains moving eastward on No. 3 track under this arrangement.

The following are special recall signals for calling in flagmen on mains between Western Avenue and Pacific Junction:

5 long whistles—1 short whistle: Flagman may return from east on No. 1 track.

4 long whistles—1 short whistle: Flagman may return from west on No. 1 track.

5 long whistles—2 short whistles: Flagman may return from east on No. 2 track.

4 long whistles—2 short whistles: Flagman may return from west on No. 2 track.

5 long whistles—3 short whistles: Flagman may return from east on No. 3 track.

4 long whistles—3 short whistles: Flagman may return from west on No. 3 track.

5 long whistles—4 short whistles: Flagman may return from east on No. 4 track.

4 long whistles—4 short whistles: Flagman may return from west on No. 4 track.

The four main tracks between Western Avenue and Tower B-17 will be known as follows: Nos. 1, 2, 3 and 4 and will be numbered consecutively from the north side of right-of-way.

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Avenue and Galewood Hill, and westward freight main track between Galewood Hill and Northwest Bridge located 1.3 miles east of Tower B-17. This track will be used by D. & I. Division eastward passenger trains daily except Sunday between 7 A. M. and 9 A. M. from Pacific Junction to Tower A-2.

No. 4—Westward freight main track between Western Avenue and Galewood Hill and eastward freight main track between Galewood Hill and Northwest Bridge.

Chicago Union Station Company's rules govern the operation of trains and engines between Chicago and Western Avenue.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System In Use between Western Avenue and Savanna

The end of the automatic track circuit west-bound on the D. & I. First District is at east end of westward platform at passenger station, Savanna. All trains will approach the passenger station under absolute control expecting to find trains, engines or cars standing on the main track.

Trains Nos. 103-107-104-114 and 108 will leave register card at Elgin. First-class trains starting and terminating at Elgin will register at that station. Other trains will not register at Elgin.

Trains 103, 104, 114, 107 and 108 will leave register card at Davis Junction.

No. 108 stops at Mt. Carroll and Lanark to let off Revenue passengers from beyond Savanna, and to take on Revenue passengers for Chicago and stops at Genoa and Elgin to let off Revenue passengers from Savanna and beyond.

No. 26 stops at Mt. Carroll to let off passengers from points beyond Savanna and to take on for Freeport and beyond; also stops at Lanark to let off passengers from beyond Savanna, and take on for Beloit and beyond.

No. 104 and 114 will stop at stations East of Elgin to let off revenue passengers from stations west of Elgin.

No. 104, Saturdays, will stop at Bensenville for non-revenue passengers.

Nos. 102-128-130-146 stop at Round House, Bensenville.

Nos. 102-106-110-112-130-116-120-122-124-126-142-128-146 stop at National Street, Elgin.

No. 126-128-142 stop at North Hump, Bensenville.

No. 106 stops at Round House and Repair track, Bensenville.

No. 120 stops on signal at Ontarioville to take on passengers for Western Avenue and Chicago.

No. 142 stops at Hanson Park to let off passengers from west of Bensenville.

No. 146 stops at Mars to take on passengers for Western Avenue and Chicago.

No. 122 stops at Ontarioville to take on passengers for Chicago and Western Avenue.

No. 110, Sunday, stops at Medinah to let off or pick up passengers.

No. 118 stops at Mars to pick up passengers for Western Ave., and Chicago.

No. 25 stops at Mt. Carroll to let off passengers from Freeport and beyond, and at Lanark and Mt. Carroll to pick up passengers for beyond Savanna, and at Lanark to let off passengers from Beloit and beyond.

No. 107 stops at Genoa, Byron, and Leaf River to pick up Revenue passengers for Davenport, Madrid and beyond, and at Genoa, Forreston and Lanark to let off Revenue passengers from Chicago.

No. 123, Saturdays, stops at National Street, Elgin, to let off passengers from Western Avenue or Chicago.

No. 123 stops at Medinah to let off passengers from Chicago and Western Avenue and to pick up for Elgin.

No. 131, Saturdays and Sundays, stops at Round House, Bensenville.

No. 131, Sundays, stops on flag at Spaulding.

Nos. 105-109 stop at North Hump, Bensenville.

Nos. 121-111-105-109-155-157-159 stop at Round House, Bensenville.

No. 119, Saturdays, stops at Medinah to let off passengers.

No. 119 stops Ontarioville to let off passengers from Chicago or Western Ave.

Nos. 105-109-111-115-117-119-121-125-127-133-131-155-157-159 stop National Street, Elgin.

No. 121 stops at repair track, Bensenville.



