

DIVISIONAL STAFF

E. A. KOEHLER, Trainmaster..... Chicago
C. J. McPHAIL, Trainmaster..... South Pekin
R. A. DREGLER, Trainmaster..... Sterling
L. P. GILLUM, Chief Train Dispatcher..... Chicago
H. E. AIKMAN, Night Chief Train Dispatcher..... Chicago
P. W. LIGGETT, Assistant Chief Train Dispatcher.... Chicago

DISPATCHERS

C. J. GRIMM
J. D. NICHOLS
J. W. BARLOW
G. A. ATWOOD
P. R. LISTER
W. M. PENDELL
L. A. WARD
C. R. MORRIS
K. D. SHREFFLER
G. L. THORPE, JR.

DISTRICT MASTER MECHANIC

O. P. JONES, Clinton

ROAD FOREMEN OF ENGINES

E. F. KOEPKE
Chicago
N. D. ARNOLD
Chicago
W. G. RAUSCHKE
South Pekin

ROAD FOREMAN OF ENGINES—TRAINMASTER

E. A. GROSS
West Chicago

DIVISION ENGINEER

M. S. REID, Chicago

ROADMASTERS

J. A. WILKINSON
Chicago
N. H. MAAS
Proviso
N. D. McCORD
West Chicago
E. K. PEARSON
DeKalb
A. E. BENSON
Sterling

SUPERVISOR B. AND B.

O. D. OLSON, Chicago

SUPERVISORS C. AND S.

L. H. GRAF, West Chicago
P. O. GLADHILL, Chicago

DISTRICT CLAIM AGENTS

E. E. FARRELL
Chicago
C. J. LYMAN
Clinton
C. J. COUET
Proviso, Ill.

TRAFFIC REPRESENTATIVES

T. A. O'DONNELL... Ass't. Frt. Traffic Mgr. (Sales)... Chicago
R. E. WILLIAMS..... General Agent..... Rockford

CHICAGO PASSENGER TERMINAL DIVISION

L. G. BEAN, Superintendent
G. W. MARTIN, Trainmaster

CHICAGO FREIGHT TERMINAL

W. F. JOHNSON, Superintendent, Proviso
P. M. DISHER, Asst. Superintendent, Proviso
R. A. REICH, Superintendent Wood St. District
J. H. WILCOX, Asst. Trainmaster, Wood St. District
C. J. KUHLA, Road Foreman of Engines

TRAINMASTERS

L. L. BENNETT
L. J. STIFT, JR.
R. D. TIGAR
F. W. BAILEY

ASSISTANT TRAINMASTERS

F. S. CONERTY
A. E. GRUNDY

General Rules Governing Employees of the Operating Department dated Jan. 1st, 1953, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

CHICAGO & NORTH WESTERN RAILWAY

GALENA DIVISION

TIME TABLE

No. 5

Effective Sunday, January 9, 1955

AT 12:01 A. M.

CENTRAL TIME

For the information and government of employes only.

F. E. HARRISON, General Manager—Transportation
J. C. FULLMER, General Supt.—Transportation
N. L. WATERMAN, General Superintendent
R. W. HERON, Superintendent—Transportation
H. B. SMITH, Superintendent.

THINK - PRACTICE - TALK SAFETY

Between Chicago and Geneva—Westward

FIRST CLASS							Distance from Chicago	Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS							
29	31	321	423	505	33	533			35	577	107	37	579	39	13	41
Daily except Monday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Saturday Only		Daily except Sunday	Sunday only	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	
A. M. 12.28	A. M. 5.30				A. M. 6.40	A. M. 6.40	.....	..... CHICAGO	A. M. 7.35	A. M. 8.15	A. M. 9.00	A. M. 9.25	A. M. 9.30	A. M. 10.20	A. M. 10.45	A. M. 11.30
s12.36	s 5.38				s 6.48	s 6.48	3.65	..... KEDZIE	s 7.44	s 8.24	9.07	s 9.33	s 9.38	s10.28	10.53	s11.37
s12.39	s 5.41				s 6.51	s 6.51	4.92	..... KEELER	s 7.47	s 8.27		s 9.36	s 9.41	s10.31		s11.39
12.40	5.42				6.52	6.52	5.34	..... KENTON AVE.	7.48	8.28	9.09	9.37	9.42	10.32	10.56	11.40
s12.42	s 5.45				s 6.55	s 6.55	6.70	..... AUSTIN	s 7.51	s 8.30		s 9.40	s 9.44	s10.35		s11.43
							7.20	..... AUSTIN BLVD.	s 7.53	s 8.32				s10.37		
							7.70	..... RIDGELAND	s 7.55							
							8.20	..... AVENUE	s 7.57							
s12.46	s 5.49				s 6.58	s 6.58	8.60	..... OAK PARK	s 7.58	s 8.35		s 9.43	s 9.47	s10.40	s11.01	s11.46
							9.20	..... LATHROP AVE.								
s12.48							9.75	..... RIVER FOREST								
12.49	5.51				7.01	7.01	10.09	..... VALE	8.00	8.37	9.15	9.45	9.50	10.42	11.04	11.49
s12.50	s 5.53				s 7.07	s 7.02	10.40	..... MAYWOOD	s 8.01	s 8.38		s 9.46	s 9.51	s10.43		s11.50
s12.53	s 5.56				s 7.10	s 7.04	11.31	..... MELROSE PARK	s 8.04	s 8.40		s 9.48	s 9.53	s10.45		s11.52
					7.11	7.05	11.91	..... TOWER JN.	8.13	8.41	9.17	9.49	9.54	10.46	11.07	11.53
s12.56	s 5.59				s 7.13	s 7.07	12.83	..... BELLWOOD	s 8.07	s 8.43		s 9.51	s 9.56	s10.48		s11.55
s12.58	s 6.02				s 7.16	s 7.09	13.91	..... WOLF ROAD	s 8.10	s 8.45		s 9.53	s 9.58			
s12.59	s 6.04				s 7.17	s 7.10	14.55	..... PROVISO	s 8.11	s 8.46		s 9.54	s 9.59	s10.51		s11.58
							15.58	..... TOWER HM.								
s 1.02	6.10				s 7.23	s 7.13	15.80	..... ELMHURST YL	8.15	s 8.50	9.21	10.00	s10.02	s10.54	11.11	s12.01
s 1.06	A. M.				s 7.28	s 7.17	17.73	..... VILLA PARK	A. M.	s 8.53		A. M.	s10.05	s10.58		s12.04
s 1.10					s 7.35	s 7.20	20.00	..... LOMBARD		s 8.57			s10.08	s11.02		s12.08
s 1.14					s 7.40	s 7.23	22.50	..... GLEN ELLYN		s 9.00			s10.11	s11.06		s12.12
d 1.17							24.07	..... COLLEGE AVE.		s 9.03			s10.14			
s 1.19					s 7.46	s 7.26	24.90	..... WHEATON		s 9.05			s10.16	s11.11	11.21	s12.15
s 1.23					s 7.50	s 7.30	27.50	..... WINFIELD		s 9.10			s10.20	s11.15		s12.19
							29.50	..... TOWER NI.								
1.27		A. M. 5.45	A. M. 6.55	A. M. 7.15	s 8.00	s 7.35	30.00	..... WEST CHICAGO YL		9.15	9.36	10.25	11.20	11.26	12.25	
A. M.								..... CHICAGO YL	A. M.			A. M.	A. M.		P. M.	
		6.00	7.10	7.30	8.10	7.45	35.50	..... GENEVA			9.42			s11.33		
		A. M.	A. M.	A. M.	A. M.	A. M.				A. M.				A. M.		

No. 321, No. 423 and No. 505 will not carry passengers and may operate from West Chicago to Geneva without obtaining clearance Form "A"—all other rules remain in effect.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 107 will use track No. 1 Kenton Ave. to Vale on Sundays and on May 30, 1955, July 4, 1955 and Sept. 5, 1955.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Chicago and Geneva—Westward

FIRST CLASS								Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS							
567	581	43	569	571	45	583	47		573	49	111	21	51	53	55	
Saturday only	Sunday only	Daily ex. Sat. & Sun.	Saturday only	Saturday only	Daily ex. Sat. & Sun.	Sunday only	Daily ex. Sat. & Sun.		Saturday only	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	
P. M. 12.27	P. M. 12.31	P. M. 1.10	P. M. 1.20	P. M. 2.50	P. M. 3.10	P. M. 4.05	..... CHICAGO 3.65	P. M. 4.10	P. M. 4.16	P. M. 4.33	P. M. 5.00	P. M. 5.05	P. M. 5.08	P. M. 5.11	P. M. 5.15
s 12.35	s 12.38	s 1.19	s 1.28	s 2.58	s 3.17	s 4.13	..... KEDZIE 1.27	s 4.18	s 4.24	s 4.41	5.07	5.12	s 5.15	s 5.19	5.22
s 12.37	s 12.41	s 1.22	s 1.30	s 3.01	s 3.20	s 4.16	..... KEELER 0.42	s 4.21	s 4.27						
12.38	12.42	1.23	1.31	3.02	3.21	4.17	..... KENTON AVE. 1.36	4.23	4.28	4.44	5.09	5.16	5.19	5.22	5.24
	s 12.44	s 1.25	s 1.34	s 3.05	s 3.24	s 4.19	..... AUSTIN 0.50	s 4.26	s 4.31						
s 12.41		f 1.27	s 1.36				..... AUSTIN BLVD. 0.50	s 4.28	s 4.33						
			s 1.37				..... RIDGELAND 0.50	s 4.30	s 4.35						
		f 1.29	s 1.39				..... AVENUE 0.40	s 4.31	s 4.36						
s 12.44	s 12.47	s 1.31	s 1.41	s 3.09	s 3.28	s 4.22	..... OAK PARK 0.60	s 4.34	s 4.38	s 4.48					
			s 1.43				..... LATHROP AVE. 0.55	s 4.36	s 4.40	s 4.50					
			s 1.45		s 3.30		..... RIVER FOREST ... 0.34	s 4.38	s 4.42						s 5.29
12.47	12.50	1.34	1.46	3.12	3.31	4.25	..... VALE 0.31	4.39	4.43	4.52	5.13	5.20	5.24	5.27	5.30
s 12.48	s 12.51	s 1.36	s 1.47	s 3.13	s 3.33	s 4.26	..... MAYWOOD 0.91	s 4.40	s 4.44	s 4.54					s 5.32
s 12.51	s 12.53	s 1.39	s 1.50	s 3.16	s 3.35	s 4.28	..... MELROSE PARK .. 0.60	s 4.43	s 4.47	s 4.57					s 5.34
12.52	12.54	1.40	1.51	3.17	3.36	4.29	..... TOWER JN 0.92	4.44	4.48	4.58	5.15	5.22	5.26	5.29	5.35
s 12.54	s 12.56	s 1.42	s 1.53	s 3.19	s 3.38	s 4.31	..... BELLWOOD 1.08	s 4.46	s 4.50						s 5.37
	s 12.58			s 3.22	s 3.40	s 4.33	..... WOLF ROAD 0.64		s 4.53						
	s 12.59	s 1.45	s 1.56	s 3.23	s 3.42	s 4.34	..... PROVISO 1.43	s 4.49	s 4.54						
							..... TOWER HM 0.22								
s 12.57	s 1.02	s 1.48	s 1.59	s 3.26	s 3.45	s 4.37	..... ELMHURST YL 1.93	4.52	4.57	s 5.05	5.19	5.26	5.31	s 5.35	s 5.43
s 1.03	s 1.05	s 1.52	s 2.04	s 3.30	s 3.49	s 4.40	..... VILLA PARK 2.27	P. M.	P. M.				s 5.34		s 5.48
s 1.08	s 1.08	s 1.56	s 2.08	s 3.34	s 3.54	s 4.43	..... LOMBARD 2.50			s 5.10				s 5.43	s 5.53
s 1.13	s 1.11	s 2.01	s 2.13	s 3.38	s 3.59	s 4.46	..... GLEN ELLYN ... 1.57			s 5.15		s 5.35	s 5.42		
s 1.16				s 3.41			..... COLLEGE AVE. ... 0.83			s 5.20				s 5.49	
s 1.18	s 1.16	s 2.06	s 2.17	s 3.44	s 4.03	s 4.51	..... WHEATON 2.60			s 5.24			s 5.46	s 5.51	
s 1.23	s 1.20	s 2.11	s 2.22	s 3.49	s 4.08	s 4.55	..... WINFIELD 2.00			s 5.27			s 5.51		
							..... TOWER NI .. 0.50			s 5.32					
s 1.28	1.25	2.17	2.28	3.55	4.15	5.00	..... WEST 5.50								
1.35	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	..... CHICAGO YL 5.50			s 5.37	5.33	5.47	5.56	6.00	6.10
							..... GENEVA 5.45			5.45	5.38	5.57	P. M.	P. M.	P. M.

No. 21 will stop at Kedzie to receive revenue passengers for Geneva.

No. 21 on Saturday will stop at Lombard, Wheaton and West Chicago to discharge revenue passengers.

No. 21 will sound regulation crossing whistle 1000 feet east of Wheaton station and reduce speed to 40 miles per hour passing station at Wheaton.

No. 21 on holidays, will leave Chicago 10 mins. later than scheduled and will also stop at Oak Park, Maywood, Elmhurst, Lombard, Glen Ellyn, Wheaton and West Chicago.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 581 and No. 583 will stop at College Ave. to discharge revenue passengers.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Chicago and Geneva—Westward

FIRST CLASS							Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS						
57	575	105	59	61	63	65		585	67	69	101	103	71	587
Daily ex. Sat. & Sun.	Saturday only	DAILY	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.		Sunday only	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	DAILY	Daily except Sunday	Sunday only
P. M. 5.19	P. M. 5.20	P.M. 5.30	P. M. 5.33	P. M. 5.36	P. M. 5.39	P. M. 5.50		P. M. 6.15	P. M. 6.20	P. M. 6.55	P.M. 7.00	P.M. 7.15	P. M. 7.30	P. M. 8.35
s 5.27	s 5.28	5.37	s 5.41	s 5.44	s 5.47	s 5.58	..... CHICAGO..... 3.65	s 6.23	s 6.28	s 7.03	7.07	7.22	s 7.38	s 8.43
s 5.31	s 5.31				s 5.49		..... KEELER..... 1.27	s 6.26		s 7.06				s 8.46
5.32	5.32	5.39	5.44	5.47	5.50	6.01	..... KENTON AVE.... 0.42	6.27	6.30	7.07	7.09	7.24	7.41	8.47
s 5.35	s 5.35				s 5.53		..... AUSTIN..... 1.36	s 6.29	s 6.33					s 8.49
s 5.38	s 5.36				s 5.55		..... AUSTIN BLVD.... 0.50		s 6.35	s 7.10				
s 5.40	s 5.38				s 5.58		..... RIDGELAND.... 0.50		s 6.37					
s 5.42	s 5.40				s 5.59		..... AVENUE..... 0.50		s 6.38	s 7.12				
s 5.44	s 5.41				s 6.01		..... OAK PARK..... 0.40	s 6.32	s 6.40	s 7.14			s 7.46	s 8.52
s 5.46	s 5.43				s 6.03		..... LATHROP AVE... 0.60		s 6.42					
s 5.48	s 5.45				s 6.05		..... RIVER FOREST.. 0.55		s 6.44	s 7.16				
5.54	5.46	5.45	5.50	5.53	6.09	6.06	..... VALE..... 0.34	6.35	6.45	7.17	7.15	7.30	7.49	8.55
s 5.56	s 5.48				s 6.11	s 6.07	..... MAYWOOD..... 0.31	s 6.36	s 6.47	s 7.18			s 7.50	s 8.56
s 5.59	s 5.51				s 6.13	s 6.10	..... MELROSE PARK.. 0.91	s 6.38	s 6.50	s 7.20			s 7.53	s 8.58
6.00	5.52	5.47	5.52	5.55	6.14	6.11	..... TOWER JN..... 0.60	6.39	6.51	7.21	7.17	7.32	7.54	8.59
s 6.02	s 5.54				s 6.15		..... BELLWOOD..... 0.92	s 6.41	s 6.53	s 7.22			s 7.56	s 9.01
							..... WOLF ROAD.... 1.08	s 6.43						s 9.03
s 6.05	s 5.57						..... PROVISO..... 0.64	s 6.44		s 7.25				s 9.04
							..... TOWER HM.... 1.43							
6.08	6.00	5.51	5.56	6.01	6.20	6.18	..... ELMHURST. YL. 0.22	s 6.47	s 6.58	s 7.28	7.21	7.36	s 8.00	s 9.07
P. M.	s 6.04			s 6.06	P. M.	s 6.23	..... VILLA PARK.... 1.93	s 6.50	s 7.02	s 7.32			s 8.04	s 9.10
	s 6.08			s 6.03		s 6.28	..... LOMBARD..... 2.27	s 6.53	s 7.06	s 7.35			s 8.08	s 9.13
	s 6.13			s 6.08	s 6.12	s 6.33	..... GLEN ELLYN... 2.50	s 6.56	s 7.10	s 7.40			s 8.12	s 9.16
	s 6.16			s 6.16	s 6.16	s 6.36	..... COLLEGE AVE.. 1.57		s 7.14					
	s 6.18			s 6.13	s 6.19	s 6.38	..... WHEATON..... 0.83	s 7.01	s 7.16	s 7.44			s 8.16	s 9.21
	s 6.23			s 6.24	s 6.24	s 6.42	..... WINFIELD..... 2.60	s 7.05	s 7.21	s 7.49			s 8.20	s 9.25
							..... TOWER NI... 2.00							
							..... WEST..... 0.50							
	6.28	6.06	6.19	6.30		s 6.47	..... CHICAGO YL... 5.50	7.10	7.26	7.55	7.36	7.51	8.25	9.30
	P. M.		P. M.	P. M.		s 6.57	..... GENEVA... 5.50	P. M.	P. M.	P. M.			P. M.	P. M.
		6.12	6.28								7.42	7.57		
		P. M.	P. M.								P. M.	P. M.		

