

## DIVISION OFFICERS

R. C. CONLEY	Superintendent	Chicago
H. K. COX	District Master Mechanic	Clinton
W. WILBUR	Division Engineer	Chicago
R. P. McDONOUGH	Trainmaster	West Chicago
N. H. JORGENSEN	Trainmaster	Sterling
L. V. GALLUP	Trainmaster	South Pekin
C. D. MOEN	Asst. Trainmaster	Sterling
A. H. MALECHA	Asst. Trainmaster	West Chicago
W. H. SCIVALLY	Traveling Engineer	Chicago
W. E. KNECHT	Traveling Engineer	South Pekin
P. W. LIGGETT	Chief Train Dispatcher	Chicago
V. F. MOLITOR	Chief Train Dispatcher	South Pekin
O. D. THUERKOFF	Act. Chief Train Dispatcher	Madison, Ill.
V. D. FLYNN	Night Chief Train Dispatcher	Chicago
W. M. PENDELL	Train Dispatcher	Chicago
P. R. LISTER	Train Dispatcher	Chicago
J. D. NICHOLS	Train Dispatcher	Chicago
C. J. GRIMM	Train Dispatcher	Chicago
J. W. BARLOW	Train Dispatcher	Chicago
G. A. ATWOOD	Train Dispatcher	Chicago
C. R. MORRIS	Train Dispatcher	Chicago
J. H. ROGERS	Train Dispatcher	South Pekin
S. L. BARTLETT	Train Dispatcher	South Pekin
J. L. CHRISTEN	Train Dispatcher	South Pekin
J. W. ELWOOD	Train Dispatcher	South Pekin
R. H. PETERSON	Train Dispatcher	South Pekin
S. C. DAVIS	Train Dispatcher	Madison, Ill.
L. D. MEYER	Train Dispatcher	Madison, Ill.
J. T. HOLLOWAY	Train Dispatcher	Madison, Ill.
R. B. ROSENTHAL	Train Dispatcher	Madison, Ill.

## CHICAGO TERMINAL DIVISION OFFICERS

F. E. HARRISON	Terminal Manager	Chicago
L. G. BEAN	Superintendent, Chicago Passenger Terminal	Chicago
W. F. CORCORAN	Superintendent, Chicago Freight Terminal	Proviso
A. A. ENDERS	General Master Mechanic	Chicago
R. A. REICH	Superintendent Wood Street District	Wood Street
J. L. PERRIER	Division Engineer	Chicago
J. J. BULGER	Trainmaster	Chicago
D. R. FREYER	Trainmaster	Chicago
L. L. BENNETT	Trainmaster	40th Street
F. S. CONERTY	Trainmaster	40th Street
G. L. WALKER	Trainmaster	40th Street
W. G. KRANZ	Trainmaster	Proviso
J. L. SAMPLES	Trainmaster	Proviso
N. D. ARNOLD	Trainmaster	Proviso
E. F. KOEPKE	Traveling Engineer	Chicago
J. L. LARSON	Asst. Trainmaster	Chicago

## ST. LOUIS-EAST ST. LOUIS AREA

J. M. MOUDRY	Terminal Manager	Madison, Ill.
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## CHICAGO & NORTH WESTERN RAILWAY

## GALENA DIVISION

# TIME TABLE

# No. 8

Effective Sunday, April 26, 1959

AT 2:01 A. M.

CENTRAL STANDARD TIME

For the information and govern-  
ment of employes only.

S. C. JONES, Vice President—Operation  
C. R. HUSSEY, General Manager  
R. W. HERON, General Superintendent—  
Transportation  
R. C. CONLEY, Superintendent

**THINK - PRACTICE - TALK SAFETY**

## Suburban District—Westward

FIRST CLASS							Mile Posts Distance from Chicago		Time Table No. 8	FIRST CLASS							
31	321	207	423	505	533	April 26, 1959			STATIONS	33	35	577	37	3	39	41	567
Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only				Daily ex. Sat. & Sun.	Daily except Sunday	Sunday only	DAILY	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Sat. & Sun. only	
A M L 4.15						A. M. L 5.50	....	....	C....CHICAGO	A. M. L 5.55	A. M. L 6.55	A. M. L 7.15	A. M. L 8.20	A. M. L 8.45	A. M. L 9.20	A. M. L 10.30	A. M. L 11.20
s 4.24						s 5.59	3.6	3.6	C....KEDZIE	s 6.04	s 7.04	s 7.24	s 8.29	8.54	s 9.29	s 10.39	s 11.29
s 4.26						s 6.01	4.8	4.8	.....KEELER	s 6.06	s 7.06	s 7.26	s 8.31		s 9.31		s 11.31
4.27						6.02	5.2	5.2	D..Kenton Ave.	6.07	7.07	7.27	8.32	8.56	9.32	10.42	11.32
s 4.32						s 6.07	8.5	8.5	...OAK PARK	s 6.12	s 7.12	s 7.32	s 8.37	s 9.00	s 9.37	s 10.47	s 11.36
							9.6	9.6	...River Forest								s 11.38
4.34						6.09	9.9	9.9	.....VALE	6.14	7.14	7.34	8.39	9.02	9.39	10.49	
s 4.35						s 6.11	10.2	10.2	...MAYWOOD	s 6.17	s 7.16	s 7.36	s 8.41		s 9.41	s 10.51	s 11.40
s 4.38						s 6.13	11.1	11.1	...Melrose Park	s 6.20	s 7.18	s 7.38	s 8.43		s 9.43	s 10.53	s 11.42
							11.7	11.7	C..TOWER JN								
s 4.42						s 6.16	12.6	12.6	..BELLWOOD	s 6.23	s 7.21	s 7.40	s 8.46		s 9.46	s 10.56	s 11.45
							13.7	13.7	..WOLF ROAD								
s 4.46						s 6.19	14.3	14.3	C....PROVISO	s 6.26	s 7.24	s 7.43	s 8.49		s 9.49	s 10.59	
							15.7	15.7	C.TOWER HM								
s 4.50						s 6.23	15.9	15.9	...ELMHURST	s 6.38	A 7.28 -A.M.-	s 7.47	s 8.53	9.09	s 9.52	s 11.02	s 11.50
s 4.54						s 6.26	17.8	17.8	...VILLA PARK....	s 6.42		s 7.50	s 8.57		s 9.56	s 11.06	s 11.53
s 4.58						s 6.30	20.1	20.1	.....LOMBARD.....	s 6.46		s 7.54	s 9.01		s 10.00	s 11.10	s 11.57
s 5.03						s 6.35	22.6	22.6	...GLEN ELLYN...	s 6.50		s 7.59	s 9.06		s 10.05	s 11.15	s 12.02
							24.2	24.2	..COLLEGE AVE...	s 6.54		s 8.02					s 12.05
s 5.09						s 6.40	24.9	24.9	...WHEATON.....	s 7.07		s 8.04	s 9.10		s 10.09	s 11.19	s 12.07
							27.5	27.5	...WINFIELD.....	s 7.11		s 8.10	s 9.15		s 10.14	s 11.23	s 12.12
							29.5	29.5	C.TOWER NI..								
A 5.17 -A.M.-	A. M. L 5.05	A. M. L 5.55	A. M. L 6.00	A. M. L 6.15	s 6.49	30.0	30.0	30.0	...WEST CHICAGO...YL	s 7.20		A 8.15 -A.M.-	s 9.19	9.23	A 10.20 -A.M.-	A 11.28 -A.M.-	s 12.18
	A 5.20 A.M.	A 6.10 A.M.	A 6.15 A.M.	A 6.30 A.M.	A 6.57 A.M.	35.5	35.5	35.5	D.GENEVA....	A 7.30 A.M.			A 9.27 A.M.	As 9.30 A.M.			A 12.27 P.M.