CHICAGO AND SAVANNA—SUBDIVISION—EASTWARD

Time Table No. 28  
In Effect 2:01 a. m.,  
Sept. 25, 1938

STATIONS	Distance from Savanna	SECOND CLASS											THIRD CLASS		
		62	70	60	72	64	264	68	188	170	164	168	66	194	
		Time Freight Daily	Time Freight Daily	Time Freight Sun. and Thur. only	Time Freight Mon. & Wed. only	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Tues., Thur. and Sat. only	
CHICAGO	138.1														
DENSENVILLE YARD	124.0	A 12 15 PM	A 12 45 PM	A 8 15 PM	A 1 50 AM	A 10 55 PM	A 11 00 PM	A 2 10 AM							
(C. M. & ST. P. CROSSING) TOWER B-17	121.1	12 01 PM	12 30	8 00	1 35	10 45	10 50	2 00							
BENSENVILLE	120.9														
WOODDALE	119.0														
ITASCA	117.1														
MEDINAH	115.1														
ROSELLE	113.7														
TOWER B-25	112.4														
ONTARIOVILLE	109.7														
BARTLETT	108.0														
(B. J. & S. CROSSING) SPaulding	108.4	11 15	12 02 PM	6 50	12 30	9 45	10 10	1 15							
(C. & N. W. CROSSING) TOWER B-35	102.9														
ELGIN	101.5	11 05	11 55	6 40	12 15 AM	9 35	10 00	1 05							
ALMORA	97.8														
PINGREE GROVE	98.7														
HAMPSHIRE	97.2														
NEW LEBANON	93.4														
GENOA	78.9														
(C. & N. W. CROSSING) KINGSTON TOWER	76.4	10 04	11 10	5 00	10 35	9 00	9 25	12 25							
KINGSTON	75.5														
KIRKLAND	70.8	9 55	11 00	4 45	10 00	8 45	9 10	12 15 AM	A 3 45 PM						
FAIRDALE	66.4														
MONROE CENTER	62.9														
DAVIS JUNCTION (C. B. & O. CROSSING)	58.1	9 30	10 40	4 05	64-264 8 50 8 00	8 20	8 45	11 55	L 3 00 PM						
STILLMAN VALLEY	58.5														
BYRON	49.0														
(C. G. W. CROSSING) BYRON TOWER	48.7	9 03	10 14	3 15	7 30	7 55	8 20	11 25							
LEAF RIVER	41.4														
ADELINE	36.8														
FORRESTON	31.3	8 40	9 53	2 35	6 00	7 30	7 55	11 05							
HARPER	28.3														
KITTREDGE	21.5	8 22	9 35 9 10	2 00	5 30	7 10	7 35	10 45	A 11 00 AM	A 10 50 PM	A 11 30 PM	11 50	A 3 15 PM		
LANARK	17.9	8 15	8 55	1 50	5 00	7 00	7 25	10 40	10 45	10 45	11 20	11 35	3 00		
ASHDALE	13.0	8 05	8 45	1 40	4 30	6 50	L 7 15 PM	10 30	L 10 25 AM	L 10 35 PM	11 05	11 25	2 45		
MT. CARROLL	10.4	8 00	8 35		4 15										
HICKORY GROVE	4.9														
SAVANNA YARD	0.2	L 7 40 AM	L 8 00 AM	L 1 00 PM	L 2 30 PM	L 6 15 PM		L 10 00 PM			L 10 30 PM	L 10 45 PM	L 2 00 PM		
SAVANNA															
Schedule Time		4 21	4 30	7 00	11 05	4 30	3 35	4 10	0 45	0 35	0 15	1 00	5 30	1 15	
Average Speed per Hour		27.8	26.9	17.3	10.9	26.9	30.1	29.8	16.9	14.6	34.0	20.1	23.0	16.8	

**INTERLOCKING—SAVANNA YARD**

At the east end of Savanna Yard the crossover connecting the westward and eastward main at the westward home signal and the crossover connecting the eastward main and lead track to Yard "A" are electrically interlocked and all trains moving over these crossover switches will be governed by interlocking signals controlled from the switchtender's office located along the east lead to Yard "C" just west of the stock yards. The aspects and routing of signals are as shown on the diagram posted on bulletin boards.

The interlocking signals do not supersede time table authority or train orders, and must not be accepted for movement against the current of traffic without proper authority or hand signal in accordance with the interlocking rules in book of "Rules and Regulations of the Operating Department" apply to these signals.

When the interlocking signals indicate STOP and for any reason cannot be operated, trains may proceed through the plant only on proper authority or hand signal from switchtender, and at slow speed, expecting to find a broken rail, obstruction, or switch not properly set.

A telephone for getting into communication with the switchtender is provided at the westward home signal. If the westward home signal is not clear or if an irregular movement is to be made train or engineman will use the telephone and get instructions from the switchtender. If the eastward home signal is not clear or if an irregular movement is to be made train or engineman will go to the switchtenders' shanty and receive instructions.

A spring switch has been installed connecting yard lead with eastward main at east end of yard near rail mill. Trains moving westward on eastward main and trains moving from yard lead to eastward main will be governed by color light dwarf signals. Trains moving west on eastward main finding dwarf signal in STOP position will stop and examine switch before proceeding. Trains moving from yard lead to eastward main finding governing dwarf signal in STOP position will hold until authority is given to proceed. Trains trailing through this switch from yard to eastward main will make no movement in reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand.

Passenger trains must not exceed maximum speed of 70 miles per hour. Freight trains 60 miles per hour

**SPECIAL RULES**  
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
Trains must not exceed fifteen (15) miles per hour with entire train entering Bensenville yard at Tower B-17.