No. 101 will stop at Geneva to pick up revenue passengers for Council Bluffs and beyond.

No. 101, No. 103 and No. 105 will use track No. 1 Kenton Ave. to Vale on Sundays and on May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 71 on Saturdays will stop at Keeler and Austin.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 585 will stop at College Ave. to discharge revenue passengers from Chicago.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Chicago and Geneva—Westward

FIRST CLASS					Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS								
	73	5	75	589		77	15	591	593					
	Daily except Sunday	DAILY	Daily except Sunday	Sunday only		Daily except Sunday	DAILY	Sunday only	Sunday only					
	P. M. 8.40	P. M. 9.00	P. M. 9.35	P. M. 9.35	P. M. 10.25	..... CHICAGO.....	P. M. 11.01	P. M. 11.05	P. M. 11.59					
	s 8.48	9.09	s 9.42	s 9.43	s10.33	..... KEDZIE.....	11.08	s11.13	s12.07					
	s 8.51		s 9.45	s 9.46	s10.36	..... KEELER.....		s11.16	s12.10					
	8.52	9.12	9.46	9.47	10.37	... KENTON AVE... ..	11.11	11.17	12.11					
	s 8.55		s 9.49	s 9.49	s10.40	..... AUSTIN.....		s11.19	s12.13					
						... AUSTIN BLVD... ..								
						..... RIDGELAND.....								
						..... AVENUE.....								
	s 8.59	s 9.18	s 9.54	s 9.52	s10.44	.... OAK PARK.....	11.14	s11.22	s12.16					
					s10.47	.. LATHROP AVE... ..								
	9.02	9.22	9.58	9.55	10.48	.. RIVER FOREST.. ..								
	s 9.03		s10.00	s 9.56	s10.49	..... VALE.....	11.16	11.25	12.19					
	s 9.06		s10.02	s 9.58	s10.51	.... MAYWOOD.....		s11.26	s12.20					
	9.07	9.23	10.03	9.59	10.52	.. MELROSE PARK.. ..		s11.28	s12.22					
	s 9.09		s10.05	s10.01	s10.54	.... TOWER JN.....	11.19	11.29	12.23					
					s10.03	.... BELLWOOD.....		s11.31	s12.25					
	s 9.12		s10.08	s10.04	s10.57	.... WOLF ROAD....		s11.33	s12.27					
						..... PROVISO.....		s11.34	s12.28					
	s 9.15	9.27	s10.11	10.07	s11.00	.... TOWER HM.....								
	s 9.19		s10.15	P. M.	s11.04	.... ELMHURST. YL..	11.23	s11.37	12.31					
	s 9.23		s10.19		s11.08	.... VILLA PARK....		s11.40	A. M.					
	s 9.28		s10.23		s11.12	.... LOMBARD.....		s11.43						
	s 9.32		s10.27		d11.14	... GLEN ELLYN... ..		s11.46						
	s 9.35		s10.29		s11.17	.. COLLEGE AVE... ..								
	s 9.40		s10.33		s11.21	.... WHEATON.....		s11.51						
						.... WINFIELD.....		s11.55						
						.. TOWER NI... ..								
	9.45	9.42	10.38		11.25	.... WEST.....								
	P. M.		P. M.		P. M.	.... CHICAGO YL..	11.41	12.01						
		s 9.49				.... GENEVA....	s11.51	P. M.						

No. 5, except Saturdays, Sundays and Holidays, will slow down to 10 miles per hour passing passenger station at Proviso, with headlight dimmed and baggage car door open, so that package of waybills may be picked up.

No. 591 will stop at College Ave. to discharge revenue passengers from Chicago.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 75 will stop at River Forest to discharge revenue passengers from Chicago.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Geneva and Chicago—Eastward

FIRST CLASS							Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS							
22	6	536	30	574	32	576		34	108	36	538	38	40	42	44
Daily ex. Sat. & Sun.	DAILY	Saturday only	Daily ex. Sat. & Sun.	Sunday only	Daily ex. Sat. & Sun.	Sunday only		Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday
A. M. 6.40	A. M. 7.00	A. M. 7.10	A. M. 7.20	A. M. 7.20	A. M. 7.37	A. M. 7.40	..... CHICAGO.....	A. M. 7.41	A. M. 7.45	A. M. 7.50	A. M. 7.52	A. M. 7.55	A. M. 8.10	A. M. 8.17	A. M. 8.22
s 6.33	6.51	s 7.03	s 7.10	s 7.12	s 7.28	s 7.32	..... KEDZIE..... <small>3.65</small>	s 7.32	7.35	s 7.41	s 7.44	s 7.46	s 8.02	s 8.07	s 8.14
s 6.30		s 7.00	s 7.07	s 7.09		s 7.29	..... KEELER..... <small>1.27</small>	s 7.29							s 8.11
6.29	6.48	6.59	7.06	7.07	7.25	7.28	... KENTON AVE... <small>0.42</small>	7.28	7.32	7.38	7.42	7.43	7.59	8.04	8.10
s 6.27		s 6.58		s 7.05	Use Track No. 3 Vale to Kenton Ave.	s 7.26	..... AUSTIN..... <small>1.36</small>	s 7.25							s 8.08
		d 6.57				s 7.25	... AUSTIN BLVD... <small>0.50</small>	s 7.23							s 8.06
s 6.25		s 6.56					... RIDGELAND... <small>0.50</small>	s 7.21							s 8.04
s 6.23		s 6.54					... AVENUE..... <small>0.50</small>	s 7.19							s 8.02
s 6.22	s 6.43	s 6.53	s 7.01	s 7.02		s 7.23	... OAK PARK..... <small>0.40</small>	s 7.17							s 8.00
s 6.20		s 6.51					... LATHROP AVE... <small>0.60</small>	s 7.15							s 7.58
		s 6.50					... RIVER FOREST... <small>0.55</small>	s 7.13							s 7.56
6.19	6.40	6.49	6.58	6.59	7.20	7.21	..... VALE..... <small>0.34</small>	7.12	7.23	7.33	7.36	7.38	7.53	7.59	7.55
s 6.18		s 6.48	s 6.57	s 6.58		s 7.20	... MAYWOOD..... <small>0.31</small>	s 7.11			s 7.35		s 7.52		
s 6.16		s 6.46	s 6.54	s 6.55		s 7.18	... MELROSE PARK... <small>0.91</small>	s 7.08					s 7.48		
s 6.13		s 6.43		s 6.52		s 7.16	... TOWER JN..... <small>0.60</small>	7.07	7.21	7.31	7.33	7.36	7.46	7.57	7.53
f 6.10		f 6.40		s 6.49		s 7.13	... BELLWOOD..... <small>0.92</small>	s 7.05					s 7.44		
s 6.09		s 6.39		s 6.48		s 7.12	... WOLF ROAD... <small>1.08</small>	s 7.02							
s 6.06	6.32	s 6.36	s 6.48	6.45 A. M.	s 7.14	s 7.10	... PROVISO..... <small>0.64</small>	s 7.01							s 7.49
s 6.02		s 6.32	s 6.44		s 7.10	s 7.06	... TOWER HM... <small>1.43</small>	6.58 A. M.	7.17	s 7.25	s 7.28	7.30	s 7.39	7.53	s 7.46
s 5.58		s 6.28	s 6.40		s 7.05	s 7.02	... ELMHURST YL... <small>0.22</small>	6.54 A. M.		s 7.20	s 7.24		s 7.34		s 7.42
s 5.54		s 6.24	s 6.36		s 7.00	s 6.58	... VILLA PARK... <small>1.93</small>				s 7.19	s 7.23	s 7.29		s 7.38
s 5.51		s 6.21	s 6.32		s 6.56		... LOMBARD..... <small>2.27</small>				s 7.14	s 7.18		s 7.43	s 7.34
s 5.49		s 6.19	s 6.29		s 6.53	s 6.54	... GLEN ELLYN... <small>2.50</small>				s 7.10	s 7.14			s 7.30
s 5.45		s 6.15	s 6.25		s 6.48	s 6.50	... COLLEGE AVE... <small>1.57</small>				s 7.07	s 7.11		s 7.38	s 7.27
							... WHEATON..... <small>0.83</small>				s 7.03	s 7.06			s 7.22
5.40 A. M.	6.15 A. M.	6.10 A. M.	6.20 A. M.		s 6.43 A. M.	6.45 A. M.	... WINFIELD..... <small>2.00</small>								
							... TOWER NI... <small>0.50</small>								
							... WEST CHICAGO YL... <small>5.50</small>		7.01 A. M.	6.55 A. M.	s 6.58 A. M.	7.00 A. M.	7.05 A. M.	s 7.31 A. M.	7.17 A. M.
							... GENEVA... <small>2.00</small>		6.54 A. M.		6.50 A. M.			7.23 A. M.	

No. 6 will stop at Geneva to discharge revenue passengers from Ames and beyond.

No. 6 will not carry passengers locally between Oak Park and Chicago.

No. 108 will stop at Geneva to discharge revenue passengers from Council Bluffs and beyond.

No. 44 on Saturdays will stop at Bellwood.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Geneva and Chicago—Eastward

6

FIRST CLASS								Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS						
112	46	48	50	52	20	526	104		102	54	106	578	56	58	60
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Sunday only	DAILY		DAILY	Daily except Sunday	DAILY	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday
A. M. 8-30	A. M. 8-34	A. M. 8-37	A. M. 8-43	A. M. 9-12	A. M. 9-00	A.M. 9-15	A. M. 10-30	A. M. 11-00	A. M. 11-15	A. M. 11-20	A. M. 11-35	A. M. 11-45	P. M. 1-10	P. M. 2-25	
8-20	s 8-24	s 8-28	s 8-34	s 9-03	8-54	s 9-07	10-20	10-50	s 11-06	11-10	s 11-26	s 11-37	s 1-00	s 2-13	
8-17	8-21	8-25	8-31	8-58	8-52	9-04	10-16	10-46	11-02	11-07	11-22	11-34	12-55	2-09	
8-12	Use Track No. 3 Vale to Kenton Ave.	s 8-22	s 8-31	s 8-56							s 11-20		s 12-53	s 2-06	
		s 8-20	s 8-29	s 8-53											
		s 8-18	s 8-27	s 8-51											
		s 8-16	s 8-25	s 8-50											
		s 8-15	s 8-24	s 8-48			s 9-00								
8-09	8-15	8-11	8-26	8-43	8-46	8-56	10-10	10-40	10-53	11-01	11-15	11-28	12-48	2-00	
		s 8-10	s 8-25	s 8-42					s 10-52		s 11-14		s 12-47	s 1-59	
		s 8-07	s 8-22	s 8-40					s 10-49		s 11-13		s 12-45	s 1-56	
8-05	8-13	8-05	8-21	8-39		8-54	10-08	10-38	10-47	10-59	11-12	11-26	12-43	1-54	
		A. M.		s 8-37							s 10-46		s 11-11	s 12-42	
				s 8-34							s 10-44		s 11-08	s 12-40	
				s 8-33							s 10-43		s 11-06	s 12-39	
8-02	s 8-06		s 8-20	8-30	s 8-39	s 8-51	10-04	10-34	10-40	10-56	s 11-04	s 11-21	s 12-36	s 1-47	
	s 8-01			A. M.	s 8-34				A. M.		s 11-01	s 11-16	s 12-31	s 1-43	
	s 7-57		s 8-13		s 8-29						s 10-57	s 11-11	s 12-27	s 1-39	
	7-55		s 8-08		s 8-24						s 10-53	s 11-05	s 12-23	s 1-34	
	s 7-52														
	s 7-49		s 8-03		s 8-19	s 8-19						s 10-49	s 11-01	s 12-19	
	s 7-44		s 7-58									s 10-45	s 10-57	s 12-14	
7-46	7-39		s 7-53		s 8-11	s 8-35	9-47	10-17		10-39	10-40	s 10-53	12-10	1-20	
7-41	A. M.				s 8-02	s 8-28	9-40	10-10		10-33	A. M.	10-45	P. M.	P. M.	
A. M.			7-45		A. M.	A. M.	A. M.	A. M.		A. M.		A. M.			

No. 112 will stop at Oak Park to discharge revenue passengers from Council Bluffs or beyond.

No. 46 on Saturdays will stop at Glen Ellyn.

No. 50 on Saturdays will stop at Proviso, Bellwood, Maywood and Oak Park.

No. 102 will stop at Geneva to discharge revenue passengers from Ogden, Utah and beyond.

No. 54 will stop at River Forest to pick-up revenue passengers for Chicago.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Between Geneva and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS						
62	580	582	64	66	540	68	584		586	14	70	16	72	588	
Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Daily except Sat. & Sun.	Saturday only	Daily except Sunday	Sunday only		Sunday only	DAILY	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Sunday only	
P. M. 3:20	P. M. 3:20	P. M. 5:00	P. M. 5:20	P. M. 5:55	P. M. 5:55	P. M. 6:28	..... CHICAGO.....	P. M. 6:40	P. M. 8:20	P. M. 8:40	P. M. 9:12	P. M. 10:30	P. M. 10:37	P. M. 10:45
s 3:12	s 3:12	s 4:52	s 5:10	s 5:47	s 5:47	s 6:20	..... KEDZIE.....	s 6:32	s 8:12	s 8:31	s 9:03	s 10:23	s 10:28	s 10:37
s 3:09	s 3:09	s 4:49	s 5:07	s 5:43	s 5:43	s 6:17	..... KEELER.....	s 6:29	s 8:09		s 9:00		s 10:25	s 10:34
s 3:08	s 3:08	s 4:48	s 5:06	s 5:42	s 5:42	s 6:16	..... KENTON AVE.....	s 6:28	s 8:08	s 8:28	s 8:59	s 10:20	s 10:24	s 10:33
s 3:05	s 3:06	s 4:46	s 5:03	s 5:39	s 5:41	s 6:13	..... AUSTIN.....	s 6:26	s 8:06		s 8:57		s 10:22	s 10:31
s 3:03				s 5:37			..... AUSTIN BLVD.....							
				s 5:35			..... RIDGELAND.....							
				s 5:33			..... AVENUE.....							
s 3:00	s 3:03	s 4:43	s 4:59	s 5:32	s 5:38	s 6:09	..... OAK PARK.....	s 6:23	s 8:03	s 8:23	s 8:53	s 10:15	s 10:18	s 10:28
							..... LATHROP AVE.....							
							..... RIVER FOREST.....							
2:57	3:01	4:41	4:56	s 5:29	5:35	6:06	..... VALE.....	6:21	8:01	8:17	8:51	10:06	10:16	10:26
s 2:56	s 3:00	s 4:40	s 4:55	s 5:28	s 5:34	s 6:05	..... MAYWOOD.....	s 6:20	s 8:00		s 8:50		s 10:15	s 10:25
s 2:54	s 2:58	s 4:38	s 4:52	s 5:25	s 5:32	s 6:02	..... MELROSE PARK.....	s 6:18	s 7:58		s 8:48		s 10:13	s 10:23
2:52	2:57	4:37	4:50	5:23	5:30	6:00	..... TOWER JN.....	6:17	7:57	8:13	8:46	10:04	10:11	10:22
s 2:51	s 2:56	s 4:36	s 4:49	s 5:22	s 5:29	s 5:59	..... BELLWOOD.....	s 6:16	s 7:56		s 8:45		s 10:10	s 10:21
	s 2:53	s 4:33	s 4:47	s 5:19	s 5:26		..... WOLF ROAD.....	s 6:13	s 7:53					s 10:18
s 2:48	s 2:51	s 4:31	s 4:46	s 5:18	s 5:25	s 5:56	..... PROVISO.....	s 6:11	s 7:51		s 8:43		s 10:08	s 10:16
							..... TOWER HM.....							
2:45	s 2:49	s 4:29	s 4:43	s 5:15	5:20	s 5:53	..... ELMHURST YL.....	s 6:09	s 7:49	8:10	s 8:40	10:00	s 10:05	s 10:14
P. M.	s 2:46	s 4:26	s 4:39	s 5:10	P. M.	s 5:49	..... VILLA PARK.....	s 6:06	s 7:46		s 8:35		s 10:00	s 10:10
	s 2:42	s 4:22	s 4:35	s 5:05		s 5:45	..... LOMBARD.....	s 6:02	s 7:42		s 8:32		s 9:57	s 10:06
	s 2:38	s 4:18	s 4:30	s 5:01		s 5:40	..... GLEN ELLYN.....	s 5:58	s 7:38		s 8:28		s 9:53	s 10:02
							..... COLLEGE AVE.....							
	s 2:34	s 4:14	s 4:25	s 4:57		s 5:35	..... WHEATON.....	s 5:54	s 7:34		s 8:24		s 9:49	s 9:58
	s 2:30	s 4:10	s 4:20			s 5:30	..... WINFIELD.....	s 5:50	s 7:30		s 8:20		s 9:45	
							..... TOWER NI.....							
	2:25	4:05	4:15	4:50		s 5:25	..... WEST.....							
	P. M.	P. M.	P. M.	P. M.			..... CHICAGO YL.....	5:45	7:25	7:52	8:15	9:45	9:40	9:50
							..... GENEVA.....	P. M.	P. M.	s 7:46	P. M.	s 9:35	P. M.	P. M.
										P. M.		P. M.			