SEE FOOTNOTES PAGE No. 6.

# Suburban District—Westward

FIRST CLASS								Time Table No. 8 April 26, 1959 STATIONS	FIRST CLASS							
43	45	47	689	569	49	K 1	K 21		K 51	K 53	K 57	K 55	K 571	K 59	K 61	
Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Sat. & Sun. only	Daily ex. Sat. & Sun.	DAILY	Daily ex. Sat. & Sun.		Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	
P. M. L 12.20	P. M. L 2.20	P. M. L 3.15		P. M. L 3.25	P. M. L 3.45	P. M. L 4.00	P. M. L 4.05	..... CHICAGO .....	P. M. L 4.08	P. M. L 4.11	P. M. L 4.14	P. M. L 4.17	P. M. L 4.30	P. M. L 4.34	P. M. L 4.37	
s 12.29	s 2.29	s 3.24		s 3.34	s 3.54	4.08	s 4.14	..... KEDZIE .....	s 4.17	s 4.20	s 4.23	s 4.26	s 4.39	s 4.43	s 4.46	
s 12.31		s 3.26		s 3.37				..... KEELER .....					s 4.41			
12.32	2.32	3.28		3.38	3.56	4.10	4.17	..... KENTON AVE. ....	4.20	4.23	4.26	4.29	4.42	4.46	4.49	
s 12.37	s 2.37	s 3.33		s 3.43	s 4.01			..... OAK PARK .....			s 4.31		s 4.47			
		s 3.35		s 3.46				..... RIVER FOREST .....			s 4.35					
12.39	2.39				4.03	4.15	4.21	..... VALE .....	4.25	4.28	4.36	4.34	4.49	4.51	4.54	
s 12.41	s 2.41	s 3.38		s 3.48				..... MAYWOOD .....			s 4.39		s 4.51			
s 12.43	s 2.43	s 3.41		s 3.51				..... MELROSE PARK .....			s 4.41		s 4.53			
s 12.46	s 2.46	s 3.44		s 3.54				..... TOWER JN. ....								
s 12.49	s 2.49	s 3.48		s 3.57				..... BELLWOOD .....			s 4.46		s 4.56			
								..... WOLF ROAD .....								
s 12.55	s 2.53	A 3.53		s 4.01	s 4.12	4.22	4.27	..... PROVISO .....			s 4.49		s 4.59			
s 12.59	s 2.57	P. M.		s 4.05	s 4.16			..... TOWER HM .....			A 4.52					
s 1.03	s 3.01			s 4.09	s 4.21			..... ELMHURST .....	4.31	4.34		s 4.42	s 5.03	4.57	s 5.01	
s 1.08	s 3.06			s 4.14	s 4.26			..... VILLA PARK .....		s 4.38			s 5.07		s 5.06	
s 1.11	s 3.09			s 4.17	s 4.30			..... LOMBARD .....		s 4.44			s 5.12	s 5.04		
s 1.14	s 3.12			s 4.20	s 4.33		s 4.39	..... GLEN ELLYN .....	s 4.40				s 5.16	s 5.09	s 5.14	
s 1.18	s 3.17			s 4.25	s 4.38			..... COLLEGE AVE. ....	s 4.44				s 5.19		s 5.18	
								..... WHEATON .....					s 4.58	s 5.21	s 5.14	
								..... WINFIELD .....	s 4.50				s 5.03	s 5.25		
								..... TOWER NI .....								
A 1.25	s 3.23		P. M. L 3.55	A 4.32	A 4.45	4.37	s 4.48	..... WEST .....								
P. M.				P. M.	P. M.			..... CHICAGO .....	A 4.55	A 5.00		A 5.10	A 5.31	5.23	A 5.33	
	A 3.33		A 4.15			Ad 4.42	A 4.58	..... GENEVA .....	P. M.	P. M.		P. M.	P. M.		A 5.30	
	P. M.		P. M.			P. M.	P. M.								P. M.	

Centralized Traffic Control

SEE FOOTNOTES PAGE No. 6.