**6 WESTWARD ASHDALE AND NAHANT—SUBDIVISION EASTWARD**

SECOND CLASS				Capacity of Sidings in Cars		Time Table No. 28 In Effect 2:01 a. m., Sept. 25, 1938				SECOND CLASS						
175	165	303	67	Sidings	Other Tracks	Distance from Ashdale	STATIONS	Distance from Nahant	Telegraph Calls	Office Closed Week Days	Sunday Hours	SYMBOLS See Special Rules, Page 8	170	66	264	164
Time Freight	Time Freight	Mixed	Time Freight										Time Freight	Mixed	Time Freight	Time Freight
Daily	Daily	Daily Except Sunday	Daily													
L 1.40 PM	L 4.20 AM		L 2.40 AM	55			ASHDALE.....	62.0		No Office		IJ	A 10.25 AM		A 7.15 PM	A 10.35 PM
1.57	4.35		3.00	90	6	8.3	8.3 FAY.....	53.7		No Office			10.05		6.52	10.10
<sup>66</sup> 2.15	4.55	L 3.15 AM	3.30	90	12	14.6	6.3 (C. B. & Q. CROSSING) EBNER.....	47.4	BR		Continuous	CDIJW	9.50	A <sup>175</sup> 2.15 PM	6.35	9.50
2.32	5.05	f 3.30	3.40	51	28	19.8	5.2 FULTON..... (C. & N. W. CROSSING)	42.2	DU	5:00PM to 8:00AM	Closed	IK	9.25	f 1.45	6.15	9.28
						21.4	1.6 C. & N. W. CROSSING	40.6		No Office		I				
						21.9	0.5 C. B. & Q. CROSSING	40.1		No Office		G				
2.52	5.20	f 3.50	3.55	93	33	26.6	4.7 ALBANY.....	35.4	CA	5:00PM to 8:00AM	Closed		9.05	f 1.00	6.01	9.10
3.15	5.45	f 4.05	4.10	102	16	36.1	9.5 CORDOVA.....	25.9	DO	4:00P.M. to 8:00A.M.	Closed	DW	8.45	f 12.30	5.45	8.50
3.30	<sup>303</sup> 6.05	f <sup>165</sup> 4.10 <sup>67</sup> 6.10	<sup>303</sup> 4.20	100	42	41.5	5.4 PORT BYRON.....	20.6	RH	5:00PM to 8:00AM	Closed		8.30	f 12.15 PM	5.35	8.35
3.50	6.10	f 6.25	4.35			48.8	7.3 WATERTOWN.....	13.2		No Office			8.05	f 10.35	5.20	8.05
A 4.00 PM	A 6.15 AM	A 6.30 AM	A 4.45 AM	100	Yard	50.4	1.6 (D. R. I. & N. W. JUNCTION) EAST MOLINE.....	11.6	DZ	3:00PM to 6:00AM	6:30AM to 8:30AM	KRS	L 8.00 AM	L 10.30 AM	L 5.15 PM	L 8.00 PM
VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.			54.1	3.7 MOLINE.....	7.9	NI			KWZ	VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.	VIA D. R. I. & N. W. R. R.
		A 8.30 AM			Yard	60.5	3.5 ROCK ISLAND.....	4.4	RX	L-1 L-2 L-3 M-1 and N-2 Engines will reduce speed to 15 miles per hour over D. R. I. & N. W. Bridges 149 and 150 over Mississippi River.		K		L 9.30 AM		
						59.5	2.9 DAVENPORT.....	4.5	DN			BCEJKRS TWYZ				
						62.0	2.0 (C. R. I. & F. JUNCTION) WEST DAVENPORT.....	2.5				KWYZ				
A 5.00 PM	A 8.00 AM		A 6.15 AM		Yard	62.0	NAHANT.....		NA			BCDR STW	L 7.00 AM		L 4.15 PM	L 7.00 PM
3.20	3.40	5.15	3.35				Schedule Time						3.25	4.45	3.00	3.35
18.6	17.0	11.2	17.3				Average Speed per Hour						18.2	10.2	20.6	17.0

Passenger trains must not exceed maximum speed of 55 miles per hour. Freight trains 40 miles per hour.

**WESTWARD-JOLIET AND KIRKLAND—SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 28 In Effect 2:01 a. m., Sept. 25, 1938				SECOND CLASS			
87		Sidings	Other Tracks	Distance from Joliet	STATIONS	Distance from Kirkland	Telegraph Call	Office Closed Week Days	Sunday Hours	SYMBOLS See Special Rules, Page 8	88
Time Freight	Time Freight										Time Freight
Daily Except Sunday	Daily										
L 11.45 AM	Yard	Yard			JOLIET.....	61.8	JO	4:00PM to 7:00AM	8:00AM to 11:30AM	BCJKP RSWY	A 10.00 PM
<sup>via</sup> E.J. & E.R.R.					22.2						<sup>via</sup> E.J. & E.R.R.
1.45 PM				22.2	AURORA JUNCTION..	39.6		No Office		J	7.15 PM
					0.2 C. B. & Q. CROSSING..			No Office			
L 2.15 PM	Yard	Yard	22.5	0.1	AURORA.....	39.3	RA	4:30PM to 7:30AM	Closed	BKPRW	As 6.35 PM
3.20	24	25	37.9	14.8	TROXEL.....	24.5		No Office		P	5.50
3.40		6	42.7	4.9	CHASE.....	19.6		No Office			5.30
<sup>88</sup> 5.00	46	Yard	48.0	6.3 (C. & N. W. AND C. G. W. CROSSING)	DE KALB JUNCTION..	13.4		No Office		CGKPW	<sup>87</sup> 5.00
				1.4	DE KALB.....			No Office		K	
5.10		4	51.9	2.6	BRADY.....	10.8		No Office			4.45
5.20	50	Yard	54.5	2.7 (C. G. W. CROSSING)	WILKINSON.....	8.1		No Office		MK	4.40
5.30		4	57.2	2.8	NICHOLS.....	5.3		No Office			4.30
A 5.55 PM	Yard		61.2	5.3	KIRKLAND.....			12.00 M to 8.00 AM	5:00 PM to 7:00 PM	RDWJY	L 4.15 PM
6.10					Schedule Time						5.45
9.7					Average Speed per Hour						10.7