No. 14 will stop at Wheaton to discharge revenue passengers from Cedar Rapids and beyond and will not carry local passengers between Oak Park and Chicago.

Suburban trains will run on Sunday schedules, May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 16 will stop at West Chicago to discharge passengers from Nelson and beyond.

Yard limit sign shown at Elmhurst will apply in connection with all area between that sign and Chicago Passenger Terminal.

Westward—Time Freight Trains—Eastward

8

GALENA DIVISION

TIME TABLE No. 5

EFFECTIVE JANUARY 9, 1955

SECOND CLASS						STATIONS	SECOND CLASS							
381	251	249	383	253	155		386	154	254	256	380	252	258	126
DAILY	DAILY	DAILY	DAILY	DAILY	C. B. & Q. No. 92 DAILY EXCEPT SUNDAY		DAILY	C. B. & Q. No. 93 DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY EXCEPT TUESDAY
A.M. 10-00	A.M. 11-15	A. M. 11-00	P.M. 9-30	P.M. 10-00		.....PROVISO.....	A.M. 5-30		P. M. 2-00	P.M. 12-01	P.M. 6-30	P.M. 10-00	A.M. 12-30	A.M. 1-30
1-00 P.M.			12-30 A.M.		P.M. 10-45	.....NELSON.....YL	12-15 A.M.				3-00 P.M.			
					11-00 P.M.	.....STERLING.....YL	5-00 A.M.							
	3-30 P.M.	2-30 P. M.		3-45 A.M.		.....AGNEW.....	4-45 A.M.							
						.....CLINTON.....			6-15 A. M.	7-20 A.M.		5-20 P.M.	7-30 P.M.	8-00 P.M.

Trains going into South Yard at Nelson will ascertain from Yardmaster what track to use in returning to north end of yard. If unable to secure this information, return movements to North end of yard must be made with extreme caution to avoid possibility of accident. Telephone is located at South End of Yard.

STERLING AND AGNEW

Between Sterling and Agnew tracks 1 and 2 will be used jointly by trains and engines of C. B. & Q. and the C. & N. W. under C. & N. W. Rules and Regulations. C. B. & Q. trains will be governed by following instructions:

At Sterling all C. B. & Q. westward trains must stop before entering onto C. & N. W. tracks and ascertain through Operator on duty at Sterling whether all overdue C. & N. W. trains have left.

At Agnew all eastward C. B. & Q. trains must stop before entering onto C. & N. W. tracks and observe following rules covering electric locking:

All C. B. & Q. train movements to or from the C. B. & Q. which connects with C. & N. W. main tracks at Agnew are controlled by an electric switch lock which is operated by operator at Sterling Passenger Station.

Movements and operations of this electric switch lock and switches can be made only upon the authority of Operator at Sterling, and then only in accordance with instructions posted in the box at C. B. & Q. connection switch at Agnew.

CAPACITY OF SIDINGS SUBDIVISION 2

Westward		Eastward
116	.....Meredith.....	116
115	.....Malta.....	115
...	.....Creston.....	60
150	.....Ashton.....	150
95	.....Round Grove.....	...

STREAMLINER BACKUP MOVEMENTS

Equipment for westbound streamliner trains enroute to the Chicago Passenger Station are due to leave the ramp at 40th St. daily, as follows:

107.....	7.00 AM
Wis. Div. 401.....	1.15 PM
111.....	3.30 PM
105.....	3.55 PM
101.....	5.00 PM
103.....	5.15 PM

All light engines, transfer trains and freight trains, and other unscheduled movements, must give these streamliner backups an absolutely clear track.

Between Geneva and Clinton—Westward

FIRST CLASS					Facilities	Distance from Chicago	Subdivision 2 Time Table No. 5 January 9, 1955 STATIONS					FIRST CLASS				
107	13	111	105	101			103	5	15	107	13	111	105	101	103	5	15
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
A. M. 9:42	A. M. s11:33	P. M. 5:38	W	35.5	.....	.....	.....	.....	.....	.....	P. M. 6:12	P. M. 7:42	P. M. 7:57	s 9:49	s11:51
			.....	40.6	.....	.....	.....	.....	.....	.....
	11:43		.....	44.0	.....	.....	.....	.....	.....	.....					12:04
			.....	47.4	.....	.....	.....	.....	.....	.....
	11:50		.....	50.6	.....	.....	.....	.....	.....	.....					12:12
	11:55		.....	55.4	.....	.....	.....	.....	.....	.....
10:01	s12:05	5:56	FWY	58.3	.....	.....	.....	.....	.....	.....	s 6:31	8:02	8:17	s10:19	s12:38
	12:12		W	64.3	.....	.....	.....	.....	.....	.....					12:46
	12:17		.....	69.7	.....	.....	.....	.....	.....	.....					12:53
10:15	s12:25	6:11	W	74.8	.....	.....	.....	.....	.....	.....	6:45	8:16	8:31	s10:38	s 1:03
			.....	79.0	.....	.....	.....	.....	.....	.....
	12:34		W	83.7	.....	.....	.....	.....	.....	.....					1:14
	12:38		.....	88.0	.....	.....	.....	.....	.....	.....
	12:43	6:23	.....	92.9	.....	.....	.....	.....	.....	.....	7:00	8:30	8:45	10:57	1:25
10:35	s12:55	6:27	W	97.9	.....	.....	.....	.....	.....	.....	s 7:06	8:36	8:51	s11:05	s 1:48
	1:03	6:32	FWTY	104.3	.....	.....	.....	.....	.....	.....	7:11	8:41	8:56	11:12	1:57
			.....	105.1	.....	.....	.....	.....	.....	.....
s10:45	s 1:17	s 6:38	W	109.5	.....	.....	.....	.....	.....	.....	7:16	8:47	9:02	s11:19	s 2:30
	1:21		.....	112.9	.....	.....	.....	.....	.....	.....					2:35
	1:24	6:41	.....	114.8	.....	.....	.....	.....	.....	.....	7:20	8:52	9:07	11:24	2:38
			W	118.6	.....	.....	.....	.....	.....	.....
	s 1:39		.....	123.8	.....	.....	.....	.....	.....	.....				f11:31	s 3:00
	1:44		.....	127.6	.....	.....	.....	.....	.....	.....
11:09	1:55	7:01	.....	136.5	.....	.....	.....	.....	.....	.....	7:38	9:10	9:25	11:45	3:20
11:12 A. M.	2:00 P. M.	7:04 P. M.	FW TT	138.1	.....	.....	.....	.....	.....	.....	7:41 P. M.	9:13 P. M.	9:28 P. M.	11:50 P. M.	3:25 A. M.

No. 107 will stop at DeKalb to pick up revenue passengers for Council Bluffs and beyond.

No. 111 will stop at DeKalb to pick up revenue passengers for Denver.

No. 101 will stop at Geneva and Rochelle to pick up revenue passengers for Council Bluffs and beyond.

No. 103 will stop at Sterling to pick up revenue passengers for Ogden, Utah and beyond.

No. 15 will stop at Elburn and Maple Park to discharge revenue passengers from Chicago; and will stop at Nelson to pickup or discharge passengers.

At Sterling, trains must observe and be governed by the indication of train order signals at Tower QX and at the passenger station.

Yard limit signs shown at Nelson and NJ Jct. apply in connection with all area between these signs.

Between Clinton and Geneva—Eastward

FIRST CLASS				Subdivision 2 Time Table No. 5 January 9, 1955 STATIONS	FIRST CLASS					
	6	108	112	526		104	102	106	14	16
	DAILY	DAILY	DAILY	Sunday only		DAILY	DAILY	DAILY	DAILY	Daily except Sunday
	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.
	6:09	6:54	7:41	s 8:28	.....GENEVA..... 5.1	9:40	10:10	10:33	s 7:46	s 9:35
				s 8:18	.....LA FOX..... 3.4					
					.....ELBURN..... 3.4					
					.....MEREDITH..... 3.2					
					.....MAPLE PARK..... 4.8					
					.....CORTLAND..... 2.9					
	s 5:48	6:32	7:21	s 8:03	.....DE KALB..... YL 6.0	9:19	9:48	s 10:11	s 7:23	s 8:50
					.....MALTA..... 5.4					
					.....CRESTON..... 5.1					
	5:31	6:17	7:07	s 7:41	.....ROCHELLE..... 4.2	9:04	s 9:32	9:56	s 7:02	s 8:10
					.....FLAGG..... 4.7					
					.....ASHTON..... 4.3					
					.....FRANKLIN GROVE..... 4.9					
	5:13	6:00	6:52	7:21	.....NACHUSA..... 5.0	8:49	9:14	9:39	6:46	7:48
	5:08	5:55	s 6:46	s 7:13	.....DIXON..... YL 6.4	8:44	9:09	s 9:34	s 6:40	s 7:40
	5:03	5:50	6:41	7:05	.....NELSON..... YL 0.8	8:39	9:04	9:29	6:32	7:25
					.....NJ JCT..... YL 4.4					
	4:57	5:45	s 6:34	s 7:00	.....STERLING..... YL 3.4	s 8:33	8:59	9:24	s 6:27	s 7:20
					.....GALT..... 1.9					
	4:52	5:39	6:28	6:53	.....AGNEW..... 3.8	8:27	8:54	9:19	6:22	6:59
					.....ROUND GROVE..... 5.2					
	4:42			s 6:42	.....MORRISON..... 3.8				s 6:14	s 6:48
					.....UNION GROVE..... 3.3					
	4:28	5:22	6:12	6:30	.....E. CLINTON TOWER..... 1.6	8:10	8:37	9:02	6:03	6:34
	4:25 A. M.	5:19 A. M.	6:09 A. M.	6:25 A. M.	.....CLINTON.....	8:07 A. M.	8:34 A. M.	8:58 A. M.	6:00 P. M.	6:30 P. M.

Centralized Traffic Control

- No. 6 will reduce speed to 30 miles per hour at Sterling to dispatch U. S. Mail.
 - No. 6 will stop at Sterling, Dixon, Rochelle and Geneva to discharge revenue passengers from Ames and beyond.
 - No. 108 will stop at Sterling, De Kalb and Geneva to discharge revenue passengers from Council Bluffs and beyond.
 - No. 102 will stop at Geneva to discharge revenue passengers from Ogden, Utah and beyond.
 - No. 14 will stop at Maple Park on Sundays to pickup revenue passengers for Chicago.
 - No. 16 will stop at Nelson to pickup passengers for West Chicago and Chicago.
- At Sterling, trains must observe and will be governed by the indication of the train order signals at Tower QX and at the passenger station.
- Yard limit signs shown at Nelson and NJ Jct. apply in connection with all area between these signs.

11 Westward—Between Tower B-35 and Williams Bay—Eastward

SECOND CLASS		FIRST CLASS				Facilities	Distance from Chicago	Subdivision 3 Time Table No. 5 January 9, 1955 STATIONS		Capacity Sidings	FIRST CLASS			SECOND CLASS	
93	761	775	649	681	644			622	770		92				
Monday Wednesday Friday	Sundays & Holidays only	Saturday only	Daily except Sunday	Daily ex. Sat. & Sun.						Daily except Sunday	Daily except Sunday	Sundays & Holidays only	Tuesday Thursday Saturday		
A. M.— 6:30	A. M. 8.30	P. M. 1.30	P. M. 5.20	P. M. 4.42			.....CHICAGO.....			A. M. 8.10	A. M. 8.50	P. M. 9.25		
							.....TOWER B-35.....YL							P. M.— 1.40
6:50						W 42.8	.....EAST ELGIN.....YL	53						1.30
7:30						47.6	.....DUNDEE.....							12:40
8:45						48.4	.....CARPENTERSVILLE.....	14						12:10
9:10	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.		52.9	.....ALGONQUIN.....			Via Wis. Div.	Via Wis. Div.	Via Wis. Div.		11:55
9:30						58.3	.....CS JCT.....							11:40
						58.5	.....CRYSTAL LAKE.....	24						
							.....CRYSTAL LAKE JCT.....			A. M.— 7.13	A. M.— 8.00	P. M.— 8.15		
10:35	9:37	2:32	6:20	5:40		58.7	.....WEST WYE SWITCH.....			7:12	7:59	8:14	11:20	
						61.3	.....TERRA COTTA.....	20						
11:15	s 9:46	s 2:41	s 6:29	s 5:49		65.8	.....MCHENRY.....			s 7:00	s 7:49	s 8:04	10:50	
	s 9:51	2:46	s 6:35	f 5:54		69.3	.....RINGWOOD.....			s 6:53	s 7:42	s 7:57		
11:50	s 10:00	s 2:56	s 6:45	s 6:04		75.6	.....RICHMOND.....	15		s 6:44	s 7:34	s 7:49	10:10	
12:30	s 10:04	s 3:00	s 6:52	s 6:08		W 77.3	.....GENOA CITY.....	13		s 6:40	s 7:30	s 7:45	10:04 8:40	
	s 10:10	s 3:06	s 6:57	s 6:13		80.4	.....PELL LAKE.....			s 6:35	f 7:22	s 7:38		
12:45	s 10:23	s 3:19	s 7:08	s 6:21		85.9	.....LAKE GENEVA.....	13		s 6:26	s 7:14	s 7:29	8:20	
	s 10:33	s 3:29	s 7:19	s 6:31		90.1	.....LAKE COMO.....			6:16	7:04	s 7:19		
1:00 P. M.	10:37 A. M.	3:33 P. M.	7:22 P. M.	6:35 P. M.		FWTT 91.9	.....WILLIAMS BAY.....			6:13 A. M.	7:00 A. M.	7:15 P. M.	7:45 A. M.	

ALL TRAINS WILL SECURE CLEARANCE FORM A AT CRYSTAL LAKE STATION DURING HOURS THIS STATION IS OPEN.

No. 622, No. 644, No. 649 and No. 681 will not run on May 30, 1955, July 4, 1955 and Sept. 5, 1955.

No. 761 and No. 770 will run on May 30, 1955, July 4, 1955 and July 5, 1955.

No. 775 will stop at Ringwood to discharge revenue passengers from Chicago.

No. 681, No. 649 and No. 775 are superior to No. 622 and No. 644.

Consumers pit M.P. 53.7, C&NW Pit M.P. 54.4

CS Jct. to West Wye Switch 0.4 mile.