## Suburban District—Westward

FIRST CLASS							Time Table No. 8 April 26, 1959	FIRST CLASS								
	65	67	573	69	71	73		STATIONS	75	5	77	593	79			
	Daily ex. Sat. & Sun.	Daily except Sunday	Sunday only	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Saturday			DAILY	DAILY	DAILY	Sunday only	Daily except Sunday			
	P. M. L 4.50	P. M. L 5.10	P. M. L 5.25	P. M. L 5.45	P. M. L 6.30	P. M. L 7.40	.... CHICAGO.....	P. M. L 8.40	P. M. L 9.30	P. M. L 9.40	P. M. L 10.58	P. M. L 11.28				
	s 4.59	s 5.19	s 5.34	s 5.54	s 6.39	s 7.49	.... KEDZIE.....	s 8.49	9.38	s 9.49	s 11.07	s 11.37				
						s 7.51	.... KEELER.....	s 8.51		s 9.51	s 11.09	s 11.39				
	5.02	5.22	5.37	5.57	6.42	7.52	.... KENTON AVE....	8.52	9.41	9.52	11.10	11.40				
	s 5.07	s 5.27	s 5.42	s 6.02	s 6.47	s 7.57	.... OAK PARK.....	s 8.57		s 9.55	s 11.15	s 11.45				
	s 5.10						.... RIVER FOREST..	d 8.59								
		5.29	5.44	6.04	6.49	7.59	.... VALE.....		9.44	9.57	11.17	11.47				
	s 5.13	s 5.31	s 5.46	s 6.06	s 6.51	s 8.01	.... MAYWOOD.....	s 9.01		s 9.58	s 11.19	s 11.48				
	s 5.16	s 5.34	s 5.49	s 6.09	s 6.53	s 8.03	.... MELROSE PARK..	s 9.03		s 10.00	s 11.21	s 11.50				
							.... TOWER JN.....									
	s 5.19	s 5.37	s 5.52	s 6.12	s 6.56	s 8.06	.... BELLWOOD.....	s 9.06		s 10.03	s 11.24	s 11.53				
							.... WOLF ROAD....									
	s 5.23			s 6.15		s 8.09	.... PROVISO.....	s 9.09		s 10.06	s 11.27	s 11.56				
							.... TOWER HM.....									
	s 5.27	s 5.42	s 5.57	s 6.18	s 7.02	s 8.14	.... ELMHURST.....	s 9.14	9.49	s 10.09	A 11.32	s 11.58				
	s 5.31	s 5.46	s 6.01	s 6.22	s 7.06	s 8.18	.... VILLA PARK...	s 9.18		s 10.13	-P. M.-	s 12.01				
	s 5.36	s 5.51	s 6.06	s 6.27	s 7.10	s 8.23	.... LOMBARD.....	s 9.22		s 10.17		s 12.05				
	s 5.40	s 5.56	s 6.11	s 6.32	s 7.15	s 8.28	.... GLEN ELLYN...	s 9.26		s 10.21		s 12.09				
	s 5.44	s 5.59	s 6.14	s 6.35		s 8.32	.... COLLEGE AVE...	s 9.30		s 10.25		d 12.12				
	s 5.47	s 6.02	s 6.17	s 6.38	s 7.19	s 8.35	.... WHEATON.....	s 9.33		s 10.27		s 12.15				
	s 5.52	s 6.07	s 6.22	s 6.43	s 7.23	s 8.39	.... WINFIELD.....	s 9.37		s 10.31		d 12.19				
							.... TOWER NI...									
	s 5.57	A 6.15	A 6.30	A 6.50	s 7.27	s 8.44	.... WEST CHICAGO...	s 9.42	10.02	s 10.36		s 12.26				
	A 6.04	-P. M.-	-P. M.-	-P. M.-			.... GENEVA...	A 9.50	s 10.09	A 10.43		A 12.35				
	P. M.				A 7.35	A 8.52		P. M.	A P. M.	P. M.		A. M.				

Centralized Traffic Control

SEE FOOTNOTES PAGE No. 6.

# Suburban District—Eastward

FIRST CLASS							Mile Posts	Time Table No. 8 April 26, 1959 <b>STATIONS</b>	Distance from Geneva	FIRST CLASS					
22	30	534	34	V 24	V 32	36				536	26	40	44	V 42	48
Daily except Sunday	Daily except Sunday	Sat. & Sun. only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.				Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.
A. M. A 5.15	A. M. A 6.17	A. M. A 6.30	A. M. A 6.38	A. M. A 6.35	A. M. A 6.40	A. M. A 6.50	....	<b>C... CHICAGO</b>	35.5	A. M. A 6.50	A. M. A 6.54	A. M. A 7.09	A. M. A 7.21	A. M. A 7.18	A. M. A 7.33
s 5.05	s 6.07	s 6.20	s 6.28	s 6.25	s 6.30	s 6.40	3.6	<b>C... KEDZIE</b>	32.3	s 6.40	s 6.44	s 6.59	s 7.11	s 7.08	s 7.23
	s 6.04	s 6.18	s 6.25				4.9	<b>... KEELER</b>	31.0						
5.02	6.03	6.17	<b>6.24</b>	<b>6.21</b>	6.27	6.37	5.3	<b>D.. Kenton Ave.</b>	30.6	6.37	6.40	6.56	<b>7.06</b>	<b>7.05</b>	7.21
s 4.56	s 5.58	s 6.12	s 6.19				8.6	<b>... OAK PARK</b>	27.3	s 6.32			s 7.00		s 7.16
			s 6.15				9.7	<b>... River Forest</b>	26.1				s 6.58		s 7.13
4.52	5.54	6.08	6.13	6.16	6.22	6.32	10.0	<b>... VALE ..</b>	25.8	6.29	6.34	6.48	6.56	7.00	
s 4.51	s 5.53	s 6.07	s 6.12				10.4	<b>... MAYWOOD</b>	25.5			s 6.47			s 7.11
s 4.49	s 5.51	s 6.05	s 6.09				11.3	<b>... Melrose Park</b>	25.0			s 6.44			s 7.08
							11.9	<b>C ..TOWER JN</b>	24.0						
s 4.46		s 6.02	s 6.06				12.8	<b>... BELLWOOD</b>	23.0			s 6.41			s 7.05
							13.9	<b>.. WOLF ROAD</b>	22.0						
s 4.43		s 5.59	s 6.03				14.5	<b>C... PROVISO.</b>	21.3				s 6.50		
							15.5	<b>C .TOWER HM</b>	19.9						
s 4.40	s 5.45	s 5.57	L 6.00	s 6.10	6.16	s 6.25	15.8	<b>... ELMHURST</b>	19.7	s 6.23	6.28	s 6.36	s 6.46	6.54	L 7.00
s 4.36	s 5.41	s 5.53	-A. M.-	s 6.05		s 6.20	17.7	<b>... VILLA PARK...</b>	17.7	s 6.19		s 6.31	s 6.41		-A. M.-
s 4.32	s 5.36	s 5.48		s 6.00			20.0	<b>... LOMBARD....</b>	15.5	s 6.15	s 6.23	s 6.27	s 6.36		
s 4.28	s 5.32	s 5.44			s 6.08		22.5	<b>... GLEN ELLYN...</b>	13.4	s 6.11	s 6.18		s 6.31	s 6.45	
s 4.25	s 5.28	s 5.41			s 6.03		24.0	<b>.. COLLEGE AVE...</b>	11.4	s 6.08	s 6.14		s 6.28		
s 4.23	s 5.25	s 5.39			s 6.00		24.9	<b>... WHEATON....</b>	10.6	s 6.06	s 6.11		s 6.25	s 6.40	
s 4.19	s 5.20	s 5.35			s 5.54		27.5	<b>... WINFIELD....</b>	8.0	s 6.02	s 6.06		s 6.20		
							29.5	<b>C. TOWER NI...</b>	6.0						
L 4.15	L 5.15	L 5.30		L 5.40	s 5.49	L 5.55	30.0	<b>... WEST CHICAGO...YL</b>	5.5	s 5.58	L 6.00	L 6.10	L 6.15	s 6.32	
-A. M.-	-A. M.-	-A. M.-		-A. M.-	L 5.40	-A. M.-	35.5	<b>D. GENEVA....</b>		L 5.50	-A. M.-	-A. M.-	-A. M.-	L 6.23	
					A. M.					A. M.				A. M.	