Trains must not exceed speed of twenty-five miles per hour  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**  
**WESTWARD TRAINS WILL TAKE DATE FROM AURORA**  
 Special Rules Which Apply to Joliet and Kirkland Subdivision, shown on page 7

Trains will not enter on or foul Chicago and Savanna sub-division main tracks at Kirkland without first securing permission from the Operator and protecting in accordance with the rules. Trains running between Aurora Jct. and Joliet will be governed by E. J. & E. time table and rules.  
 Trains running between Pleasant Street and Depot, DeKalb, will be governed by C. G. W. time table and rules.  
 This time table conveys no right between Joliet and Aurora Junction.

**Special Rules Which Apply To Ashdale And Nahant Subdivision**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Train and Enginemen will familiarize themselves with C. B. & Q. Ry. rules and instructions relative to operation of signals and spring switch at Ayres Junction.

Trains using passing track East Moline will head in and pull out at main line switch at Watertown.

This time table conveys no rights between East Moline and Nahant.

Trains running between East Moline and West Davenport will be governed by D. R. I. & N. W. time table and rules.

Trains running between Nahant and West Davenport will be governed by C. R. I. & P. time table and rules.

The perpendicular clearance of Government Bridge over tracks at 24th Street, Rock Island, is 17 feet 3 inches. Conductors must know that cars in their train moving in either direction will clear this bridge.

Westward Trains will take date from starting point. Eastward Trains will take date from East Moline.

Conductors of trains not required to stop at Register Stations will register by card.

The crossing with the C. & N. W. Railway 1.6 miles west of Fulton, Illinois, and the derails protecting same are electrically interlocked and all train movements over same are governed by semaphore type interlocking signals controlled from C. & N. W. Tower at East Clinton, Ill. Interlocking rules in "Book of Rules and Regulations of the Operating Department" apply to these signals.

When the interlocking signals indicate "STOP" and for any reason cannot be operated, trains may proceed only on proper authority from the operator at East Clinton and at slow speed, under proper flag protection, expecting to find a broken rail, obstruction, or derail not properly set. Telephones for getting in communication with the operator at East Clinton are provided at the home signals.

If the governing signal is not clear or if an irregular movement is to be made, train or enginemen will go to the nearest telephone and receive instructions from the operator at East Clinton.

Failure of the interlocking apparatus or signals must be promptly reported to the Train Dispatcher at the first open telegraph office where regular stop is made.

All train movements over crossing with the C. B. & Q. R. R. located 2.1 miles west of Fulton, Ill., will be governed by swinging type crossing gate with red light displayed on gate arm for night indication, and standard upper quadrant semaphore signals with indications in accordance with Rules 602-A and 602-G, located approximately five hundred feet (500 ft.) from the crossing in each direction on C. M. St. P. & P. track to operate in conjunction with the gate.

Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-two hundred feet (2200 ft.) east and three thousand feet (3000 ft.) west of the crossing. These signals are located on right hand side of track as seen from approaching train on C. M. St. P. & P. track.

Trains on C. B. & Q. track will come to a complete standstill (regardless of position of gate) before proceeding over crossing, and will not swing gate or occupy the crossing until any train approaching on the C. M. St. P. & P. railroad has come to a full stop.

Trains on the C. M. St. P. & P. will reduce speed when passing the fixed distant signal, and will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train on the C. B. & Q. track, or gate is set against the C. M. St. P. & P., but may proceed over the crossing without stopping after sounding proper grade crossing whistle signal, at a speed not exceeding fifteen (15) miles per hour, provided track is clear, crossing is unobstructed, gate is properly set against C. B. & Q., and home signal on C. M. St. P. & P. track indicate "Proceed."

To line the gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting line.

**WESTWARD SAVANNA AND EBNER—SUBDIVISION EASTWARD**

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 28 In Effect 2:01 a. m., Sept. 25, 1938				SECOND CLASS			
303		Sidings	Other Tracks	Distance from Savanna	STATIONS	Distance from Ebner	Telegraph Calls	Office Closed Week Days	Sunday Hours	SYMBOLS See Special Rules, Page 8	66
Mixed	Mixed										Time Freight
Daily Except Sunday	Daily Except Sunday										
L 2.30 AM	Yard				SAVANNA.....	11.6	SA			BCDEGJKPR STWYZ	A 3.00 PM
A 2.45 AM				8.1	3.1 AYRES JUNCTION.....	8.5		No Office		J	2.45 PM
Via C.B. & Q. Ry.					6.5 THOMSON.....						Via C.B. & Q. Ry.
A 3.15 AM				11.6	2.0 EBNER..... (C. B. & Q. CROSSING)		BR		Continuous	CDIJW	L 2.15 PM
.45					Schedule Time						0.45
15.4					Average Speed per Hour						15.5

Passenger trains must not exceed maximum speed of 40 miles per hour. Freight trains 30 miles per hour.