No. 644 and No. 622 will stop at Lake Como to pickup revenue passengers for Chicago.

BETWEEN HEBRON AND BASSETTS

Subdivision 3a Time Table No. 5 January 9, 1955 STATIONS	
5.87	.....BASSETTS.....
4.41	.....TWIN LAKES.....
	.....GENOA CITY.....
6.02	.....HEBRON.....

Trains must not exceed speed of 20 miles per hour on Subdivision 3a and will come to a stop and flag themselves over County Highway crossing 2.4 miles east of Genoa City, also stop and flag themselves over crossings at Sumner and Freeman Streets, just west of Genoa City station.

The district between Bassetts and Hebron will be governed by Rule 93.

C. M. ST. P. & P. R. R. CROSSING 3.6 MILES WEST OF GENOA CITY.

Gate protection with gates normally across C. & N. W. tracks. All trains and engine movements on C. & N. W. tracks must come to a stop and be governed by instructions posted in release box at crossing.

Westward—Between West Chicago and Freeport—Eastward

12

SECOND CLASS			Facilities	Distance from Chicago	Subdivision 4 Time Table No. 5 January 9, 1955 STATIONS		Capacity of Staling.	SECOND CLASS		
93	95	92			94	98				
Monday Wednesday Friday	Daily except Sunday	Tuesday Thursday Saturday			Daily ex. Sat. & Sun.	Saturday only				
A. M. 6.00	A. M. 12.05	P. M. 2.15	P. M. 9.45	P. M. 6.35	.....	.....	.....	.....	.....
6.15	12.15	1.55	9.30	6.20	35.3	33	26	1.45	9.15	
6.25	12.25	1.45	9.15	6.09	39.2	26	26	1.40	9.10	
6.30 A. M.	12.29	1.40 P. M.	9.10	6.05	41.0	.....	.....	.....	.....
.....	.....	.....	.....	.....	42.5	.....	.....	.....	.....
.....	12.47	.....	8.50	5.45	50.0	56	58	.....	.....
.....	12.58	.....	8.35	5.35	55.0	58	23	7.55	5.15
.....	.....	.....	.....	.....	62.7	.....	.....	.....	.....
.....	1.15	.....	7.55	5.15	66.1	23	44	7.20	4.45
.....	.....	.....	.....	.....	72.1	.....	18	6.40	.....
.....	2.05	.....	7.20	4.45	78.2	44	18	6.40	.....
.....	2.15	.....	6.40	.....	84.2	18	18	6.15	4.10
.....	3.05	.....	6.15	4.10	92.8	.....	15	5.30	3.30
.....	.....	.....	.....	.....	100.4	.....	15	.....	.....
.....	4.30	.....	5.30	3.30	107.3	15	.....	4.45	3.00
.....	.....	.....	.....	.....	113.6	.....	.....	P. M.	P. M.
.....	5.30 A. M.	.....	4.45 P. M.	3.00 P. M.	120.9	.....	.....	.....	.....

Trains entering the West Yard at West Chicago must report their arrival to operator at Tower JB.

All trains must secure Clearance Form A at Rockford Freight House during hours this office is open.

All trains from West Chicago Yard before entering Freeport Line (Subdivision 4) will stop and call JB Tower by telephone for permission to open main track switch. After movement is made switch must be restored to normal position for main track movement.

CLASS "AA" DIESEL UNITS MUST NOT OPERATE ON SUBDIVISION 4.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

At	Restrictions
Chicago Passenger Terminal.	Diesel locomotives No. 1674 to 1683, inclusive must not be operated on Tracks 11 to 16, inclusive. JA and JS Engines cannot operate on Tracks 13, 14, 15 and 16. H Engines cannot operate on Tracks 11, 12, 13, 14, 15 and 16.
Chicago—N. W. X. T.....	H, JA and JS Engines cannot operate on House Tracks 1, 2 and 3.
Wells St. Viaduct, Chicago..	Class H Engines cannot pass under this Viaduct.
Clark St. Viaduct, Chicago...	E, E2, H, JA, JS and R1 Engines cannot pass under this Viaduct.

Westward—BETWEEN SPRING VALLEY AND SYCAMORE—Eastward

THIRD CLASS	89	Facilities	Distance from De Kalb	Subdivision 5		SECOND CLASS	
				Time Table No. 5	Capacity of Siding	88	
	Daily except Sunday			January 9, 1955		Daily except Sunday	
	A.M. 11.40		4.3	... SYCAMORE ...	33	A.M. 10.20	
	11.55	FWY	0.0	... DE KALB. YL ...	31	10.00	
	A.M.		5.4	... ELVA ...	23	A.M.	
			8.8	... MCGIRR ...			
			12.8	... CB&Q CROSSING ...			
			15.5	... SHABONA GROVE ...			
			19.9	... ROLLO ...			
			26.1	... EARLVILLE ...			
			33.7	... TRIUMPH ...			
			37.4	... TROY GROVE ...	26		
			40.3	... DIMMICK ...			
			42.2	... BRAYSON ...			
			44.8	... CHURCHILL ...			
			45.4	... LA SALLE JCT. ...			
			47.2	... DALZELL ...			
			49.2	... SHAFT No. 2 ...			
		FWTT	50.5	... SPRING VALLEY ...			

All trains on Subdivision 5 must obtain Clearance Form A at De Kalb.

All trains and engine movements over High Street, State Street, De Kalb Avenue and Exchange Street in Sycamore, and over State and Pleasant Streets in De Kalb must be protected by a member of the crew.

In the district between track connection located 1600 feet west of Pleasant Street crossing in De Kalb, and track connection one-half mile west of Sycamore depot the main track will be used jointly by trains and engines of the C. G. W. and the C. & N. W.

In the district between C. B. & Q. Crossing at Earlville and one-half mile East of Earlville, the main track will be used jointly by trains and engines of the C. B. & Q. and the C. & N. W.

Trains will expect to find cars of gasoline spotted on siding at Troy Grove.

Siding is located one and one-half miles west of Brayson; capacity 28 cars.

The district between La Salle Jct. and Churchill will be governed by Rule 93—and in this District the main track will be used jointly by trains of the L. S. & B. C. and C. & N. W.

AT CB&Q CROSSING 4 MILES WEST OF MCGIRR

After a C. & N. W. train or engine has been stopped at the home signal, trainman or engineman will go to the crossing and communicate by telephone with the C. B. & Q. dispatcher to obtain release of electric lock. After permission is received from the C. B. & Q. dispatcher, trainman or engineman will operate electric lock and two-lever mechanical stand in accordance with instructions posted in electric lock case.

Should communication with the CB&Q-CTC dispatcher from the telephone located at the crossing be impossible due to failure of communications, the trainmen or enginemen should:

- 1.—Open the case door of the electric lock and observe if indicator panel reads "unlocked" within a reasonable period of time.
- 2.—When indicator panel reads "unlocked" electric lock may be released in the usual manner and movements completed.

Westward - BETWEEN ST. CHARLES AND GENEVA - Eastward

Subdivision 1a	
Time Table No. 5	
January 9, 1955	
STATIONS	
.....	GENEVA.....
	2.56
.....	ST. CHARLES.....

The district between Geneva and St. Charles will be governed by Rule 93.

Westward—BETWEEN AURORA AND GENEVA—Eastward

SECOND CLASS	Subdivision 1b	THIRD CLASS
97	Time Table No. 5	96
Daily except Sunday	January 9, 1955	Daily except Sunday
	STATIONS	
A. M. 7.00	..... GENEVA.....	A. M. 10.15
7.15	..... BATAVIA.....	9.45
7.30	..... MOOSEHEART.....	9.15
7.45	..... NORTH AURORA.....	9.00
A. M.	..... AURORA.....	A. M.

Westward - BETWEEN CHURCHILL AND SEATONVILLE - Eastward

Subdivision 5a	
Time Table No. 5	
January 9, 1955	
STATIONS	
.....	CHURCHILL.....
	2.8
.....	LADD.....
	0.25
.....	LADD JCT.....
	1.9
.....	SEATONVILLE JCT.....
	0.9
.....	SEATONVILLE.....

The district between Churchill and Ladd will be governed by Rule 93.

The district between Ladd and Seatonville Jct. will be used jointly by trains and engines of the NYC and C&NW and will be governed by Operating Rules of the N.Y.C.

The district between Seatonville Jct. and Seatonville will be governed by Rule 93.

COMMUNICATING OFFICE HOURS

Chicago.....	Continuous	*Dundee.....	7:00 a.m. to 4:00 p.m. Except Saturday and Sunday
Kedzie.....	Continuous	*Algonquin.....	7:00 a.m. to 4:00 p.m. Except Saturday and Sunday
*Kenton.....	6:15 a.m. to 10:15 p.m. Except Sunday	Crystal Lake.....	12:15 a.m. to 11:00 p.m. Daily
Tower JN.....	Continuous	*McHenry.....	6:30 a.m. to 3:30 p.m. Except Saturday and Sunday
Tower HM.....	Continuous	*Richmond.....	6:15 a.m. to 3:15 p.m. Except Sunday and Monday
Proviso Yard.....	Continuous	*Genoa City.....	{ 6:15 a.m. to 3:15 p.m. } Except Saturday and Sunday { 5:45 p.m. to 7:45 p.m. }
Tower NI.....	Continuous	*Lake Geneva.....	6:15 a.m. to 3:15 p.m. Except Saturday and Sunday
Geneva.....	{ 6:00 a.m. to 2:00 p.m. Daily 4:01 p.m. to 12:01 a.m. Daily	*Williams Bay.....	{ 6:00 a.m. to 8:00 a.m. Except Saturday and Sunday 8:45 a.m. to 7:30 p.m. Except Saturday and Sunday 7:45 a.m. to 4:45 p.m. Holidays only 6:00 a.m. to 8:00 a.m. Saturday only
DeKalb.....	Continuous	*Huntley.....	7:30 a.m. to 4:30 p.m. Except Saturday and Sunday
Rochelle.....	Continuous	*Union.....	7:30 a.m. to 4:30 p.m. Except Saturday and Sunday
NY Nelson.....	Continuous	*Marengo.....	8:00 a.m. to 5:00 p.m. Except Saturday and Sunday
Sterling.....	Continuous	*Garden Prairie.....	7:30 a.m. to 4:30 p.m. Except Saturday and Sunday
*Morrison.....	8:00 a.m. to 5:00 p.m. Except Saturday and Sunday	*Belvidere.....	2:10 p.m. to 10:10 p.m. Except Saturday and Sunday
East Clinton.....	Continuous	*Rockford.....	8:00 a.m. to 5:00 p.m. Except Saturday and Sunday
Tower JB.....	Continuous	*Pecatonica.....	7:00 a.m. to 4:00 p.m. Except Saturday and Sunday
*South Elgin.....	8:00 a.m. to 5:00 p.m. Except Saturday and Sunday	*Freeport.....	7:30 a.m. to 4:30 p.m. Except Saturday and Sunday
Tower B-35.....	Continuous		

All stations marked (*) are closed on New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

LOCATION OF TRAIN DISPATCHER'S TELEPHONES

Kenton Avenue.....	In office.	Creston.....	Crossing flagman's shelter.
Vale.....	In cabin.	Ashton.....	Waiting room.
Maywood.....	East end of station in baggage room.	Franklin Grove.....	Waiting room.
Lombard.....	Waiting room and box on pole north side 300 ft. east of station.	Galt.....	In office, just inside of door.
Glen Ellyn.....	Men's waiting room.	Agnew.....	In Booth opposite the west cross-over switch.
Wheaton.....	First gate tower west of station.	Round Grove.....	In Booth south of tracks from water tank.
Winfield.....	In waiting room.	Morrison.....	At Depot and Booth at west switch of siding.
Maple Park.....	East waiting room.	Union Grove.....	Waiting room.
Cortland.....	In station.	M. P. 131.6.....	Box on telegraph pole east of C. B. & Q. overhead.
Malta.....	Waiting room, and Booth, north side of pump house.	Wayne.....	On pole east end of siding

A dispatchers' telephone is located in a box on a post at or across track from interlocking bungalow at each CTC interlocking.

TONNAGE RATINGS

STEAM LOCOMOTIVE TONNAGE RATINGS*

DISTRICT	CLASS OF ENGINE			
	H	J-A	J-S	R-1
Chicago to West Chicago.....	7400	5870	5590	.....
West Chicago to Elburn.....	4400	3490	3325	.....
Elburn to Clinton.....	5700	4525	4310	.....
Clinton to Nelson.....	4900	3885	3700	.....
Nelson to De Kalb.....	4800	3810	3630	.....
De Kalb to West Chicago.....	5600	4445	4235	.....
West Chicago to Chicago.....	7400	5870	5590	.....
Aurora to Geneva.....				1100
West Chicago to Elgin.....				3495
Elgin to Algonquin.....				2800
Algonquin to Williams Bay.....				1800
Williams Bay to Crystal Lake.....				1400
Crystal Lake to West Chicago.....				2995

DIESEL LOCOMOTIVE CLASSIFICATION

Class FT.—No. 4051-AB to 4054-AB, Incl.

Class F-3.—No. 4051-C to 4054-C, incl., and 4055-ABC to 4066-ABC, Incl. (No. 4064-B vacant).

Class F-7.—No. 4067-ABC to 4084-ABC, Incl., 4085-AC to 4102-AC, incl. 4103-AB and 4104-AB.

Class GP-7—Numbers in 1500 and 1600 series.

DIESEL LOCOMOTIVE TONNAGE RATINGS—WESTWARD*

CLASS OF UNITS	FT OR F-3			F-7 OR GP-7			
	HORSEPOWER	1500	3000	4500	1500	3000	4500
DISTRICT							
Chicago to West Chicago.....	3667	7334	11000	4000	8000	12000	
West Chicago to Elburn.....	2675	5350	8025	3000	6000	9000	
Elburn to Clinton.....	3100	6200	9300	3430	6866	10200	

DIESEL LOCOMOTIVE TONNAGE RATINGS—EASTWARD*

Clinton to Nelson.....	2435	4870	7300	2725	5450	8175
Nelson to DeKalb.....	2435	4870	7300	2725	5450	8175
DeKalb to West Chicago.....	2675	5350	8025	3000	6000	9000
West Chicago to Chicago.....	3667	7334	11000	4000	8000	12000

*NOTE: The above ratings apply under ordinary circumstances over maximum grade between points named, additional tonnage will be handled whenever circumstances and grade will permit.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	58"	62.	1'30"	40.
41"	87.8	59"	61.	1'35"	37.9
42"	85.7	1'	60.	1'30"	36.
43"	83.7	1' 1"	59.	1'45"	34.3
44"	81.8	1' 2"	58.	1'50"	32.7
45"	80.	1' 3"	57.1	1'55"	31.3
46"	78.3	1' 4"	56.2	2'	30.
47"	76.6	1' 5"	55.3	2'15"	26.6
48"	75.	1' 6"	54.5	2'30"	24.
49"	73.5	1' 7"	53.7	2'45"	21.8
50"	72.	1' 8"	52.9	3'	20.
51"	70.6	1' 9"	52.1	3'30"	17.1
52"	69.2	1'10"	51.4	4'	15.
53"	67.9	1'11"	50.7	5'	12.
54"	66.6	1'12"	50.	6'	10.
55"	65.4	1'15"	48.	7'	8.6
56"	64.2	1'20"	45.	8'	7.5
57"	63.1	1'25"	42.3	10'	6.