SEE FOOTNOTES PAGE No. 6.

## Suburban District—Eastward

FIRST CLASS								Time Table No. 8 April 26, 1959	FIRST CLASS					
V 46	50	538	V 6	2	20	52	578		54	56	58	60	580	64
Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	DAILY	DAILY	Daily ex. Sat. & Sun.	Daily except Sunday	Sunday only		Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday
A. M. A 7-37	A. M. A 7-40	A. M. A 7-40	A. M. A 7-45	A. M. A 7-55	A. M. A 8-03	A. M. A 8-25	A. M. A 8-57	A. M. A 9-13	A. M. A 10-45	A. M. A 11-57	P. M. A 1-25	P. M. A 2-57	P. M. A 3-16	
s 7-27	s 7-30	s 7-31	7-33	d 7-46	7-54	s 8-16	s 8-48	s 9-04	s 10-39	s 11-48	s 1-16	s 2-48	s 3-07	
						s 8-13	s 8-46			s 11-46	s 1-14	s 2-46	s 3-05	
7-22	7-26	7-28	7-30	7-43	7-52	8-12	s 8-45	9-01	10-36	11-45	1-13	2-45	3-04	
				s 7-38	s 7-46	s 8-07	s 8-40	s 8-56	s 10-31	s 11-40	s 1-09	s 2-39	s 2-59	
		s 7-23				s 8-04	s 8-37							
7-17	7-21		7-25	7-35	7-43			8-53	10-28	11-37	1-06	2-36	2-56	
		s 7-21				s 8-02	s 8-35			s 11-36	s 1-05	s 2-35	s 2-55	
		s 7-19				s 7-59	s 8-33			s 11-34	s 1-03	s 2-33	s 2-53	
						s 7-56	s 8-30							
						s 7-53	s 8-27							
s 7-10	7-15	s 7-13	7-19	d 7-30	s 7-36	L 7-50	s 8-24	s 8-47	s 10-22	s 11-25	s 12-54	s 2-24	s 2-43	
s 7-06		s 7-09			s 7-32	A. M.	s 8-20	s 8-40	s 10-18	s 11-22	s 12-51	s 2-21	s 2-38	
s 7-02		s 7-04		d 7-25	s 7-28		s 8-15	s 8-36	s 10-14	s 11-18	s 12-47	s 2-17	s 2-34	
	s 7-08	s 7-00			s 7-24		s 8-11	s 8-32	s 10-10	s 11-14	s 12-43	s 2-13	s 2-29	
	s 7-04	s 6-57								s 10-06				
	s 7-01	s 6-54		d 7-20	s 7-19		s 8-08	s 8-24	s 10-04	s 11-10	s 12-39	s 2-09	s 2-24	
	s 6-56	s 6-49					s 8-04		s 9-59	s 11-05	s 12-35	s 2-05	s 2-19	
L 6-45	s 6-52	L 6-45	6-57	d 7-17	s 7-12		L 8-00	s 8-17	s 9-54	L 11-01	L 12-30	L 2-00	L 2-15	
-A. M.	L 6-43	-A. M.	L 6-50	s 7-11	L 7-03		A. M.	L 8-08	L 9-45	-A. M.	-P. M.	-P. M.	-P. M.	
	A. M.		A. M.	L A. M.	L A. M.			A. M.	A. M.					

Time Table No. 8  
April 26, 1959  
STATIONS

..... CHICAGO .....  
 ..... KEDZIE .....  
 ..... KEELER .....  
 ..... KENTON AVE. ....  
 ..... OAK PARK .....  
 ..... RIVER FOREST ..  
 ..... VALE .....  
 ..... MAYWOOD .....  
 ..... MELROSE PARK ..  
 ..... TOWER JN. ....  
 ..... BELLWOOD .....  
 ..... WOLF ROAD ..  
 ..... PROVISO .....  
 ..... TOWER HM. ....  
 ..... ELMHURST .....  
 ..... VILLA PARK .....  
 ..... LOMBARD .....  
 ..... GLEN ELLYN ...  
 ..... COLLEGE AVE. ...  
 ..... WHEATON .....  
 ..... WINFIELD .....  
 ..... TOWER NI ...  
 ..... WEST .....  
 ..... CHICAGO ...  
 ..... GENEVA ...

Centralized Traffic Control

SEE FOOTNOTES PAGE No. 6.

# Suburban District—Eastward

## FIRST CLASS

### Time Table No. 8

April 26, 1959

### STATIONS

66	68	582	4	70	72	588
Daily except Saturday	Daily except Sunday	Sunday only	DAILY	Daily except Sunday	Daily except Sunday	Sunday only
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
A 5.00	A 5.52	A 7.20	A 7.35	A 8.12	A 9.40	A 9.55
s 4.50	s 5.42	s 7.10	7.24	s 8.02	s 9.31	s 9.46
	s 5.39	s 7.08		s 8.00	s 9.29	s 9.44
4.47	5.37	7.07	7.21	7.59	9.28	9.43
s 4.42	s 5.31	s 7.03	s 7.16	s 7.55	s 9.24	s 9.38
4.39	5.28	7.00	7.10	7.52	9.21	9.35
s 4.38	s 5.27	s 6.59		s 7.51	s 9.20	s 9.34
s 4.36	s 5.24	s 6.57		s 7.49	s 9.18	s 9.32
s 4.33	s 5.21	s 6.54		s 7.46	s 9.15	s 9.29
s 4.30	s 5.18	s 6.51		s 7.43	s 9.13	s 9.26
s 4.27	s 5.15	s 6.48	7.05	s 7.40	s 9.10	s 9.23
s 4.22	s 5.07	s 6.44		s 7.36	s 9.06	s 9.19
s 4.18	s 5.03	s 6.41		s 7.32	s 9.02	s 9.15
s 4.14	s 4.59	s 6.37		s 7.28	s 8.58	s 9.11
s 4.10						
s 4.08	s 4.55	s 6.33	d 6.53	s 7.24	s 8.54	s 9.07
s 4.04	s 4.48	s 6.29		s 7.19	s 8.50	
s 4.00	s 4.44	L 6.25	6.48	L 7.15	s 8.45	L 9.00
L 3.50	L 4.35	-P. M.	Ls 6.40	-P. M.	L 8.35	-P. M.
P. M.	P. M.		P. M.		P. M.	