**SPECIAL RULES**

L-2 and L-3 Engines will reduce speed to 15 miles per hour over Bridge E-392 three-fourths miles south of Savanna.

Trains running between Ayres Junction and Ebner will be governed by C. B. & Q. time table and General Rules.

Eastward Trains are superior to Westward Trains of the same class.



L-2, L-2a and L-2b Engines will reduce speed to 10 miles per hour over E. J. & E. Bridges 420 and 420-B at Aurora.

Trains and engines going to or from Double Track through running track at Kirkland, must keep a sharp lookout for cars on this track or for other trains and engines doing work at either end.

All trains and engines between DeKalb and DeKalb Junction, in either direction, will come to a full stop at the following street crossings: 6th, 7th, 9th and 10th, and will not proceed until a signal is received from the brakeman sent ahead to flag train or engine over the above crossings.

Trains and engines will be governed by Rule 93, and will move without train orders, clearance card or time table schedule between the following points: Aurora and Aurora Junction, DeKalb and DeKalb Junction.

Enginemen will report by wire to the Chief Dispatcher when electric bells at crossings fail to ring.

When trains are delayed for any cause at points where dispatcher's telephones are located, conductor or engineer will advise the dispatcher.

The derail at the east end of the C. G. W. connection at Wilkinson is operated by a switch stand opposite the derail with a plunger lock attachment, operated automatically by the switch stand of the switch leading to the C. G. W. siding. The normal position of the connection switch is closed showing clear, and set for the C. G. W. trains to use siding and derail closed and switch showing danger. The derail located at the east end of No. 1 interchange track at Wilkinson is to prevent cars from running out of No. 1 and No. 2 interchange tracks on the C. G. W. siding and the operation of the switch leading from No. 1 interchange track to the C. G. W. siding will automatically remove the derail. The normal position of the switch is closed showing CLEAR and set for the C. G. W. trains to use the siding. Conductors finding this derail disconnected, or for any reason that it is necessary to disconnect it, will wire the Superintendent and Chief Dispatcher full particulars. Crews using No. 1 and No. 2 interchange tracks from either end must know whether or not the derail is in service and when it is not in service cars must not be left to foul the C. G. W. siding.

All train movements over railroad crossings with the C. & N. W. and C. G. W. Railways at DeKalb Junction, will be governed by swinging type crossing gate.

Color light type home signals working in conjunction with the gates, and fixed distant signals are provided to govern train movements on the C. & N. W. Railway. Signs reading (Railroad Crossing 400 feet), and fixed distant signals are provided to govern train movements on the C. G. W. Railway.

Signs reading (Railroad Crossing "Stop" 200 Feet) are located on the right hand side of track approaching the crossing on the C. M. St. P. & P. R. R.

The normal position of the crossing gates will be against trains on the C. M. St. P. & P. track, and the gates are to be so set, except when a train on the C. M. St. P. & P. track is using, or intending to use, the crossing, and must be restored to the normal position immediately after the movement over the crossing has been completed.

The crossing gate on the east side of the C. & N. W. crossing is a master gate and the movement of that gate gives a similar movement to the gate on the west side of the crossing. Master gate must be kept locked when in the normal position. To line the gates for trains of any one line, they

must be swung their full movement over and at right angles to the track of the conflicting line.

The lighting arrangement of the gates consists of a red light on each gate arm for "Stop" indication when gate is swung across track, and in addition the gate on the west side of the C. G. W. crossing is equipped with a red light for "Stop," and a yellow light for "Proceed" (At restricted speed) indications, on top of gate post. The "Proceed" indication will be given for trains on the C. G. W. Ry. track only.

Trains on the C. M. St. P. & P. track will come to a complete standstill at the crossing stop sign (regardless of position of gate), and will not proceed past the crossing stop sign nor swing the gates, nor occupy the crossing until any trains or engines approaching on the C. & N. W. or C. G. W. Railways have either passed the crossing or come to a full stop.

Trains on the C. M. St. P. & P. will wait one minute after swinging gates before proceeding over the crossing.

Trains on the C. & N. W. Ry. will reduce speed when passing the fixed distant signals and will approach the crossing under full control prepared to stop before reaching the crossing in the event it is occupied by a train on the C. M. St. P. & P. track or gate is set against the C. & N. W., but may proceed over the crossing without stopping at a speed not exceeding fifteen (15) miles per hour, provided track is clear, crossing is unobstructed, gate is properly set against C. M. St. P. & P. and home signal on C. & N. W. track indicates proceed.

Trains on the C. G. W. Ry. will reduce speed when passing the fixed distant signals and will approach the crossing under full control prepared to stop before reaching the crossing in the event it is occupied by a train on the C. M. St. P. & P. track or gate is set against the C. G. W. Ry., but may proceed over the crossing without stopping, at a speed not exceeding fifteen (15) miles per hour, providing track is clear, crossing is unobstructed and gate is properly set against the C. M. St. P. & P. R. R.