SPEED RESTRICTIONS

LOCATION	Restrictions Miles per Hour			LOCATION	Restrictions Miles per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
BETWEEN CHICAGO AND CLINTON Maximum speed, miles per hour: Streamliner Trains, Diesel operated . . . 90 Streamliner Trains, Steam operated . . . 80 Other Passenger trains 80 Freight trains 60 Class JA and JS locomotives must not exceed 50 miles per hour.				BETWEEN CHICAGO AND CLINTON —Continued MP 10.4 to 11.9—Between 5th Ave., May- wood, and JN Interlocking tracks 2 and 3.			
Chicago—See special rules on page 23, governing train operation between Clinton St. Interlocking and Chicago Passenger Terminal.				MP 11.9—Over JN Interlocking main routes			
MP 0.3 to 1.4—Between Clinton St. Inter- locking and Noble St. Interlocking				MP 11.9 to 15.5—Between JN Interlocking and HM Interlocking, Elmhurst track 1 and 2			
MP 1.4—Over Noble St. Interlocking— Straight Route Diverging Main Routes				MP 15.5—Over HM Interlocking, Straight route: Track 1 to Track 1 Track 2 to Track 2 Diverging Route— Track 1 to Track 2 Track 3 to Track 2 To and from Proviso leads			
MP 1.4 to 2.6—Between Noble St. Inter- locking and Western Avenue Interlocking				MP 19.0 to 21.0 between east end of curve 0.1 mile west of Lombard and west end of curve 1.1 miles west of Lombard			
MP 2.6—Over Western Ave. Interlocking— Straight Routes				MP 22.3 to 25.4—Between east end of curve 0.1 mile east of Glen Ellyn and west end of curve 0.5 mile west of Wheaton			
Streamliner trains must not operate over Western Avenue Inter- locking except on the 4 main tracks straight through the CMStP&P crossings, and cannot operate into or out of the east end of California Ave. coach yard. It is permissible to use the Interlocked crossovers east of the CMStP&P crossing to cross from track 4 to track 3, and from track 3 to track 2, and to cross from track 2 to track 1 west of the crossings and from track 1 to the east wye of the Rockwell Street Line.				MP 26.1 around curve 1.2 mile west of Wheaton			
MP 2.6 to 3.7—Between Western Ave. Inter- locking and Kedzie Interlocking track 1 and 2				MP 27.0 to 29.5 between 0.6 mile east of Win- field and NI Interlocking West Chicago			
MP 3.7—Over Kedzie Interlocking—Straight Routes— Eastward Westward Diverging Main Route				MP 29.5—Over NI Interlocking West Chicago Straight Route: Tracks 1, 2 and 3 Diverging Route— Track 1 to Track 2 Track 1 to Track 3 Track 2 to Track 1 Track 2 to Track 3 To and From Freeport Line			
MP 3.7 to 5.3—Between Kedzie Interlocking and Kenton Ave. track 1 and 2				MP 29.5 to 30.0—Between NI Interlocking and 0.25 mile east of Tower JB			
MP 5.3—Through turnouts Kenton Ave.— Track 1 to Tracks 1 and 2 Track 3 to Track 2 Track 4 to Track 2				MP 30.0 to 30.5 between 0.3 mile east to 0.2 mile west of Tower JB			
MP 5.3 to 10.0—Between Kenton Ave. and Vale— Tracks 1, 2, 3 and 4				MP 32.1—WX Interlocking—Diverging—Main Track to Main Track Track 1 to Track 1 or to Track 2: Eastward Track 1 or Track 2 to Track 1: Westward Track 2 to Yard Lead: Eastward or Westward			
MP 10.0—Through turnouts Vale— Tracks 1 and 2 to Track 1 Track 2 to Tracks 3 and 4				MP 35.2 to 35.8—Between east end of Fox River Bridge and West Switch Geneva— Tracks 1 and 2 Westward Tracks 1 and 2 Eastward			
MP 10.0 to 10.4—Between Vale and 5th Ave., Maywood				MP 37.2—GX Interlocking—Diverging Main Track to Main Track			

SPEED RESTRICTIONS

LOCATION	Restrictions Miles per Hour			LOCATION	Restrictions Miles per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
BETWEEN CHICAGO AND CLINTON —Continued				BETWEEN CHICAGO AND CLINTON —Continued			
MP 42.2—LX Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 109.2 to 109.6—Between C. B. & Q. R. R. Interlocking and Ave. "B" crossing 1000 feet west of Sterling.....	50	50	40
MP 48.5—MW Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 129.0 around curve 1.5 miles west of Union Grove.....	80	.....	.....
MP 55.5—CO Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 130.8—Around curve 3.0 miles west of Union Grove.....	75	70	50
MP 57.9 YD—Interlocking— Track 1 to Track 1 Westward..... Track 4 to Track 2 Westward.....	25 25	25 25	25 25	MP 135.6 to 136.0—Over Interlocking and around curve at west end of Interlocking East Clinton—Straight Route.....	45	45	35
MP 58.1 to 58.8—Over all Street Crossings at DeKalb.....	30	30	30	MP 135.9—Over Interlocking East Clinton, Diverging Main Route, C. B. & Q. trains..	15	15	15
MP 63.0—MA Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 137.9—Over draw bridge, Clinton.....	30	30	30
MP 67.8—HX Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 138.0—Over Second Street Interlocking, Clinton..... Straight Route..... Through Turnouts.....	20 10	20 10	20 10
MP 73.3—RX Interlocking—Diverging Main Track to Main Track.....	40	40	35				
MP 75.3—NX Interlocking — Over CB&Q Crossing—Rochelle, Ill.....	60	60	50	LOCATION	Restrictions Miles Per Hour		
MP 82.0—AE Interlocking—Diverging Main Track to Main Track.....	40	40	35		All Trains		
MP 89.0—FX Interlocking—Diverging Main Track to Main Track.....	40	40	35	BETWEEN WEST CHICAGO AND FREEPORT			
MP 92.9—NA Interlocking—Diverging Main Track to Main Track..... Track 2 (Cut off) Lee County Line to Tracks 1 or 2, Eastward or Westward	40 40	40 40	35 35	Maximum Speed Miles per hour: All trains.....	35		
MP 97.9—Around Curve at Dixon Station...	50	50	45	MP 29.5 to 30.0—Between NI Interlocking and sta- tion West Chicago.....		15	
MP 98.0 to 99.4—Between Curve at Dixon Station and overhead bridge No. 190½, 1.5 miles west.....	70	70	50	MP 30.0 to 30.5—Between station, West Chicago and E. J. & E. crossing..... Eastward trains keep sharp lookout for trains or engines entering or leaving east end of coach yard.....		15	
MP 92.7 to 103.2—Between NA Interlocking & NQ Interlocking, Track 2— Lee County.....	80	.....	.....	MP 30.3—Washington Street Crossing West Chicago, Subdiv. 4. ALL TRAIN AND ENGINE MOVEMENTS MUST STOP BEFORE PASSING THE GOVERNING STOP SIGN, AND, AFTER THE LEADING WHEELS OCCUPY THE CROSSING TRACK CIRCUIT THE GATES WILL LOWER AUTOMATICALLY. MOVE- MENT MUST NOT BE MADE ONTO OR OVER THE CROSSING UNTIL GATES ARE IN FULL LOWERED POSITION AND THE CROSSING IS CLEAR OF VEHICULAR TRAFFIC. AFTER THE MOVEMENT IS COMPLETED OVER THE CROSSING AND TRAIN OR ENGINE IS OFF OF CROSSING TRACK CIR- CUIT, GATES WILL RAISE AUTOMATICALLY.			Stop
MP 103.0—NQ Interlocking—Diverging Main Track to Main Track.....	40	40	35	MP 30.5—Over E. J. & E. crossing at West Chicago.			30
MP 103.0 to 105.3—Between NQ—Interlock- ing and NJ Interlocking—Tracks 1 and 2..	35	35	35	MP 41.0 to 41.1—Between home signals, C. M. St. P. & P. Interlocking, Tower B-35. Straight route..... Diverging Route....			20 20
MP 104.4—Over NY Interlocking—Nelson— Track 3—Straight Route..... All Diverging Main Routes	70 15	70 15	50 15				
MP 105.1—Over NJ Interlocking—Nelson— Track 3—Straight Route..... All Diverging Main Routes	70 15	70 15	50 15				
MP 105.9 around curve 1.5 miles west of Nelson.....	80	70	.....			
MP 107.9 to 109.2—Between east end of curve 1.5 miles east of Sterling and C. B. & Q. R. R. Interlocking.....	75	70	50				
MP 109.2—Over C. B. & Q. R. R. at Sterling.	40	40	40				

SPEED RESTRICTIONS

18

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour All Trains	
	All trains			
BETWEEN WEST CHICAGO AND FREEPORT —Continued		BETWEEN TOWER B-35 AND CRYSTAL LAKE Maximum speed miles per hour: All trains.....25		
MP 42.0—Over Walnut St. crossing about 0.5 mile east of West Elgin Station. Westward freight trains handling 1500 tons or more.....	5	MP 41.1 to 44.0—Between CMStP&P Crossing at Tower, B-35 and highway crossing at City Pumping Station, East Elgin.....	10	
MP 42.0 to 42.4—Between Walnut St. crossing and State St., first crossing east of West Elgin.....	10	MP 52.7—Main St., Algonquin.....	5	
MP 42.4—Over State St., first crossing east of West Elgin..... Westward freight trains handling 1500 tons or more.....	15	MP 58.3—Crystal Lake—Crystal Lake Avenue just south of turn table.....	Stop	
MP 42.4 to 43.5—Between State St. and Schiller St. 1.0 Mile west of West Elgin.....	5	MP 57.7 to 58.8—Between south wye track switch, Crystal Lake and Crystal Lake Jct.—Operate with extreme caution expecting to find main track occupied.		
MP 42.4 to 43.5—Between State St. and Schiller St. 1.0 Mile west of West Elgin.....	10			
MP 77.3 to 78.3—Between Warren Ave. second crossing east of Belvidere passenger station and State St. second crossing west of station.....	15		Restrictions Miles Per Hour	
All eastward trains approaching and crossing State St. must not exceed 5 miles per hour.			Pass. Trains	Freight Trains
Westward trains must not exceed 5 miles per hour approaching Whitney Street and State Street, Belvidere, and Eastward trains must not exceed 5 miles per hour approaching Caswell Street, Belvidere, account crossing protection shortened through this district.		BETWEEN CRYSTAL LAKE AND WILLIAMS BAY Maximum speed miles per hour: Passenger trains.....59 Freight trains.....30		
All train and engine movements on east and west wyes will stop before crossing Pleasant St. and member of crew flag this crossing.		MP 57.7 to 58.8—Between south wye track switch, Crystal Lake and Crystal Lake Jct.—Operate with extreme caution expecting to find main track occupied.		
MP 90.0 to 94.3—Within City limits of Rockford. East City Limits—Bridge 452—20th St. subway. West City Limits—Fence at west end J. I. Case Co. plant.	15	Northeast wye Crystal Lake Jct., extending from Wisconsin Division main track to Galena Division main track.....	20	20
MP 90.0 to 94.3—Over all street crossings in Rockford except that between 10:00 p.m. and 6:00 a.m. all trains will stop and flag over 7th St. at East Rockford.....	25	MP 77.3—C. & N. W. Ry. crossing Genoa City.	Stop	Stop
Old KD Line Rockford and point about 5 miles east.	10	MP 86.8—Around curve 0.75 mile west of Lake Geneva.....	45	
MP 94.8—Over facing point switch Farm Bureau track 2.0 miles west of Rockford—Eastward.....	15	MP 89.8 to 91.5—Around curve west of station Lake Como to east switch Williams Bay.....	45	
MP 116.1—During rain storms, or immediately thereafter, trains will approach farm crossing in out 2.5 miles west of Ridott very carefully expecting to find earth washed onto track.	20	MP 91.5 to 92.0—Between east switch and station Williams Bay.....	20	20
MP 120.3—Between Home Signals of C. M. St. P. & P. crossing east of Freeport.....	10		Restrictions Miles Per Hour Freight Trains	
MP 120.3 to 120.9—Between C. M. St. P. & P. crossing and Freeport.....	20	BETWEEN SYCAMORE AND SPRING VALLEY AND SEATONVILLE Maximum speed, miles per hour: All trains.....25		
MP 120.9—Freeport—between 6:00 p. m. and 6:00 a.m. all trains or engines will flag themselves across Stephenson St. west of station.	10	MP 25.1—C. M. St. P. & P. crossing 1.0 mile east of DeKalb.....	Stop	
		MP 25.1 to 27.0—Between C. M. St. P. & P. crossing and Lincoln Highway on Spring Valley Line.	15	

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour Freight Trains
BETWEEN SYCAMORE AND SPRING VALLEY AND SEATONVILLE —Continued MP 27.0 to 27.2—All train, yard and engine movements, before crossing Lincoln Highway.....	Stop
On Spring Valley Line. Between Lincoln Highway crossing and Taylor St. (canning factory) crossing.	10
MP 38.4 to 38.8—Between westward approach signal and home signal C. B. & Q. crossing 4.0 miles west of McGirr.....	20
MP 38.8—C. B. & Q. crossing 4.0 miles west of McGirr.....	Stop
MP 38.8 to 39.2—Between Eastward approach signal and home signal C. B. & Q. crossing 4.0 miles west of McGirr.....	20
MP 52.2 to 52.4—C. B. & Q. Jct. 0.5 mile east of Earlville. All trains move with extreme caution between Junction and C. B. & Q. interlocking. Westward Trains—Stop at junction and obtain permission from operator, Earlville by telephone before proceeding. Eastward Trains—Be governed by signal indication at interlocking.	
MP 66.4—Between home signals, I. C. crossing, Dimmick.....	20
MP 75.4 to 76.7—Between east switch Shaft No. 2 and Spring Valley.....	10
	Restrictions Miles Per Hour Freight Trains
BETWEEN GENEVA AND ST. CHARLES Maximum speed, miles per hour: All trains.....	10
MP 35.7—Junction with C. & N. W., Geneva.....	Stop
MP 36.2—State St., Geneva.....	Stop
Geneva, (River Track), 1st St., State Highway No. 31.	Stop
MP 37.0 to 37.8—Van Sicklen's Crossing and Prairie St., St. Charles.....	Stop
BETWEEN GENEVA AND AURORA Maximum speed, miles per hour: All trains.....	10
MP 35.7—Junction with C. & N. W., Geneva.....	Stop
MP 41.5—State St., North Aurora.....	Stop

ADDITIONAL SPEED RESTRICTIONS

1. Trains of ordinary passenger equipment handled by Diesel power and trains of streamline equipment handled by steam power or trains with a mixed consist of conventional type or Streamliner type of equipment with one or more cars of either type handled by Diesel or Steam power, must observe speed restrictions which govern, "Other Passenger Trains."

2. The maximum speed for diesel power operating light will be as indicated in speed restrictions for freight trains.

3. Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than 3 inches above top of rail, and all trains when operating through water must not exceed 5 miles per hour. Be governed by Rules 101, 101a and 713.

4. When Class JA or JS locomotives are used on passenger trains the speed of such trains must not exceed 50 miles per hour at any point. Where lower speed is prescribed it will govern.

5. Class E engines must not exceed 75 miles per hour at any point regardless of the type of train such engine is handling. This will also apply when class E engine is doubleheaded with diesel locomotive.

6. Freight trains must not exceed 50 miles per hour on all descending grades between Proviso and Clinton. Where lower speed is prescribed it will govern.

7. Diesel switch engines 1000-1001-1002-1200 and those in the 400 series must not be operated at speeds to exceed 25 MPH in either forward or backward movement.

8. The speed of a train or engine moving over a cross-over, turn-out to or from main track or diverging route at a Junction, must not exceed 10 miles per hour, unless specifically authorized under speed restrictions.

9. A train moving against the current of traffic in two or more track district must not exceed 20 Miles per hour at any point, and must not exceed 10 Miles per hour through turnouts and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed 10 Miles per hour approaching the terminals between which the reverse movement is being made. This rule does not apply to trains operating in either direction on Track No. 2 between Tower HM and Tower NI or in C. T. C. territory.

10. Unless otherwise instructed, steam wrecking outfits must not exceed a speed of 35 Miles per hour between Chicago and Clinton and 25 Miles per hour on all other subdivisions. Speed restrictions requiring less than the above speed must be observed.

11. The speed of back-up movements of Streamliner trains must not exceed 10 miles per hour over Lake Street, Clinton Street and Kedzie Interlockings, through the crossovers at Lake and Rockwell Streets, into and out of California Avenue Coach Yard, Streamliner Yard at Chicago Shops, and through any other crossovers or turnouts that may be used in back-up movement.

Over Western Avenue Interlocking, speed of such back-up-movements must not exceed 10 miles per hour through crossovers or turnouts and must not exceed 20 miles per hour in straight movement over interlocking.

12. Trains handling ore cars loaded with ore will not exceed a speed of 25 miles per hour. Trains handling ore cars loaded with commodities other than ore, including company coal, or when handling empty ore cars, will not exceed a speed of 30 miles per hour.

13. Trains handling U. S. Government scale test cars, C&NW scale test cars or scale test cars of other railroads must not exceed 30 miles per hour on main subdivisions nor 20 miles per hour on branch subdivisions. Such cars to be handled only upon specific instructions from chief train dispatcher; placed next ahead of caboose and in accordance with Rule 1078.

ADDITIONAL SPEED RESTRICTIONS—Continued

14. Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines will not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Where lower speed is prescribed it will govern.