Centralized Traffic Control

## FOOTNOTES SUBURBAN DISTRICT

Suburban trains will run on Sunday schedule May 30, July 4, and Sept. 7, 1959

Holidays, when mentioned in schedules, footnotes, or special instructions are New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

### WESTWARD

K indicates trains using track No. 2 Kenton Ave. to Vale.

No. 321, No. 207, No. 423, No. 505 and No. 689 will not carry passengers.

No. 3 will not carry passengers locally Chicago to Oak Park.

No. 73, No. 567 and No. 75 on Sundays terminate at West Chicago.

No. 21 stops at Kedzie to pick up passengers.

No. 1 on Saturdays and Sundays and on May 30, July 4 and Sept. 7, 1959 stops at Geneva.

No. 1 on Sundays and on May 30, July 4 and Sept. 7, 1959 will use track No. 1 Kenton Ave. to Vale.

No. 45 on Saturdays terminates at West Chicago.

### EASTWARD

V indicates trains using track No. 3 Vale to Kenton Ave.

No. 2 and No. 4 will not carry passengers locally Oak Park to Chicago.

No. 2 on Sundays and holidays stops at West Chicago, Wheaton, Lombard, Elmhurst and Kedzie.

No. 2 on Saturdays and Sundays only will carry passengers locally Oak Park to Chicago.

No. 4 stops at Wheaton to discharge revenue passengers.

No. 66 will not operate Geneva to West Chicago on Sundays.

## Westward—Clinton District—Eastward

FIRST CLASS			Mile Posts	Distance from Geneva	Time Table No. 8 April 26, 1959		Capacity of Siding	Distance from Clinton	FIRST CLASS		
5	1	3			6	2			4		
DAILY	DAILY	DAILY			STATIONS			DAILY	DAILY	DAILY	
P. M. Ls 10:09	P. M. Ld 4:42	A. M. Ls 9:30	35.5	.....	D..... GENEVA.....			A. M. A 6:50	A. M. As 7:11	P. M. As 6:40	
			40.6	5.1	..... LA FOX.....		97.5				
			44.0	8.5	..... ELBURN.....		94.1				
			47.4	11.9	..... MEREDITH.....	116	90.7				
			50.6	15.1	..... MAPLE PARK.....		87.5				
			55.4	19.9	..... CORTLAND.....		82.7				
s 10:30	s 5:02	s 9:55	58.3	22.8	D..... DE KALB..... YL		79.8	6:22	s 6:51	s 6:15	
			64.3	28.8	..... MALTA.....	115	73.8				
			69.7	34.2	..... CRESTON.....		68.4				
d 10:45	s 5:17	s 10:15	74.8	39.3	C..... ROCHELLE.....		63.3	6:03	s 6:34	s 5:50	
			79.0	42.5	..... FLAGG.....		59.1				
			83.7	48.2	..... ASHTON.....	150	54.4				
			88.0	52.5	..... FRANKLIN GROVE.....		50.1				
			92.9	57.4	..... NACHUSA.....		45.2				
s 11:08	s 5:38	s 10:35	97.9	62.4	..... DIXON..... YL		40.2	5:38	s 6:13	s 5:28	
11:16	5:44	10:42	104.3	68.8	C..... NELSON..... } YL		33.8	5:32	6:06	5:20	
			105.1	69.6	..... NJ JCT..... } YL		33.0				
s 11:21	s 5:50	s 10:53	109.5	74.0	C..... STERLING.....		28.6	5:26	s 6:01	s 5:15	
			112.9	77.4	..... GALT.....		25.2				
11:26	5:55	10:59	114.8	79.3	..... AGNEW.....		23.3	5:21	5:52	5:05	
			118.6	83.1	..... ROUND GROVE.....	95	19.5				
d 11:35	s 6:04	s 11:10	123.8	88.3	..... MORRISON.....		14.3		s 5:47	s 4:53	
			127.6	92.1	..... UNION GROVE.....		10.5				
11:50	6:22	11:35	136.5	101.0	C... EAST CLINTON TOWER } YL		1.6	5:05	5:34	4:39	
s 11:55 A P. M.	A 6:25 P. M.	A 11:40 A. M.	138.1	102.6	C..... CLINTON..... } YL			Ls 5:00 A. M.	L 5:30 A. M.	L 4:35 P. M.	

No. 1 on Saturday and Sunday and on May 30, July 4 and Sept. 7, 1959 stops at Geneva.

No. 5 will stop at Rochelle and Morrison to discharge revenue passengers from Chicago.

No. 6 will reduce speed to 40 MPH at Sterling to dispatch U. S. Mail.

To catch U. S. Mail, No. 4 will reduce speed to 40 MPH at all stations where not scheduled to stop, except Union Grove, Agnew, NJ Jct., Flagg and Meredith.

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.





## 9 Westward—FREEPORT DISTRICT—Eastward

SECOND CLASS			Time Table No. 8			SECOND CLASS
95	Distance from West Chicago	Mile Posts	April 26, 1959	Capacity of Sidings	Distance from Freeport	94
Daily except Sunday			STATIONS			Daily except Sunday
A. M. 12.45	.....	30.0	..... WEST CHICAGO..... YL	.....	90.9	P. M. 9.15
12.59	5.3	35.3	5.3 WAYNE.....	33	85.6	8.59
1.10	9.2	39.2	3.9 D..... SOUTH ELGIN.....	26	81.7	8.45
1.15	11.0	41.0	1.8 C..... TOWER B-35..... YL	.....	79.9	8.35
	12.5	42.5	1.5 WEST ELGIN..... YL	.....	78.4	
1.35	20.0	50.2	7.5 GILBERTS.....	56	70.9	8.15
1.59	25.0	55.2	5.0 D..... HUNTLEY.....	58	65.9	8.01
	32.7	62.9	7.7 D..... UNION.....	.....	58.2	
2.20	36.1	66.5	3.4 D..... MARENGO.....	.....	54.8	7.20
	42.1	72.1	6.0 D..... GARDEN PRAIRIE.....	.....	48.8	
			6.1			
2.50	48.2	78.2	..... BELVIDERE..... YL	44	42.7	6.45
	54.2	84.2	6.0 CHERRY VALLEY.....	18	36.7	
3.35	62.8	92.8	8.6 D..... ROCKFORD..... YL	.....	28.1	5.45
	70.4	100.4	7.6 WINNEBAGO.....	.....	20.5	
4.05	77.3	107.3	6.9 D..... PECATONICA.....	15	13.6	4.45
	83.6	113.6	6.3 RIDOTT.....	.....	7.3	
A 5.00	90.9	120.9	7.3 D..... FREEPORT..... YL	.....	.....	L 4.00
A. M.						P. M.