Trains moving over Railroad crossing with the Chicago Great Western Railroad at Wilkinson will be governed by color light type home signals located on the right hand side of track and approximately three hundred (300) feet from the crossing with indications in accordance with Rules 601-A and 602-G except that yellow is used for proceed indication. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-four hundred (2400) feet from the home signals.

All trains will approach the home signals under control and if a proceed signal indication is obtained, may proceed over the crossing at a speed not to exceed twenty-five (25) miles per hour.

If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in box marked "C. M. St. P. & P. Release" locked with a standard switch lock. Instructions for operating the release are posted inside the release box. In case the operation of the time release does not clear the home signal, the trainman at crossing, upon having made certain that no immediate train movement is evident on the conflicting road, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

**SPEED RESTRICTIONS**

Eastward and Westward second and inferior class, and extra trains, will not exceed a speed of twenty-five (25) miles per hour between Kimball Street and Round House, Elgin, but, when rules, signal indications, or any other conditions require, speed will be further reduced to comply with such rules and to insure safe movement.

When using Westward track between Pingree Grove and Elgin, Eastward passenger trains will not exceed forty (40) miles per hour, and freight trains twenty-five (25) miles per hour.

Westward passenger trains will not exceed forty (40) miles per hour—freight trains twenty-five (25) miles per hour, when using Eastward track from three miles east of Hickory Grove to Savanna.

Eastward passenger trains will not exceed fifty (50) miles per hour—freight trains forty (40) miles per hour from Highway Crossing West of Rock Cut curve to East end of Rock Cut, two and one-half miles East of Adeline, on Eastward track.

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed sixty (60) miles per hour and other trains forty-five (45) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five (25) miles per hour. Turn-outs laid with long frogs are located as follows: Savanna Yard—Cross-over at New Yard Office, cross-over at Stock Yard Office, East End of Yard; cross-overs at Ashdale, Lanark and Kittredge.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

F-7 engines must not exceed fifty (50) miles per hour between Chicago Union Station and Galewood.

S-2 engines when operated light, must not exceed forty-five (45) miles an hour.

L-3 engines must not exceed fifty (50) miles per hour.

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distant is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track fifty (50) feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

Trains handling steam derricks will not exceed following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	MILES PER HOUR	
	On Tangent	On Curves
Between Savanna and Bensenville	35	25
Between Savanna and Ebner	20	15
Between Ashdale and E. Moline	30	20
Between Kirkland and Aurora	20	15

Trains handling liggerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Train handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observation of how these machines are riding.

	MILES PER HOUR	
	On Tangent Track	On Curves
Between Bensenville and Savanna	25	20
Between Ashdale and East Moline	20	15
Between Savanna and Ebner	20	15
Between Kirkland and Aurora	20	15

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty (60) miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

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

**TONNAGE RATING**

**DE KALB JCT. TO KIRKLAND**

L-2 Engine 4700 tons

**SAVANNA OR LANARK TO NAHANT**

L-2 Engine 3500 tons

**NAHANT TO SAVANNA OR ASHDALE**

L-2 Engine 3500 tons

L-3 Engine 3950 tons

L-3 Engine 3950 tons

**BENSENVILLE TO SAVANNA OR**

**SAVANNA TO BENSENVILLE**

L-2 Engine 2650 tons

L-3 Engine 3250 tons

**JOLIET TO DE KALB JCT. WITH HELPER**

L-2 Engine 3800 tons

This rating subject to change by instructions from Chief Dispatcher

CHICAGO, ILL.

**COMPANY SURGEONS ARE LOCATED AS FOLLOWS**

Dr. A. R. Metz, Chief Surgeon	Union Station, Central 7600
Dr. R. Householder, Asst. to Chief Surgeon	Washington Blvd., Seeley 1640
Dr. J. F. DePree, Asst. to Chief Surgeon	Washington Blvd., Seeley 1640
Dr. Westcott & Westcott (Oculists)	30 N. Michigan Ave., Dearborn 3127
Dr. L. F. McBride (Aurist)	122 S. Michigan Ave., Wabash 2272
Dr. H. A. Hooper (Dentist)	53 E. Washington St., State 0509

Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Aurora, Ill.	Dr. H. A. Brennecke	8112	4277
	Dr. A. H. McLaughlin	4883	20639
Bensenville, Ill.	Dr. F. Oakes	72	72
Elgin, Ill.	Dr. O. L. Pelton	95	5500
	*Dr. K. P. Johnson	886	5500
Joliet, Ill.	*Dr. L. Brannon	21122	21139
	†Dr. W. B. Huey	23450	28689
Rockford, Ill.	Dr. C. A. Cibelius	Main 2040	Main 601
	Dr. Warren Miller		
	(Oculist)	Main 3239	Main 3451
	*Dr. S. R. Catlin	Main 195	Main 601
Lanark, Ill.	Dr. MacHarper Seyforth	95-B	95-A
Forreston, Ill.	Dr. J. C. Akins	171-B	171-A
Mt. Carroll, Ill.	Dr. S. P. Colehour	Black 210	Black 210

Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Kirkland, Ill.	Dr. C. Leppert	35	35
	Dr. I. Radeff	33	33
Byron, Ill.	Dr. J. S. Moffatt	190-2	190-3
Stillman Valley, Ill.	Dr. A. H. Beebe	Stillman Valley, ring 2	
Savanna, Ill.	†Dr. J. B. Schreiter	Black 344	Black 190
	†Dr. E. C. Turner	Black 315	Black 33
Moline, Ill.	Dr. H. S. Bennett	135	57
Rock Island, Ill.	Dr. C. P. O'Neill	R. I. 232	R. I. 433
Davenport, Ia.	††Dr. W. G. Bessmer	3-6142	3-3665
	††Dr. G. M. Middleton	2-0403	3-3665
Holcomb, Ill.	Dr. S. Henderson	(Call Lindenwood Opr.)	
Sycamore, Ill.	Dr. C. E. Clark	(Call Sycamore Opr.)	