15. Empty suburban coach trains in back-up movement must observe all speed restrictions, but in no case will they exceed 40 miles per hour, and, in addition, such movements must not exceed 10 miles per hour in passing over street or highway crossings at grade, being prepared to stop, if necessary, to avoid accident.

16. (a) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be detached.

(b) When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

(c) The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned in (a) and (b) must be removed, when truck is so equipped; such machines must be hauled next to caboose and trains handling them must not exceed 25 miles per hour."

17. "Magor air dump cars, series No. 11701 to 11765, odd numbers, or cars of a similar type may be handled only in switch, work train or way freight service and then only upon receipt of specific instructions for such handling from the Division Superintendent. This type of car when handled under load, should not be moved at a speed greater than 20 miles per hour and when empty, 25 miles per hour.

18. Trains handling lumber in open top cars must not exceed 30 miles per hour at any point.

19. WITHIN CHICAGO TERMINAL

Class JA, JS, Z and R1 engines when backing up in transfer or other service, must not exceed 30 miles per hour on straight track, and 25 miles per hour on curves.

Class M1, M2 and M3 engines must not exceed 25 miles per hour either in forward or back-up movements. Where lower speed is prescribed it will govern.

BULLETIN BOARDS

Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Chicago Passenger Depot. Conductors' Room, Trainmen's Room, and Back-up Men's Room.
NWXT Yard Office.

Wells Street.....Locker Room.

State Street.....Yardmaster's Office.

Western Avenue.....Locker Room, Freight Yard.

Wood Street.....Locker Room.

South Chicago.....Agent's Office.

California Avenue.....Yard Office, Coach Yard.

Kedzie Avenue.....Trainmaster's Office.

Crawford Avenue.....Streamliner Ramp. Engine House.

Chicago Shops.....Locker Room.

Proviso.....Telegraph Office. Yard Offices at east and west end Yard 6. Welfare Building.

West Chicago.....Yard Office. Engine House.

DeKalb.....Telegraph Office. Enginemen's Wash Room.

Sterling.....Freight Office.

Nelson.....Yard Office. Engine House.

Clinton.....Passenger Station. 5th St. Yard Office. Engine House.

Belvidere.....Telegraph Office.

Rockford.....Telegraph Office. Engine House.

Freeport.....Telegraph Office. Engine House.

Williams Bay.....Telegraph Office. Engine House.

Elgin.....Freight House.

SPECIAL RULES CLOSE CLEARANCES

1. On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

New employees must exercise great care in this respect.

All employees are prohibited from riding on the tops of cars east of Noble Street and east of Sangamon Street to Lake Michigan.

2. STANDARD TIME—RULE 3

Clocks showing Central Standard Time are located at Train Dispatcher's office, Chicago; Yardmasters' office, Wood St., east end of Yard 5, and Telegraph Office, Proviso; Yard Office Nelson. Ticket Offices, West Chicago, DeKalb, Freeport, Crystal Lake and Williams Bay. Freight Office at Belvidere.

Engine Houses at: Proviso, West Chicago and Nelson, Engineer's wash room Galena House at Crawford Ave.

3. SUPERIOR DIRECTION—RULE S-72

EASTWARD trains are superior to WESTWARD trains of the same class.

4. REGISTER STATIONS

Rules S-83 and S-83a

Westward: Passenger trains—Clinton Station, Crystal Lake and Williams Bay.

Freight trains—Proviso, West Yard Clinton, Nelson Yard, Rockford, Freight Station, Freeport, Crystal Lake, Williams Bay. DeKalb for Subdivision 5 trains only.

Eastward: Passenger trains—Clinton Station, Chicago, Williams Bay and Crystal Lake.

Freight trains—Fifth St. Clinton, Proviso, Freeport, Rockford Freight Station, Williams Bay, Crystal Lake; DeKalb Subdivision 5 trains only; Geneva for Aurora Branch only.

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

The register of First Class trains into Clinton from the Iowa Division and out of Clinton eastward on the Galena Division, will be recorded on the register at 5th Street, Clinton, for the information of eastward trains starting from 5th Street Yard.

5. CLEARANCE FORM A—RULE 83c

Unless otherwise provided, trains starting from initial division stations on sub-divisions 1 and 2 must obtain Clearance Form A. This will permit operators to accept train orders for such trains without display of train order signal.

Rule 83c will not apply at non-communicating stations or when communicating stations are closed; and will not apply at Kedzie, Vale, Tower JN or Elmhurst.

6. TRAIN ORDERS—RULE 97

Between Chicago and Geneva, extra freight and passenger trains will be operated without train orders. In other two or more track districts extra freight, empty passenger equipment, and express trains, will be operated without train orders except as provided in special rule, pages 23 and 24, covering automatic train control.

7. SUBURBAN TRAINS OCCUPYING MAIN TRACK

Suburban or local trains must not occupy main track at starting point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed 5 minutes.

8. LOADED AND EMPTY PASSENGER BACK UP MOVEMENTS

(a) When making back up movements of empty suburban coach trains between the Chicago Passenger Terminal, or Kedzie and points west of Kedzie, two men must be on the forward platform of the leading car.

(b) When backing occupied passenger cars or trains between any points, two men must be on the forward end of the leading car. At night and when weather conditions obscure the view, a back-up headlight or a white light must be displayed on the forward end of the leading car.

The movements outlined in (a) and (b) must not be made until a back-up hose or its equivalent is attached and in operation and the movement in control of the men on the forward platform of the leading car.

9. ENGINES BACKING UP

At night when engines back-up light or when backing train in the suburban district or between coach yards and passenger station, a dimmed headlight will be displayed on the trailing end of the engine.

10. USE OF SAND

The use of sand is prohibited on all interlockings anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main track in automatic block, automatic train control or centralized traffic control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

11. RED REAR OSCILLATING LIGHT

This is an emergency light, and must not be displayed while train is moving under normal speed and circumstances. When a train equipped with red rear oscillating light is moving under circumstances in which it may be overtaken by another train, or comes to a stop, the flagman must see that the light is in operation. See Rule 18 in current Book of Operating Rules.

12. ORDINANCES—SOUNDING ENGINE WHISTLE

No Railroad Company shall cause or allow the whistle of any Locomotive Engine to be sounded within the City of Chicago; between Chicago and Winfield, inclusive; nor within the corporate limits of Geneva, Elburn, Dixon, Morrison or Elgin, except that whistle may be sounded for the County Farm crossing located between Wheaton and Winfield; for necessary brake signals and as may be necessary to prevent injury to persons or damage to property.

13. NORMAL POSITION OF SWITCHES

WEST WYE SWITCH. For Wisconsin Division Wye.

14. TRACKS IN OPERATION

(a) FIVE TRACKS.—Kedzie and Crawford Avenue.

(b) FOUR TRACKS.—Clinton Street and Kedzie, Kenton Avenue and Maywood and Elmhurst, 1.5 miles east of Nelson and NJ Jct.

(c) THREE TRACKS.—Jefferson Street and Noble Street (old line), Crawford Avenue and Kenton Avenue, Tower HM, Elmhurst and WX, Nachusa to 1.5 miles east of Nelson.

(d) TWO TRACKS.—Vale and Maywood, WX and Nachusa, NJ Jct. and Clinton Tower NI to West End of Coach Yard, West Chicago.

(e) SINGLE TRACK.—Tower B.35 to Williams Bay; Bassets to Hebron; West Chicago to Freeport; Sycamore to Spring Valley; Geneva to St. Charles; Geneva to Aurora; Churchill to Seatonville.

15. MOVEMENT OF TRAINS ON RUNNING TRACKS

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

(a) JEFFERSON STREET AND NOBLE STREET
(Old Line)

TRACK No. 1—Switching lead.

TRACK No. 2—Westward movements.

TRACK No. 3—Eastward movements.

(b) CLINTON STREET AND KEDZIE

TRACK No. 1—Westward scheduled movements and extra passenger trains.

TRACK No. 2—Eastward scheduled movements and extra passenger trains.

TRACK No. 3—Westward unscheduled movements.

TRACK No. 4—Eastward unscheduled movements.

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

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

Between Noble Street and Kedzie, movements may be made against the current of traffic, on authority of the operator in writing, on Form 154 stating that opposing trains are being held. Before such movements are authorized operator will obtain instructions from the Train Dispatcher. (Rule 261b.)

In the use of leads between California Avenue Coach Yard and Kedzie, the most northerly track (No. 7), will be used by westward trains and engines, and the next track south (No. 6), will be used by eastward trains and engines, except when necessary to reverse the movement, and when so made it must be done with extreme care.

Class H engines can use crossover from track 6 to track 5 or track 7 at a speed not to exceed 6 miles per hour. The speed of class H engines through turn-out in track 6 east side of Sacramento Blvd., must not exceed 4 miles per hour.

(c) LAKE STREET AND 16th AND CANAL STREETS
NUMBER OF TRACKS IN OPERATION

3 Tracks, Lake Street to Taylor Street.

3 Tracks, Taylor Street to B. & O. C. T. crossing.

2 Tracks, B. & O. C. T. crossing to crossover at Blue Island Avenue.

1 Track between crossover at Blue Island Avenue and 16th Street Freight House.

1 Track between Damen Avenue, east end of Wood Street Potato Yard and Union Street Interlocking.

Above tracks will be considered as Yard Tracks, and movements thereon will be governed by Rule 93. All train and engine movements must be made with the current of traffic under restricted speed.

In the event of accident, responsibility shall rest with the approaching train.

Between Taylor Street and Ogden Avenue, movements may be made on Tracks 3 and 4 in either direction, on signal from switch tender in charge.

Back-up movements of passenger equipment trains at Lake and Rockwell Streets will be made on any track on signal from switch tender in charge.

(d) KEDZIE AND LAKE AND ROCKWELL STREETS

Between Kedzie Avenue and Lake and Rockwell Streets, trains operating on the eastward Wood Street Line in either direction, as may be directed by the operator at Kedzie and the switchtender at Lake and Rockwell Streets, will operate at restricted speed.

Passenger trains turning on wye at Lake and Rockwell Streets will be backed in onto Track No. 3, most westerly track, insofar as it can be done.

In using Track 3, Class H and E4 engines and Diesel Units of Streamliner trains must move onto this track only so as to clear switch, and must not move onto or over the viaduct or bridge over Maypole Ave., which is first street south of Lake Street.

When switchtender is on duty at Lake St. (Rockwell St. Line) and switches are properly lined for movement from the east wye, and proper signal is received from the switchtender, train or engine movement will not have to stop for stop sign located at south end of wye at Fulton St.

All train and engine movements northbound on the Rockwell Street Line will approach the location between crossover switches at Monroe Street and the switches at Lake Street under control, prepared to stop, expecting to find trains backing around the wye.

Rule 93 will apply on the Rockwell Street line.

(e) KEDZIE AND CRAWFORD AVENUE

TRACK No. 1.—Westward movements destined beyond Crawford Avenue via the Galena Division.

TRACK No. 2.—Eastward, passenger and freight movements.

TRACK No. 3.—Westward unscheduled movements (except those destined beyond Crawford Avenue, via the Galena Division).

TRACK No. 4.—Eastward unscheduled movements.

TRACK No. 5.—Eastward unscheduled movements.

Movements against the current of traffic on tracks 3, 4 and 5 may be made as arranged by and between the Switch Tender at Crawford Avenue and the Operator at Kedzie Interlocking.

(f) CRAWFORD AVENUE AND KENTON AVENUE

TRACK No. 1.—All westward movements.

TRACK No. 2.—Eastward passenger and freight movements.

TRACK No. 3.—Eastward freight movements.

All trains (except first class trains) and engines must approach Crawford Avenue switches under full control, expecting to find trains crossing over. In the event of accident responsibility will rest with approaching train.

(g) KENTON AVENUE AND VALE

TRACK No. 1, LOCAL.—Westward passenger movements.

TRACK No. 2, EXPRESS.—Westward passenger and freight movements.

TRACK No. 3, EXPRESS.—Eastward passenger and freight movements.

TRACK No. 4, LOCAL.—Eastward passenger movements.

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

(h) MAYWOOD AND TOWER JN

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

TRACK No. 2.—Westward movements.

TRACK No. 3.—Eastward movements.

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

(i) TOWER JN AND TOWER HM

TRACK No. 1.—Westward main track.

TRACK No. 2.—Eastward main track.

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

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

(j) TOWER HM AND TOWER NI

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

TRACK No. 1.—Westward movements.

TRACK No. 2.—Movements in either direction on signal indications.

TRACK No. 3.—Eastward movements.

Crossover movements to or from Track No. 2 are prohibited, except as permission is granted by Operator at Tower NI or Operator at Tower HM. Before granting permission to trains to enter track No. 2 at any intermediate point, the Operator at Tower HM or Operator at Tower NI, must first ascertain that the traffic lock lever is in the proper position for the direction of movement desired by the train seeking permission, and will then secure authority from the train dispatcher before permission is granted. The train dispatcher must satisfy himself that there are no movements conflicting with that of the train desiring to enter track No. 2, and that the operators have traffic lock levers in proper position, before granting authority.

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

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

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

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

The facing point lock lever on the crossovers just west of Elmhurst is equipped with an electric lock operated from Tower HM and no switch indicators are provided at either of the crossover switches. Operator at Tower HM must be called for permission to cross over before padlock is removed from electric lock. When such permission is received, instructions posted in telephone box will govern.

(k) TOWER NI AND CLINTON

TOWER NI AND WX... Tracks 1, 2 and 3 operated as main tracks.

WX AND CORTLAND... Tracks 1 and 2 operated as main tracks.

CORTLAND AND YD... Tracks 1 and 4 operated as yard leads under Yard Rules.

Tracks 2 and 3 operated as main tracks.

YD AND NA... Tracks 1 and 2 operated as main tracks.

NA AND NQ... Tracks 2, 3 and 4 operated as main tracks.

NQ AND NELSON... Tracks 1, 2, 3 and 4 operated as main tracks.

NELSON AND NJ JCT... Tracks 1, 2 and 3 operated as main tracks.

Track 4 operated as Eastward main track only.

NJ JCT AND CLINTON... Track 1 operated as westward main track.

Track 2 operated as eastward main track.

16. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES, AT WHICH RULES 601A TO 672 WILL BE OBSERVED

(a) CMS&P..... Chicago River drawbridge, Tower No. 1, Wells Street Yard.

C. & N. W. Lake St., Chicago.

C. & N. W. Clinton Street, Chicago.

C. & N. W. Noble Street, Chicago

C. M. St. P. & P. Western Ave., Chicago

C. & N. W. Kedzie.

C. & N. W. Tower JN.

C. & N. W. Tower HM.

E. J. & E. Tower JB, West Chicago.

C. & N. W. Tower NI.

C. B. & Q. Tower NX, Rochelle.

C. & N. W. N. Y. Nelson

C. B. & Q. Sterling.

C. B. & Q. Fulton Yard Siding; operated by C. & N. W. trainmen.

C. B. & Q. and C. & N. W. East Clinton.

Mississippi River... Clinton, Iowa.

C. M. St. P. & P. and C. & N. W. Second St., Clinton.

C. M. St. P. & P. and C. & N. W. Tower B-35

C. B. & Q. 4.0 Miles West of Mc Girr.

C. B. & Q. Earlville.

In addition to observing Rules 601A to 672, all trains will approach the signal and/or gate protected railroad crossings shown below at restricted speed. If clear indication is given, the train must not exceed the speed as indicated between home signals:

C. M. St. P. & P. Freeport 15 miles per hour.
Ill. Cent. Dimmick 20 " " "

In addition to observing Rules 601A to 672, the following instructions will govern at interlockings at the following locations:

C. & N. W. Vale.

C. & N. W. Galena Division Wye, Proviso.

E. J. & E. West Chicago (Freeport Line).

C. & N. W. NJ Jct., Nelson.

C. M. St. P. & P. South Fulton.

When a train or engine has been stopped by a stop signal at the above interlockings a trainman or engineman must at once communicate with the Operator by telephone for Instructions. The Instructions must be repeated to insure correct understanding. When given oral permission to pass a stop signal, a movement must not be made over dual control switches or derails until they have been operated by hand in accordance with the instructions posted in the telephone box at the signal.

(b) CROSSINGS, JUNCTIONS AND DRAWBRIDGES AT WHICH RULE 98 WILL BE OBSERVED

Chicago River Draw-Bridge..... Canal and Kinzie Sts.