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

**CLASS "AA" DIESEL UNITS MUST NOT OPERATE ON FREEPORT DISTRICT.**

### SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100		
38	95	65	55
40	90	72	50
43	85	80	45
45	80	90	40
46	79	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60	240	15

## SPRING VALLEY DISTRICT

		Time Table No. 8		
Mile Posts	Distance from De Kalb	April 26, 1959	Capacity of Siding	Distance from Spring Valley
		STATIONS		
4.3	4.3	..... SYCAMORE.....	33	.....
0.0	0.0	D..... DE KALB.....	31	50.5
5.4	5.4	5.4 ELVA.....	23	45.1
8.8	8.8	3.4 McGIRR.....	.....	41.7
12.8	12.8	4.0 CB&Q CROSSING.....	.....	37.7
15.5	15.5	2.7 SHABBONA GROVE.....	.....	35.0
19.9	19.9	4.4 ROLLO.....	.....	30.6
26.1	26.1	6.2 EARLVILLE.....	.....	24.4
33.7	33.7	7.6 TRIUMPH.....	.....	16.8
37.4	37.4	3.7 TROY GROVE.....	26	13.1
40.3	40.3	2.9 DIMMICK.....	.....	10.2
42.2	42.2	1.9 BRAYSON.....	.....	8.3
44.8	44.8	2.6 CHURCHILL.....	.....	5.7
45.4	45.4	0.6 LA SALLE JCT.....	.....	5.1
47.2	47.2	1.8 DALZELL.....	.....	3.3
49.2	49.2	2.0 SHAFT No. 2.....	.....	1.3
50.5	50.5	1.3 D... SPRING VALLEY.....	.....	.....

Westward trains on Spring Valley District must obtain clearance Form A at De Kalb.

Westward CGW trains must contact operator Sycamore for permission to enter C&NW tracks.

Eastward movements toward Sycamore must contact operator De Kalb before departing.

All 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.

Between track connection located 1600 feet west of Pleasant Street crossing in De Kalb, and track connection 0.5 miles west of Sycamore depot the main track will be used jointly by the C. G. W. and the C. & N. W.

Siding is located 1.5 miles west of Brayson; capacity 28 cars.

Between La Salle Jct. and Churchill the main track will be used jointly by the L. S. & B. C. and C. & N. W.

Between C. B. & Q. Crossing at Earlville and 0.5 mile East of Earlville, the main track will be used jointly by the C. B. & Q. and the C. & N. W.

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

### CB&Q CROSSING

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, 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 dispatcher by 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—South Pekin District—Eastward

Second Class		Mile Post	Distance From Nelson Yard	Time Table No. 8 April 26, 1959 STATIONS		Distance From South Pekin	Capacity of Sidings	Second Class	
381	383			DAILY	DAILY			380	386
P. M. L 3.30	A. M. L 12.01	0.7	0	TWO TRACKS	C. NELSON YARD.....YL	93.5		A. M. A 11.15	P. M. A 11.30
3.41	12.11	6.9	6.9		.....VAN PETTEN.....	86.6		10.42	10.57
3.49	12.19	11.7	11.7	SINGLE TRACK	D. HAHNAMAN.....	81.8	100	10.35	10.50
3.57	12.27	16.7	16.7		D. NORMANDY.....	76.8		10.28	10.43
4.09	12.39	24.0	24.0	SINGLE TRACK	D. MANLIUS.....	69.5	150	10.18	10.33
4.18	12.48	30.2	30.2		.....LANGLEY.....	63.3		10.09	10.24
4.25	12.55	34.4	34.4	SINGLE TRACK	.....BUDA.....	59.1		10.03	10.18
4.34	1.04	40.7	40.7		.....MORSE.....	52.8		9.53	10.08
4.41	1.11	44.9	44.9	SINGLE TRACK	.....STORAGE.....	48.6	165	9.46	10.01
4.46	1.16	46.7	46.7		D. BROADMOOR.....	46.8		9.42	9.57
4.55	1.24	51.3	51.3	SINGLE TRACK	D. CAMP GROVE.....	42.2		9.35	9.50
5.04	1.33	57.8	57.8		D. SPEER.....	35.7	100	9.25	9.40
5.12	1.41	63.6	63.6	SINGLE TRACK	.....AKRON.....	29.9		9.15	9.30
5.24	1.53	72.1	72.1		D. RADNOR.....	21.4		9.00	9.15
5.38	2.07	78.2	78.2	SINGLE TRACK	.....LIMESTONE.....	15.3		8.35	8.50
5.53	2.22	80.3	80.3		.....KICKAPOO.....	13.2		8.30	8.45
		82.2	82.2	SINGLE TRACK	.....ADAMS STREET...YL	15.1			
5.53	2.22	0	80.3		.....KICKAPOO.....	13.2		8.30	8.45
		2.9	83.2	SINGLE TRACK	.....KEYSTONE SWITCH....	10.3			
6.08	2.37	5.1	85.4		.....TUSCARORA...YL	8.1	126	8.15	8.30
A 6.30 P. M.	A 3.30 A. M.	13.2	93.5		C. SOUTH PEKIN...YL			L 8.00 A. M.	L 8.15 P. M.

Between Adams Street and Peoria Union Depot, trains and engines are governed by time-table and rules of the P. & P. U. RR.





## STAUNTON DISTRICT

Time Table No. 8			
April 26, 1959			
STATIONS			
	.....DECAMP JCT.....		
	1.0.....STAUNTON.....		
	5.6.....KARNES.....		
	7.8.....MT. OLIVE.....		
	14.7.....WINSTON TOWER.....		
	15.9.....LITCHFIELD.....		

Between Winston Tower Interlocking and Litchfield, trains and engines operate over the CB&Q RR. and are governed by time-table and rules of that railroad.

## CHURCHILL DISTRICT

Time Table No. 8			
April 26, 1959			
STATIONS			
	.....CHURCHILL.....		
	2.8.....LADD.....		
	0.2.....LADD JCT.....		
	1.9.....SEATONVILLE JCT.....		
	0.9.....SEATONVILLE.....		