- (§) Indicates salaried Company Surgeons to be used whenever possible.
- (†) Indicates Surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.
- (††) Indicates Surgeons equipped to conduct physical examinations of employes for re-examination only.

**YARD LIMITS AT**

- Savanna—Extend from 2,000 feet east of east switch, to a point on Iowa Division 1,452 feet west of C. B. & Q. crossing, and to a point 1,000 feet west of Plum River Bridge, on Savanna—Ebner subdivision.
- Kittredge—Extend from 4,000 feet west of interlocking tower to 500 feet west of east mile board, and to 4,000 feet east of hill track switch on Milwaukee Div.
- Lanark—Extend from 3,700 feet east of depot to west passing track switch, on westward track only.
- Davis Jct.—Extend from 9,100 feet west of C. B. & Q. crossing to 10,000 feet east of C. B. & Q. crossing.
- Kirkland—Extend from 4,000 feet west of west crossover to 2,000 feet east of east switch of westward siding, and to 4,500 feet east of east wye switch on the Joliet-Kirkland sub-division.

**WATCH INSPECTORS**

**National Railway Time Service Co.**

Chief Watch Inspectors	55 E. Washington St.	Chicago, Ill.
Louis Trocky Jewelry Co.	3209 W. Madison St.	Chicago, Ill.
E. C. Olson	5138 W. Chicago Ave.	Chicago, Ill.
A. Hess & Son	2220-2222 W. Madison St.	Chicago, Ill.
F. M. Padgett	3637 W. Chicago Ave.	Chicago, Ill.
Walter Heurich	4026 Milwaukee Ave.	Chicago, Ill.
E. T. Gutierrez	7139 W. Grand Ave.	Chicago, Ill.
M. J. Heegn	29 E. Madison St.	Chicago, Ill.
F. C. Schneider	4045 North Ave.	Chicago, Ill.
Edward Kirchberg, Inc.	104 N. State St.	Chicago, Ill.
C. H. Bern	Union Station Bldg.	Chicago, Ill.
E. M. Hagel	140 S. York St.	Elmhurst, Ill.

Enginemen must not sound the whistle while passing the stock yards at Kirkland, except in cases of emergency. They will also see that the engine does not blow off steam at that point.

In setting out cars at Davis Junction they must be backed in and coupled to cars that are on siding, and a sufficient number of brakes set to prevent them from being blown or knocked out, before cutting engine off.

Conductors of trains having stock out of Savanna will send brakeman to the lunch room and passenger station to notify the stockmen that stock loaded in cars, numbers of which will be given by him, will go forward in your train and see that such men get aboard your train before leaving.

When loaded refrigerator cars are handled in trains under refrigeration, two tons should be added to the tare weight of cars to cover the ice in the bunkers. This applies only to loaded refrigerators when handled under refrigeration and does not apply to empties nor to loaded refrigerators when not handled under refrigeration.

When delivering cars to the I. C. R. R. at Forreston, train crews will fill the short I. C. R. R. receiving track before leaving cars on I. C. transfer track.

J. H. Hennes	5946 W. No. Ave.	Chicago, Ill.
M. Young	2352 W. Lake St.	Chicago, Ill.
P. W. Stuhr	1138 N. California Ave.	Chicago, Ill.
M. Miller	C. & N. W. Station	Chicago, Ill.
Schneff Bros.	176 Chicago St.	Elgin, Ill.
S. B. Wickler	Depot	Davis Jct., Ill.
C. Jansen	217 Harrison St.	Davenport, Iowa
C. I. Josephson	1514 5th Ave.	Moline, Ill.
John McGuire	320 Van Buren St.	Joliet, Ill.
C. B. Gonterman		DeKalb, Ill.
W. D. Anger	118 W. State St.	Rockford, Ill.
M. J. Heegn	Passgr. Depot	Savanna, Ill.

**G. R. HUMPHREY,  
H. W. BROWN,  
F. S. COLE,  
H. P. BUSWELL,  
O. S. KLINE,**

Train Dispatchers

**G. E. LANNING, Chief Dispatcher.**

**J. J. FLANIGAN, Terminal Train Master, Davenport.**



GENERAL INSTRUCTIONS

Table with 2 columns: SYMBOLS and INDICATION. Symbols include B (Bulletin), C (Coal), D (Drenching Tower), E (Refreshments), G (Railroad Crossing protected by gates), I (Interlocking), J (Junction), K (Connection with foreign road), M (Railroad Crossing protected by Signals), O (Oil), P (Dispatchers' telephone), R (Register), S (Standard Clock), T (Turntable), W (Water), Y (Wye), Z (Track Scales).

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

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

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage, Traveling Engineers, Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1, 1921, issued by the Vice President.