C. M. St. P. & P. Canal and Kinzie Sts.

C. M. St. P. & P. One mile east of De Kalb, Sub-Div. 5.

C. B. & Q. Agnew.

C. B. & Q. Sterling.

C. M. St. P. & P. 5.6 miles west Genoa City.

C. & N. W. Genoa City.

Wisconsin Division..... Crystal Lake Junction.

C. B. & Q. 0.5 mile east of Earlville.

N. Y. C. Churchill.

L. S. & B. C. La Salle Junction.

17. FREIGHT TRAIN INSPECTION—RULE 952

Eastward trains when stopping at Nelson, Malta or DeKalb, will make standing inspection. Trains handled by DIESEL power will make standing inspection at Ashton or DeKalb.

Westward trains will make standing inspection at DeKalb.

18. SPRINKLING HOGS—RULE 731A

Conductors will see that Rule 731a is observed and that record is kept on wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Standard Hog Sprinkling devices are located for eastbound trains on track No. 2, West Yard, West Chicago; Malta; DeKalb; tracks 2 and 4 at Nelson; with water hose connection at Wolf Road Yard Office, Proviso.

19.

BLOCKING
AUTOMATIC BLOCK

Tracks 1, 2, 3 and 4 between Chicago and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 3 and 4 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst.

Chicago—Rockwell Street Line.

Westward—Lake Street to Kedzie Ave. Track 1.

Eastward—Kedzie Ave. to Warren Ave. Track 2.

20.

AUTOMATIC TRAIN CONTROL

The following tracks only are equipped:

Tracks 1, 2, 3 and 4 between Chicago Passenger Terminal and Western Ave.; tracks 1 and 2 between Western Ave. and Kenton Ave.; tracks 1, 2, 3 and 4 between Kenton Ave. and Vale; tracks 1 and 2 between Vale and Tower HM; tracks 1, 2 and 3 between Elmhurst and WX; tracks 1 and 2 between WX and CO; tracks 2 and 3 between CO and YD; tracks 1 and 2 between YD and NA; tracks 2, 3 and 4 between NA and NJ Junction; track 1 between NQ and NJ Junction; tracks 1 and 2 between NJ Junction and Clinton. (Rules 520 to 529 (h) govern.)

(a) Between Chicago and Kedzie, locomotives without cars, transfer movements, all movements to and from the Wisconsin Division, empty back-up coach movements and trains being handled with train control device cut out due to failure enroute may be operated without train control in effect, being governed by signal indications and at not exceeding restricted speed.

AUTOMATIC TRAIN CONTROL—(Continued)

(b) Between Kedzie and Elmhurst, locomotives without cars, transfer movements, all movements to and from the Wisconsin Division, empty back-up coach movements and trains being handled with train control device cut out due to failure enroute may be operated without train control in effect at a speed not exceeding 40 M.P.H., being governed by automatic block signal indications and a positive block established in advance of the movement.

(In connection with the movements described in this section, a Stop and Proceed signal, Rule 501AA, shall be considered a positive Stop Signal thereby establishing a Positive Block to the next signal and Rule 509 will apply. At interlocking stations when Rule 671 is in effect, Rule 509 will also apply.)

(c) Non-equipped locomotives in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton, Illinois and West Clinton, Iowa, and at West Chicago, DeKalb, Dixon, Nelson and Sterling within switching limits, at not exceeding restricted speed and in accordance with signal indications.

(d) Between Elmhurst and Clinton, excepting the district where Centralized Traffic Control is now in service, when movements are made with engines not equipped with train control, they must be protected by positive manual block in advance of such movements, and crews in charge must obtain train order authorizing movement and clearance Form "A" indicating the block is clear to next communicating station before entering train control territory designated above. These movements must not exceed restricted speed.

(e) Between the west limits of Second Street Interlocking, Clinton, Iowa, and the east limits of the interlocking at East Clinton, Illinois, C. B. & Q. R. R. trains and engines may be operated in accordance with signal indications and a positive block established in advance of such movement except in case of emergency. In the event of an emergency such movements may be made on authority of dwarf or call-on signal and in accordance with Rule 662.

(f) In the district where Centralized Traffic Control is in service, when movements are made with engines not equipped with train control, they must be protected by positive block in advance of such movements, interlocking to interlocking, established and maintained by signal indications. Crews in charge of engines not equipped with train control, before entering districts where Centralized Traffic Control is in service must obtain train order authorizing such movements. These movements must not exceed Restricted Speed.

(g) Sperry Rail Detector cars running light and not testing rail shall operate under the same instructions as apply to movements made with engines not equipped with train control.

(h) Between Elmhurst and Clinton, when train control device becomes inoperative on locomotive, movement must be made in accordance with Rule 529, and instructions contained in Automatic Train Speed Control Book No. 6.

(i) Main line train control test sections are located as follows:

Westward—M.P. 94.5—1.6 miles west of Nachusa on tracks 3 and 4.

Eastward—M.P. 113.6—1.2 miles east of Agnew on track 2.

Each employe must be fully conversant with instructions contained in booklet No. 6, dated Feb. 1, 1951, and these instructions must be observed.

21. MANUAL BLOCK

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

MONDAY THROUGH FRIDAY, INCLUSIVE

Between West Chicago and Tower B-35..... Continuous

" Crystal Lake and Williams Bay..... 6:00 a.m. to 7:00 p.m.

SATURDAY ONLY

Between West Chicago and Tower B-35..... Continuous

" Crystal Lake and Williams Bay..... 6:00 a.m. to 9:00 a.m.

Manual block rules will not prohibit switch engines and trains from occupying the main track at the following stations:

CS Jct. Williams Bay West Chicago
Crystal Lake Crystal Lake Jct.

A clear block giving any train right to pass to or through the stations above named does not indicate that the main track at such point is clear, but trains accepting block must approach and pass through these stations at restricted speed.

A train moving under Permissive Train Order or Permissive Form C may follow the next train preceding not less than 10 minutes.

22. TIME SPACING—RULE 91

Except as specified above, Rules 380 to 382, inclusive, govern. Trains will be spaced 10 minutes apart except that a train must not follow a passenger train within 20 minutes.

23. SPRING SWITCHES

Rules 104e, 104f, 510a, 512a and 512b govern:

(1) Kenton Ave. at Junction of tracks 3 and 4.

(2) Maywood at East end of track 4.

When the home signals at Kenton Ave. indicate stop during the hours that communicating office is closed train and engine movement will be governed by the following instructions:

(a) WESTWARD:

Enginemen or trainmen must examine switches and when properly lined for the movement, a flagman must precede it through the switches.

(b) EASTWARD:

Trainman or engineman will go to north leg of signal bridge and if there is no conflicting movement on either track 3 or track 4, operate a push button located in a yellow box attached to the signal bridge. After approximately 2½ minutes a white light on the push button box should light and the signal should then clear for the movement.

If signal continues to display stop indication a lighted fusee must be placed on the conflicting route west of the home signal; the position of the points of the spring switch must be checked and the movement may then proceed over the spring switch at restricted speed.

(c) When the home signals at Kenton avenue indicate "stop" (Rule 501A), during the hours that communicating office is open, a trainman or engineman must communicate with the operator promptly and will be governed by instructions received from him.

The train dispatcher must be notified of such occurrences from first available point of communication.

CHICAGO PASSENGER TERMINAL

Rules governing train operation in the Chicago Passenger Terminal district East of Bridge D (near Halsted St.) on the Galena Div. and of Bridge K (near Grand Ave.) on the Wisconsin Div.

1. Trains and engines (in either direction) must use not less than 3 minutes in this district.

2. Dwarf signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake Street Interlocking, Chicago Passenger Station:

a. The first dwarf signal governing westward movements from each of the sixteen train shed tracks.

b. The second dwarf signal governing westward movements from Track No. 16.

c. The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

The dwarf signal governing westward movements over Lake Street Interlocking are now equipped with a rear view lunar white marker light displaying ONE star located on top of the signal case. This marker is illuminated only by action of the leverman when the signal is cleared.

The initial westward movement of any train or engine from the train shed tracks must not be started without a proceed indication on the dwarf signal marked with TWO stars, except that a train or engine with the west end west of one or more dwarf signals must not be started without a proceed indication on the first signal east of its west end on the track it occupies.

The initial westward movement of any train or engine from the pockets on lead tracks one and six must not be started without proceed indication on the dwarf signal marked with TWO stars.

When enginemen or trainmen can not observe starting signal indication because of engine or train being too far in advance of the starting signal, enginemen or trainmen may be governed by the rear view ONE lunar white star marker light.

When this ONE star marker is illuminated, it indicates that the signal to which it is attached is cleared and that the Operator at Lake Street Interlocking has a route lined up and enginemen or trainmen may proceed on this indication to the next signal.

On empty coach trains in charge of backup men with the west end west of the starting signal the backupman must look to the trainman who remains at rear of the train until the backup movement starts, for the indication of the starting signal.

3. The use of sand is prohibited anywhere on Lake St. Interlocking and Clinton St. Interlocking and on the 16 tracks in train shed of Chicago Passenger Terminal.

4. Train line steam pipes must not be blown out in the Chicago Passenger Terminal not over Interlockings.

5. When 3 or more cars are on track next to bumping post outgoing trains from such track will delay departure 1 minute beyond scheduled leaving time to enable passengers to reach it.

CHICAGO PASSENGER TERMINAL—Concluded

6. All trains being backed into the terminal must enter the train shed under full control at not to exceed 5 MPH while passing Washington St. Suburban Stairway, and backupmen will use 1 long sound of communicating signal as an indication to enginemen to close throttle so as to permit stop to be made by tail hose service application of the brakes.

7. Engine bells must be rung while passing through interlockings.

8. On outgoing suburban trains, trainmen will station themselves at openings and frequently announce the destination and time of departure of their train; a trainman must be at the rear end.

Trainmen on through trains will call "ALL ABOARD" in coaches on trains leaving Chicago Passenger Terminal, shortly before leaving time.

9. All passenger cars of outgoing trains shall be illuminated prior to the receipt of passengers.

10. Approaching the Terminal each passenger car shall be illuminated and shall so remain until all passengers have alighted.

11. All trains entering the Chicago Passenger Terminal will make a special running brake test, as prescribed in Rule 1081, approaching Bridge "D" on the Galena Division and Bridge "K" on the Wisconsin Division, to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago Passenger Terminal including through trains, suburban trains and switch movements will make a running brake test, as prescribed in current rules and special instructions, by use of the valve on back-up hose, or its equivalent, approaching Bridge "D" on the Galena Division and Bridge "K" on the Wisconsin Division, to know that the brakes are functioning properly.

12. a. On through trains arriving at Chicago Passenger Terminal, the rear trainman will immediately go to the rear of the train, cut in the backup hose, make test to determine if air is working properly, and remain at the rear of the train until released by the backup man, except as otherwise provided herein.

b. On Streamliners and other trains with blind ends, the rear trainman will remain at the backup valve until released by the backupman, and will remain at the train until the train actually starts backing up in charge of the backupman, or until released by another backupman.

c. When switching is to be done on any train before it backs out, the rear trainman will remain on duty and protect remaining portion of the train until released by the backupman. When train is to be handled out of the Chicago Passenger Terminal by switch engine thereby releasing the road engine to move light, the rear trainman will not be released until the road engine has been cut off from the train.

d. On suburban trains which are backed out by trainmen, the rear trainman may not go to the rear of the train until he has assisted passengers unloading, with baggage, etc., but in any case will be in close proximity to the conductor's valve, and by its use will stop the train if for any reason it starts backing up before he is on rear of the train. This also applies to trains which have only one trainman.

e. Backup movements out of Chicago Passenger Terminal must not be started until the engineman has received the proper signal as per Rule 16 (c) and in addition signal prescribed by Rule 12 (d) from trainman or backupman. When such signals can not be seen by the engineman due to steam or fog in the train shed, the following will govern:

- (1) On Through Trains, when instructed by the backup supervisor, both trainmen will remain on duty to assist in relaying signals to the engineman. The above instructions do not relieve employes from making all the air brake tests, including the standing backup hose test.
- (2) On suburban trains, one member of the crew, in addition to the man who is to back the train out, will remain on duty at the train to assist in relaying signals to the engineman.

13. Incoming engines will apply dimmers at Bridge "K" on the Wisconsin Division and Bridge "D" on the Galena Division. Outgoing engines will shut off dimmers and use high power headlights after passing Bridge "D" on the Galena Division and Bridge "K" on the Wisconsin Division, and be governed by Rule 17.

14. On the 6 tracks between Clinton St. Interlocking and Lake St. Interlocking movements will be governed in both directions by signal indication.

15. No train or engine shall approach nearer than 10 feet to any bumping post on tracks 1 to 16, Chicago Passenger Terminal.

CENTRALIZED TRAFFIC CONTROL DISTRICT—SPECIAL INSTRUCTIONS**BETWEEN TOWER NI, WEST CHICAGO AND TOWER NJ, NELSON RULES 401 TO 408 GOVERN**

The beginning of this district is identified by signs reading "Begin C. T. C." and the end of this district identified by signs reading "End C. T. C."

Such operating rules, interlocking rules, automatic block and automatic train control rules as are not modified by these Instructions remain in force.

The interlocking home signals will give indications as per Rules 601A, 601B, 601C, 601D, 601E, 601G and 601H.

Trains or engines receiving indications 601D or 601G, at the interlocking home signals will be routed over a diverging route and the speed for these diverging routes will be as shown under SPEED RESTRICTIONS.

THE FOLLOWING INTERLOCKINGS ARE DISPATCHER OPERATED:

M.P. 32.1 WX—2.15 miles west of West Chicago.
 M.P. 37.2 GX—1.68 miles west of Geneva.
 M.P. 42.2 LX—1.66 miles west of La Fox.
 M.P. 47.2 ME—Meredith.
 M.P. 48.5 MW—1.11 miles west of Meredith.
 M.P. 55.5 CO—Cortland.
 M.P. 57.9 YD—0.5 miles east of DeKalb.
 M.P. 63.0 MA—4.7 miles west of DeKalb.
 M.P. 67.8 HX—1.9 miles east of Creston.
 M.P. 73.3 RX—1.5 miles east of Rochelle.
 M.P. 82.0 AE—1.9 miles east of Ashton.
 M.P. 83.7 AW—Ashton.
 M.P. 89.0 FX—1.0 mile west of Franklin Grove.
 M.P. 92.9 NA—Nachusa.
 M.P. 103.0 NQ—1.3 miles east of Nelson.

HOLDING SIGNALS—DE KALB M.P. 58.7

Home signals are located on a signal bridge 4100 feet west of YD DeKalb governing movements in either direction on Tracks 1 and 2. These signals are controlled by the dispatcher at Chicago. Indications given by these signals are per Rules 601A, 601B, 601C and 601H.

AUTHORITY TO PASS A STOP INDICATION MUST NOT BE REQUESTED BY CONDUCTORS OR ENGINEMEN NOR MUST SUCH AUTHORITY BE GIVEN BY THE TRAIN DISPATCHER UNLESS THE TRAIN OR ENGINE IS STANDING AT THAT SIGNAL.

C.T.C. telephones for communication with the train dispatcher are located at the home signals at each end of the dispatcher controlled interlockings and at frequent locations throughout the C.T.C. district. If, at any time, it is difficult to understand instructions from the dispatcher over one of these telephones at a dispatcher operated interlocking, use the regular dispatcher's telephone located in a box on a post at or across the track from the interlocking bungalow.

WHEN GIVEN PERMISSION TO PASS A STOP-SIGNAL, AND CLEAR TRAIN CONTROL IS RECEIVED AFTER PASSING THE SIGNAL, SPEED OF TRAIN OR ENGINE MAY BE INCREASED TO NORMAL SPEED AS AUTHORIZED BY TIME TABLE OR TRAIN ORDER. HOWEVER, SPEED MUST BE REDUCED TO 40 M.P.H. APPROACHING THE NEXT WAYSIDE SIGNAL UNTIL THE ENGINEMAN CAN OBSERVE THE INDICATION OF THE SIGNAL AND BE GOVERNED ACCORDINGLY.

THE FOLLOWING INTERLOCKINGS ARE OPERATOR OPERATED:

M.P. 29.5 Tower NI—West Chicago.
 M.P. 30.2 Tower JB—West Chicago.
 M.P. 75.3 Tower NX—CB&Q Crossing, Rochelle.
 M.P. 104.3 Tower NY—Nelson.
 M.P. 105.1 N. J. Junction Nelson (West leg of wye) is operated by the operator at Tower NY—Nelson. Train and engine movements will be made by, and upon authority of signal indications.

25 CENTRALIZED TRAFFIC CONTROL DISTRICT—SPECIAL INSTRUCTIONS—(Cont'd)

Rules 408, 628, 629 and 663 must be observed.

When a train or engine has been stopped by a Stop-signal at NJ Junction interlocking, a train or engineman must at once communicate with the operator at Tower NY by telephone for instructions. Instructions received must be repeated to insure correct understanding. When given oral permission to pass a stop signal, a movement must not be made over dual control switches until they have been operated by hand in accordance with instructions posted in the telephone box at signal.

The portion of the Centralized Traffic Control District between Tower NY and NJ Junction at Nelson is under the control of the operator at Tower NY who receives his instructions from the train dispatcher. Tracks 1, 2 and 3 are operated as main tracks for movements in either direction. Track 4 is operated as eastward main track.

The portion of the Centralized Traffic Control District between Tower NI West Chicago and Tower JB West Chicago, is under the control of the operators at Towers NI and JB, who receive their instructions from the train dispatcher. Tracks 1, 2 and 3 are operated as main tracks for movements in either direction.

APPROACH SIGNALS TO INTERLOCKINGS

Automatic block signals govern the approach to interlockings and are equipped with a grade marker. When all the units on the signal are red, train or engine may pass the signal, not exceeding train control maximum low speed in the established direction of traffic, and will operate prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail or any condition that may require the speed of the train to be reduced until subsequent signal indication permits increased speed.

IF CLEAR TRAIN CONTROL IS RECEIVED AFTER PASSING SIGNAL DISPLAYING APPROACH INDICATION 501AA, 501B OR 601B, SPEED OF TRAIN OR ENGINE MUST NOT EXCEED 40 M.P.H. UNTIL THE ENGINEMAN CAN OBSERVE THE HOME SIGNAL INDICATION AND BE GOVERNED ACCORDINGLY.

THE ABOVE ALSO APPLIES IF APPROACH SIGNAL INDICATION IS IMPERFECTLY DISPLAYED OR ABSENT.

A TRAIN OR ENGINE RECEIVING INDICATION 501E OR 601E, AT THE APPROACH MUST APPROACH THE HOME SIGNAL PREPARED TO TAKE A DIVERGING ROUTE AT SPEED SPECIFIED FOR THE DIVERGING ROUTE SHOWN IN SPEED RESTRICTIONS.

OPERATION OF SUBURBAN AND EMPTY COACH TRAINS TO AND FROM GENEVA

When a westward suburban or empty coach train stops at Geneva station and is to return eastward on the same track, the train must stop with the east end of the train west of Third Street crossing and Clearance Form A will not be issued for eastward movement until operator at Geneva station has advised the train dispatcher that train is ready to leave and has obtained a light on his station indicator for that track, indicating that the direction of traffic has been reversed.

HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC SWITCH LOCKS

An ELECTRIC SWITCH LOCK is an electrically operated mechanism that locks a hand operated switch in position when conditions are such that the switch should not be thrown.

When movements from sidings or auxiliary tracks to the main track or from main track to main track are to be made, trainmen or enginemen must receive train dispatcher's authority before unlocking or removing padlock from electrically locked hand operated switches.

Instructions received must be repeated to insure correct understanding.

If movement is not made immediately after receiving instructions, permission must again be obtained from Dispatcher before unlocking switches or making movement.

Each hand operated main track switch, main track crossover switch and main to siding crossover switch is equipped with an electric switch lock. Telephones for communication with the train dispatcher are located in the vicinity of the switches.

When a train or engine is using a hand operated switch equipped with electric lock, the padlock must not be inserted in electric lock until through using the switch unless necessary to lock switch for another main track movement.

MOVEMENT SIDING OR OTHER TRACKS TO MAIN TRACK

After receiving permission from train dispatcher, follow instructions posted in telephone box for release of lock.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

MOVEMENT MAIN TRACK TO SIDING OR OTHER TRACKS

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement main track to siding the leading truck of engine or car must be less than 75 ft. ahead of switch before an electric switch lock can be operated and then the instructions posted in the telephone box relative to release of electric lock must be followed.

When a train or engine enters a siding or other track the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

MOVEMENT MAIN TRACK THROUGH CROSSOVER TO ADJACENT MAIN TRACK

When a train or engine is occupying one main track and desires to make crossover movement to adjacent main track and has obtained permission from the train dispatcher to operate the crossover switches which are equipped with electric switch locks, the leading truck of engine or car must be less than 75 ft. ahead of the crossover switch on the track from which movement is to be made and instructions posted in the telephone box relative to release of electric switch locks must be followed.

EMERGENCY RELEASE

If after following instructions the electric lock cannot be released the train dispatcher must be so advised and permission obtained from him to use the emergency release in accordance with instructions posted in the telephone box.

WORK TRAINS

When a work extra is authorized within the Centralized Traffic Control District the train dispatcher will instruct conductor either the time and place the work extra must clear for other trains or the time to call on telephone for further instructions.

TRAIN DISPATCHERS CALL SIGNAL

An electric lamp or both horn and lamp is mounted on the track side on the bungalow housing the interlocking apparatus. When this lamp is lighted or horn sounds, signal maintainers, track men, B & B or other employees in the vicinity will go to the nearest train dispatcher's telephone and call the train dispatcher.

OPERATION OF TRACK CARS

Each operator of a track car before entering or placing their car on a main track in Centralized Traffic Control District, must call the train dispatcher, identify themselves, give their location, state their requirements, and be governed by instructions received from train dispatcher and these instructions must be repeated to insure correct understanding. Telephones for communication with the train dispatcher are located at each track car set off as well as in the vicinity of each electric locked hand throw switch and interlocking home signal.

OPERATION CLASS H ENGINES

Class H Engines must positively not operate East of Western Avenue except on main tracks straight across the interlocking and cannot operate into or out of east end of California Avenue Coach Yard.

Due to lack of overhead clearance, Class H and JA Engines cannot be operated on the ground level tracks between Noble Street and Wells Street nor to Chicago Avenue Roundhouse, Erie Street Coach Yard or Grand Avenue Freight Yard via any route.

Class H Engines must not operate on the Rockwell Street Line south of Monroe Street. Signboard has been placed between Monroe St. and Wilcox St. indicating that Class H Engines cannot be operated south of this sign.

In using Track 3 which is track adjacent to Westward Main Line at Lake and Rockwell Streets, Class H Engines can use this track only to extent of engine clearing Main Line.

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

Sterling and Dixon—Track from Eastward main to first track south of freight house platform at Sterling is OK for Class H Engines to place Mdse. and meat cars on first track south of freight house platform. Such engines must not operate beyond west end of freight house platform.

House track west of freight house, Dixon, is OK for Class H Engines to place cars at west end of freight house but engines must not go beyond west end of freight house platform account insufficient clearance.

Class H Engines may operate on the following sidings:

WESTWARD: Geneva, Elburn, Meredith, DeKalb (Tracks 1 and 4), Malta, Ashton, Round Grove and Morrison.

EASTWARD: Sterling, Ashton, Malta, DeKalb (Tracks 1, 4 and 99), Meredith and stock track at Elburn.

On other sidings, by backing in—just to clear.

Class H Engines may operate on the following stock tracks but must not pass stock chutes due to insufficient clearance at Union Grove, Morrison, Sterling, Franklin Grove, Rochelle, Maple Park and Elburn.

On stock tracks other than those shown above it will be necessary to hold onto enough cars to avoid having engine go in onto turnout of stock tracks.

Ashton—Cannot operate on tracks south of Main Lines west of east end of Depot building, and must not pass Chutes at west stock yards.

Creston—Cannot operate west of Main Street Crossing.

Malta—Can pass East Chute to spot cars at West Chute.

OVERHEAD OBSTRUCTIONS

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

For Points Between	Height Above Top of Rail			Structure Limiting Height	
	9 ft. Wide	10 ft. Wide	11' 6" Wide		
North Pier and Wells St...	14	8 14	8 14	8	Clark St. Viaduct, Br. N-1507.
Wells St. and California Ave. Yards.....	15	2 15	2 15	2	O. H. Bridge N-1515 at Halsted St.
Chicago Terminal and California Ave. Yard	14	10 14	9 14	7	Train Sheds, Chicago Terminal, Tracks 1 to 10, inclusive.
	14	8 14	6 14	4	Train Sheds, Chicago Terminal, Tracks 11 to 16, inclusive.
California Ave. Yard and Wood St. Yard	15	5 15	5 15	5	O. R. Bridge S-1603 between Lake St. and Maypole Ave.
Wood St. Yd. and St. Charles Air Line.....	18	1 17	10 17	6	Metropolitan Elevated at Paulina St. and tank at Damen Ave.
St. Charles Air Line	15	11 15	11 15	11	O. R. S-1647 $\frac{1}{2}$, Elev. Ry. between State St. and Wabash Ave.
California Ave. Yard and Crawford Ave.....	20	11 20	11 20	9	Signal Bridge at Hamlin Ave.
Crawford Ave. Yard and Proviso.....	16	7 16	7 16	7	O. R. Br. 8.88, West End C. & N. W. Shops.
Proviso Transfer House...	15	6 15	6 15	8	O. R. Br. 15 $\frac{1}{2}$, East End of Proviso Yard.
Proviso and West Chicago.	17	6 17	6 17	6	Platform lifts inside of house.
West Chicago and Geneva.	17	3 17	0 16	6	O. R. Br. 24 $\frac{1}{2}$, C. G. W. Crossing, E. of Lombard.
Geneva and De Kalb.....	17	9 17	9 17	9	O. H. Br. 65, E. of Geneva and Tank at W. Chicago.
De Kalb and Nachusa....	19	0 19	0 19	0	O. H. Br. 81, W. of La Fox.
Nachusa and Nelson (via Dixon).....	17	9 17	3 16	3	O. H. Br. 117 $\frac{1}{2}$, E. of Creston. Tank at Nelson.
Dixon River Track.....	16	6 16	0 1410		O. R. Br. 181, I. C. Crossing Dixon.
Nachusa to Clinton (via Lee County Ry.).....	18	2 17	7 16	9	Br. 203, 0.5 mile W. of Nelson.
West Chicago and Tower B-35.....	16	5 16	0 15	7	O. R. Br. 305 $\frac{1}{2}$, W. of W. Chicago, and tank at W. Chicago.
Tower B-35 and Belvidere.	17	1 17	1 16	6	O. R. Br. 353 $\frac{1}{2}$, E. of Gilberts and tank at Marango.
Belvidere and East Rockford.....	17	5 17	0 16	5	Br. 433, W. of Cherry Valley and O. H. Br. 450 at East Rockford.
*East Rockford and Rockford.....	16	2 16	2 16	0	O. H. Br. 460, at Kishwaukee St., E. Rockford.
Rockford and Freeport....	17	0 16	7 16	1	O. H. Br. 481, W. of Rockford and tank at Rockford.
Foris and Crystal Lake....	17	4 17	4 16	11	Tank at East Elgin and O. R. Br. 668 $\frac{1}{2}$ at Crystal Lake.
Crystal Lake and Genoa City.....	16	5 16	5 16	5	O. H. Br. 702, East of Richmond.
De Kalb and Spring Valley	16	11 16	6 16	2	O. R. Br. 1201 $\frac{1}{2}$, South of La Salle Jct.

NO LOAD MUST EXCEED 11' 6" IN WIDTH NOR 21' 6" IN HEIGHT

Trainmen and Yardmen must know and will be held responsible that cars do not exceed width and height shown in table before placing them in trains or hauling them over the division.

*Clearances in Rockford:— Bridges at 1st Street, 17' 2", 2nd Street, 19' 1", 3rd Street, 18' 11", Jefferson Street on K. D. Line 17' 0".

COMPANY SURGEONS

	James K. Stack, M. D.....	Chief Surgeon
	A. Nygood, M. D.....	Chief Medical Examiner
	127 N. Clinton St.; Phone De 2-2121	
CHICAGO.....	Local 394	
	F. J. Jirka, M. D.....	Local Surgeon
	3202 W. 22nd St., Phone BI 7-6290	
	G. F. Kruse, M. D.....	" "
	1604 East 79th St. Phone Re 4-4040	
CHICAGO SHOPS..	J. Iwanciw, M. D.....	Shops Surgeon
	Phone De 2-2121, Ext. 633	
OAK PARK.....	Thos. I. Motter, M. D., 715 Lake Street	Local Surgeon
	Phones—Office, VI-8-4800; Residence, Eu-6-0049	
MAYWOOD.....	A. E. Joslyn, M. D.....	" "
	Phone Fillmore 4-5300	
ELMHURST.....	L. H. Hills, M. D., 116 Cottage Hill Ave.	" "
	Phone, Elmhurst 442	
GLEN ELLYN.....	John C. W. Morrow, M. D.....	" "
	Phones, Office 149; Residence 321	
WHEATON.....	E. H. Oelke, M. D.....	" "
	Phone 8-0075	
WEST CHICAGO....	William C. Perkins, M. D.....	" "
	Phones: Office 260, Res. 426	
	Paul E. Kuhl, M. D.....	" "
	Phones: Office 3, Res. 1199	
GENEVA.....	R. W. Carpenter, M. D.....	District Surgeon
	Phone, Office 644	
	R. C. Hetherinton, M. D.....	Local Surgeon
	Phones, Office 3626, Res. 2626	
DE KALB.....	D. J. Ladd, M. D.....	District Surgeon
	Phones, Office 221; Residence 221-R	
	E. W. Telford, M. D.....	Local Surgeon
	Phones, Office 176; Residence 176-R	
	The District Surgeon may be called to any place between Cortland and Nachusa, and Sycamore and Shabbona Grove.	
ROCHELLE.....	A. R. Bogue, M. D.....	Local Surgeon
	Phone No. 495; Residence 495-R	
	L. T. Koritz, M. D.....	" "
	Phones, Office 899; Res. 899-R	
DIXON.....	W. L. Stitzel, M. D.....	District Surgeon
	Phones, Office 269; Residence 1996	
	May be called to any place between Nachusa and Nelson	
	E. S. Murphy, M. D.....	Local Surgeon
	Office Phone 3-1171; Res. Phone 2-1171	
STERLING.....	C. J. Mueller, M. D.....	Local Surgeon
	Phones: Office, 84; Residence, 1852 or 1300	
	J. H. Eilert, M. D.....	Oculist
	Central Trust Bldg., Phone 803	

COMPANY SURGEONS—Concluded

MORRISON.....	R. H. Lester, M. D.....	Local Surgeon
	Phones, Office 30; Residence 347	
	J. R. Jowett, M. D.....	District Surgeon
	Phones, Office 153; Residence 520	
	May be called to any place between Clinton and Nelson	
CLINTON.....	G. M. Ellison, M. D.....	Associate Surgeon
	Phones, Office 115; Residence 1875	
	E. P. Welh, M. D.....	Oculist and Aurist
	Phones, Office 627; Residence 1210	
	J. E. O'Donnell, M. D.....	Local Surgeon
	Phones, Office 5555; Residence 4008	
	E. T. Carey, M. D., E. E. N. & T.	
	Phones, Office 537; Residence 4508R	
ELGIN.....	Perry Allerton, M. D.....	Local Surgeon
	Phone No. 372	
	H. L. Wenner, M. D.....	" "
	Phones, Office 1212; Residence 188	
BELVIDERE.....	F. W. Ullrich, M. D.....	" "
	614½ So. State Street, Phone 20	
ROCKFORD.....	J. A. Green, M. D.....	Local Surgeon
	Phones, Office, 4-3387; Residence, 3-1623	
	Chas. A. Cibelius, M. D.....	Local Surgeon
	Phones, Office, 3-8455; Residence, 7-5801	
FREEPORT.....	R. J. Hyslop, M. D.....	Local Surgeon
	Phones, Office, Main 5; Residence, Main 376	
CRYSTAL LAKE....	A. V. Lindberg, M. D.....	Local Surgeon
	Office at Residence—Phone 7	
McHENRY.....	A. I. Froelich, M. D.....	" "
	Phones, Office 43; Residence 128W	
LAKE GENEVA.....	C. J. Brady, M. D.....	" "
	Phones, Office & Res. 3212	
WILLIAMS BAY....	C. Y. Wiswell, M. D.....	" "
	Phones, Office 2131; Residence 2133	
SYCAMORE.....	J. W. Ovitz, M. D.....	" "
	Phones, Office 122; Residence 204	
SPRING VALLEY... R. E. Davies, M. D.....	District Surgeon	
	Phone 169	
	May be called to any place between Shabbona Grove and Spring Valley	

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7/2