The following is a supplement to Rule 10 of Rules and Regulations of the Operating Department and will be known as Rule 10-A.

Table with 2 columns: COLOR and INDICATION. Colors include Red, Yellow, Green, Green & White, Blue. Indications include Stop, Proceed at restricted speed, Proceed for other uses, Flag stop, See Rule 26.

Rule 10-A applies only on certain divisions or portions thereof when so indicated in time-table or bulletin, and will then supersede Rule 10 and modify other rules in conflict therewith.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

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

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

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows: If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No. \_\_\_\_\_

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

In complying with Rule 14-L the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the train or engine, so that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz.:—between Kirkland and Aurora and Ashdale & E. Moline. Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:—"No. \_\_\_\_\_ left \_\_\_\_\_ M and has not passed \_\_\_\_\_"

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

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

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

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Trains using a siding must proceed, expecting to find it occupied. Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Train Dispatcher or in emergency under flag protection.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

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

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When train or enginemen feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher, they must write a telegram. In single track territory, if a train is met before the information has been conveyed to the Train Dispatcher, that train must be stopped and the Conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by trackmen. Trackmen must be called IMMEDIATELY.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

SPEED SIGNS

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS REQUIRING SLOWER SPEED: That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R. S."—"Resume Speed" at which point normal authorized speed may be resumed. Severe discipline will be administered for failure to fully comply with above instructions.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36-hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order en route and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The clerk should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On double track between Bensenville and Savanna, extra trains may be run in the direction of the current of traffic without running orders Form G on receipt of clearance card at its initial station, numbered and bearing endorsement "complete" with the time and Train Dispatcher's initials. Extra trains must not leave any station commencing its run in either direction without a clearance card properly filled out and bearing the endorsement of the Train Dispatcher, or a train order Form G. Extra trains must not cross over to the opposite track for any purpose unless protected in both directions as prescribed by Rule D-152 and must be fully protected in both directions while on that track unless a clearance card or train order, authorizing it to run with the current of traffic, or a train order to run against the current of traffic is received from the Train Dispatcher. Heifer engines must receive train order Form G or Form D-H before crossing over to return from a station at which clearance card cannot be obtained. Work extra must not be run without train order Form D-H.

The Statutes of the State of Illinois provide that no railroad shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and imposes a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineman or conductor violating the provisions of the Act, to be recovered in an action of debt in the name of the people of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this statute, employees responsible therefor will be called upon to bear fine imposed. When suits are brought against employees for violating the above statute the Company will take no action in defending same.

Within the city limits of Elgin, Illinois, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time: Provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagmen and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movements of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than five (5) minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

Within the limits of the City of Chicago, enginemen will not sound the whistle except when necessary to prevent injury to life and property or when necessary to warn or signal employees or the public. The bell must be rung continuously when train or engine is moving within city limits except when moving on tracks which have been elevated. On elevated tracks the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

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

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

- Employees are prohibited from riding: (a) On engine footboards between engine and car when cars are being pushed. (b) On leading footboard while coupling engine to cars. (c) On engine pilots. (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels. (e) On ends of cars containing loads which may shift. (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track. (g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

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

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable exchange signals. The following signals will be used:

- HOT JOURNAL: BY DAY—Nose held with one hand with other hand pointed toward passing train. BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
- BRAKES STICKING: BY DAY—Hands shoved in sliding motion out from body. BY NIGHT—Lamp raised and held stationary.
- BROKEN WHEELS: Stop Signal
- DEFECTIVE TRUCK
- DRAGGING BRAKE CONNECTION
- SLIDING SHIFTER OVER SIDE OR END OF CAR
- SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. \_\_\_\_\_ left \_\_\_\_\_ M and has not passed \_\_\_\_\_" You may proceed to \_\_\_\_\_ with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in the case of passenger trains, the regular passenger engineman should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows: INDICATION—Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME—Approach Signal. In this connection the following special rule defining speeds is adopted: Normal Speed—The maximum speed authorized by time table in territory involved. Medium Speed—One-half the authorized maximum speed. Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relied to their normal position, switch lock must positively be placed in the staple and locked.

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

Rule 27 of the Rules and Regulations of the Operating Department is hereby further changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train-order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department, and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown.

Rule D-86 is eliminated. Rule 90: last paragraph is amended to read as follows: When a train equipped with communicating signal approaches a schedule meeting point with a train of the same class or superior class, or a point where by train order the train is to meet or wait for an opposing train, the Conductor will signal the engineman with two long and one short sound of the air whistle at least one mile before reaching the meeting or waiting point, which the engineman must acknowledge by two long and one short blast of the engine whistle. Should the engineman fail to give signal 14 N as herein prescribed the conductor must take immediate action to stop the train. Enginemen of other trains will give signal 14 N at least one mile before reaching a meeting or waiting point. Should the engineman fail to give signal 14 N as herein prescribed the conductor must take immediate action to stop the train.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

Employees must not handle or board cars or engines that bear "Bad Order" cards, without first ascertaining the nature of the defect, that they may guard against injury.

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph: If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine must be set to avoid a movement of any kind. The engineman must not release brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

Sacks hung on mail cranes create insufficient clearance. Employees on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

Traveling Electricians ride on certain passenger trains to take care of defects that may develop enroute on electrically equipped cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the Electrician requests the return of the blue flag.