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

## BRANCH LINE MILEAGE

	Miles
Bassetts to Hebron.....	11.9
Geneva to St. Charles.....	2.6
Geneva to Aurora.....	9.3
Staunton to Livingston.....	2.8

## DIESEL LOCOMOTIVE TONNAGE RATINGS—WESTWARD\*

CLASS OF UNITS	F-3			F-7 OR GP-7		
	HORSEPOWER	1500	3000	4500	1500	3000
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
Nelson to South Pekin.....	2138	4277	6415	2333	4667	7000
South Pekin to Benld.....	2472	4944	7416	2667	5333	8000
Benld to Madison.....	3910	7920	11730	4250	8500	12750

## 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
Madison to Edwardsville.....	1833	3666	5499	2166	4332	6498
Edwardsville to South Pekin....	4500	9000	13500	4933	9866	14800
South Pekin to Radnor.....	1653	3306	4959	1833	3667	5500
Radnor to Nelson.....	3305	6610	9915	3666	7334	11000

\*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 RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	Psgr. Trains	Freight Trains		Psgr. Trains	Freight Trains
<b>BETWEEN CHICAGO AND CLINTON</b>			<b>BETWEEN CHICAGO AND CLINTON</b>		
Maximum speed, miles per hour: Passenger trains.....80 Freight trains.....60 Chicago—See special rules on pages 21 and 22 governing train operation between Clinton St. Interlocking and Chicago passenger Terminal. MP 0.7 to 1.4—Between Clinton St. Interlocking and Noble St. Interlocking..... 35      25 MP 1.4—Over Noble St. Interlocking— Straight Route..... 35      25 Diverging Main Routes..... 15      15 MP 1.4 to 2.6—Between Noble St. Interlocking and Western Avenue Interlocking..... 35      25 MP 2.6—Over Western Ave. Interlocking Straight Routes..... 30      30			—Continued		
Streamliner and Gallery type cars must not operate over Western Avenue Interlocking 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 29.5—Over NI Interlocking West Chicago Straight Route: Tracks 1, 2 and 3..... 70      50 Diverging Route— Track 1 to Track 2..... 40      35 Track 1 to Track 3..... 40      35 Track 2 to Track 1..... 40      35 Track 2 to Track 3..... 40      35 To and From Freeport Line..... 25      25 MP 29.5 to 30.0—Between NI Interlocking and 0.25 mile east of Tower JB..... 55      50 MP 30.0 to 30.5 between 0.3 mile east to 0.2 mile west of Tower JB..... 45      35 MP 32.1—WX Interlocking-Diverging—Main Track to Main Track..... 40      35 Track 1 to Track 1 or to Track 2: Eastward..... 50      40 Track 1 or Track 2 to Track 1: Westward..... 50      40 Track 2 to Yard Lead: Eastward or Westward..... 12      12 MP 35.2 to 35.8—Between east end of Fox River Bridge and West Switch Geneva— Tracks 1 and 2 Westward..... 50      40 Tracks 1 and 2 Eastward..... 50      40 MP 37.2—GX Interlocking—Diverging Main Track to Main Track..... 40      35 MP 42.2—LX Interlocking—Diverging Main Track to Main Track..... 40      35 MP 48.5—MW Interlocking—Diverging Main Track to Main Track..... 40      35 MP 55.5—CO Interlocking—Diverging Main Track to Main Track..... 40      35 MP 57.9 YD—Interlocking— Track 1 to Track 1 Westward..... 25      25 Track 4 to Track 2 Westward..... 25      25 MP 58.1 to 58.8—Over all Street Crossings at DeKalb..... 30      30 MP 63.0—MA Interlocking—Diverging Main Track to Main Track..... 40      35 MP 67.8—HX Interlocking—Diverging Main Track to Main Track..... 40      35 MP 73.3—RX Interlocking—Diverging Main Track to Main Track..... 40      35 MP 75.3—NX Interlocking—Over CB&Q Crossing—Rochelle, Ill..... 60      50 MP 8.0—AE Interlocking—Diverging Main Track to Main Track..... 40      35 MP 89.0—FX Interlocking—Diverging Main Track to Main Track..... 40      35 MP 92.9—NA Interlocking—Diverging Main Track to Main Track..... 40      35 MP 97.9—Around Curve at Dixon Station..... 50      45 MP 98.0 to 99.4—Between Curve at Dixon Station and overhead bridge No. 190½, 1.5 miles west..... 70      50 MP 103.0—NQ Interlocking—Diverging Main Track to Main Track..... 40      35 MP 103.0 to 105.3—Between NY—Interlocking and NJ Interlocking—Tracks 1 and 2..... 35      35 MP 104.4—Over NQ Interlocking—Nelson— Track 3—Straight Route..... 70      50 All Diverging Main Routes..... 15      15 MP 105.1—Over NJ Interlocking—Nelson— Track 3—Straight Route..... 70      50 All Diverging Main Routes..... 15      15 MP 105.9 around curve 1.5 miles west of Nelson..... 70		
MP 2.6 to 3.7—Between Western Ave. Interlocking and Kedzie Interlocking track 1 and 2..... 40      25 MP 3.7—Over Kedzie Interlocking—Straight Routes— Eastward..... 50      35 Westward..... 40      35 Diverging Main Route..... 15      15 MP 3.7 to 5.3—Between Kedzie Interlocking and Kenton Ave. track 1 and 2..... 50      35 MP 5.3—Through turnouts Kenton Ave.— Track 1 to Tracks 1 and 2..... 50      35 Track 3 to Track 2..... 40      35 Track 4 to Track 2..... 50      35 MP 5.3 to 10.0—Between Kenton ave. and Vale— Tracks 1, 2, 3 and 4..... 60      40 MP 10.0—Through turnouts Vale— Tracks 1 and 2 to Track 1..... 50      40 Track 2 to Tracks 3 and 4..... 50      40 MP 10.00 to 10.4—Between Vale and 5th ave., Maywood..... 50      40 MP 10.4 to 11.9—Between 5th Ave., Maywood, and JN Interlocking tracks 2 and 3..... 70      40 MP 11.9—Over JN Interlocking main routes..... 50      35 MP 11.9 to 15.5—Between JN Interlocking and HM Interlocking, Elmhurst track 1 and 2..... 70      50 MP 15.5—Over HM Interlocking, Straight route: Track 1 to Track 1..... 70      50 Track 2 to Track 2..... 70      50 Diverging Route— Track 1 to Track 2..... 35      30 Track 3 to Track 2..... 35      30 To and from Proviso leads..... 25      25 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..... 70      50 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..... 60      50 MP 26.1 around curve 1.2 mile west of Wheaton..... 70					

## SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	Psg. Trains	Freight Trains		All Trains	
<b>BETWEEN CHICAGO AND CLINTON</b> —Continued			<b>BETWEEN WEST CHICAGO AND FREEPORT</b> —Continued		
MP 107.9 to 109.2—Between east end of curve 1.5 miles east of Sterling and C. B. & Q. R. R. Interlocking.....	70	50	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.		
MP 109.2—Over C. B. & Q. R. R. at Sterling.....	40	40	All train and engine movements on east and west wyes will stop before crossing Pleasant St. and member of crew flag this crossing.		
MP 109.2 to 109.6—Between C. B. & Q. R. R. Interlocking and Ave. "B" crossing 1000 feet west of Sterling.....	50	40	MP 90.0 to 94.3—Over all street crossings in Rockford Old KD Line Rockford and point about 5 miles east.	10	
MP 130.8—Around curve 3.0 miles west of Union Grove.....	70	50	MP 94.8—Over facing point switch Farm Bureau track 2.0 miles west of Rockford—Eastward.....	10	
MP 135.6 to 136.0—Over Interlocking and around curve at west end of Interlocking East Clinton—Straight Route.....	45	35	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 135.9—Over Interlocking East Clinton, Diverging Main Route, C. B. & Q. trains.....	15	15	MP 120.3—Between Home Signals of C. M. St. P. & P. crossing east of Freeport.....	20	
MP 137.9—Over draw bridge, Clinton.....	30	30	MP 120.3 to 120.9—Between C. M. St. P. & P. crossing and Freeport.....	10	
MP 138.0—Over Second Street Interlocking, Clinton. Straight Route.....	20	20			
MP 138.0—Over Second Street Interlocking, Clinton. Through Turnouts.....	10	10			
<b>BETWEEN WEST CHICAGO AND FREEPORT</b>			<b>BETWEEN TOWER B-35 AND CRYSTAL LAKE</b>		
Maximum Speed Miles per hour:			Maximum speed miles per hour:		
All trains.....35			All trains.....25		
MP 29.5 to 30.0—Between NI Interlocking and station West Chicago.....	15		MP 41.1 to 53.0—Between CMStP&P Crossing at Tower, B-35 and Algonquin.....	10	
MP 30.0 to 30.5—Between station, West Chicago and E. J. & E. crossing.....	15		MP 52.7—Main St., Algonquin.....	5	
Eastward trains keep sharp lookout for trains or engines entering or leaving east end of coach yard.....			MP 56.8 over track scales near new Consumer pit Algonquin.....	5	
MP 30.3—Washington Street Crossing West Chicago, Subdiv. 4.....	Stop		MP 58.3—Crystal Lake—Crystal Lake Avenue just south of turn table.....	Stop	
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. MOVEMENT 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 CIRCUIT, GATES WILL RAISE AUTOMATICALLY.					
MP 30.5—Over E. J. & E. crossing at West Chicago.....	30		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 41.0 to 41.1—Between home signals, C. M. St. P. & P. Interlocking, Tower B-35 Straight route.....	20				
MP 41.0 to 41.1—Between home signals, C. M. St. P. & P. Interlocking, Tower B-35 Diverging Route.....	20				
MP 42.0—Over Walnut St. crossing about 0.5 mile east of West Elgin Station.....	5				
Westward freight trains handling 1500 tons or more.....	10				
MP 42.0 to 42.4—Between Walnut St. crossing and State St., first crossing east of West Elgin.....	15				
MP 42.4—Over State St., first crossing east of West Elgin.....	5				
Westward freight trains handling 1500 tons or more.....	10				
MP 42.4 to 43.5—Between State St. and Schiller St. 1.0 Mile west of West Elgin.....	15				
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				
All eastward trains approaching and crossing State St. must not exceed 5 miles per hour.					
				Psg. Trains	Freight Trains
			<b>BETWEEN CRYSTAL LAKE AND WILLIAMS BAY</b>		
			Maximum speed miles per hour:		
			Passenger trains.....59		
			Freight trains.....40		
			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.		
			Northeast wye Crystal Lake Jct., extending from Wisconsin Division main track to Galena Division main track.....	20	20
			MP 77.3—C. & N. W. crossing Genoa City.....	Stop	Stop
			MP 87.0—Around curve 1.0 mile west of Lake Geneva.....	45	
			MP 89.8 to 91.5—Around curve west of station Lake Como to east switch Williams Bay.....	45	
			MP 91.5 to 92.0—Between M. P. 91.5 and station Williams Bay.....	20	20





## SPEED RESTRICTIONS

LOCATION	Restrictions
	Miles Per Hour All Trains
<b>BETWEEN GENEVA AND ST. CHARLES</b>	
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
<b>BETWEEN GENEVA AND AURORA</b>	
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

(a) The maximum speed for diesel power operating light with or without caboose will be as indicated in speed restrictions for freight trains.

(b) Streamliner type trains and 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. Rules 101, 101a and 713 govern.

(c) 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.

(d) Diesel switch engines must not be operated or towed at speeds to exceed 35 miles per hour. 400 series switchers must not be operated or towed at speeds to exceed 20 miles per hour.

(e) The speed of a train or engine moving through a cross-over, turn-out to or from main track or diverging route at a junction, must not exceed 10 miles per hour, unless otherwise provided.

(f) 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 must 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.

(g) Steam wrecking outfits must not exceed 35 miles per hour between Chicago and Clinton and 25 miles per hour on all other districts. Where lower speed is prescribed it will govern.

## ADDITIONAL SPEED RESTRICTIONS—Continued

(h) 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, 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.

(j) Trains handling ore cars must not exceed speed indicated below:

Ore cars loaded with ore.....	25 M.P.H.
Ore cars loaded with other commodities.....	30 M.P.H.
Empty ore cars.....	30 M.P.H.

Where lower speed is prescribed it will govern.

(k) Trains handling scale test cars must not exceed 30 miles per hour on the Suburban, Clinton, South Pekin and L&M Districts, nor 20 miles per hour on the St. Charles, Aurora, Williams Bay, Hebron, Freeport, Spring Valley, Staunton and Churchill Districts. Such cars to be handled only upon specific instructions from chief train dispatcher; placed next ahead of caboose and in accordance with Rule 1078.

(l) Circus and Carnival trains on the Suburban South Pekin, L&M and Clinton District must not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On other districts must not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Where lower speed is prescribed it will govern.

(m) 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 25 miles per hour in passing over street or highway crossings at grade, and be prepared to stop, if necessary, to avoid accident.

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

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.

The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above 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."

(o) "Magor" air dump car 11713 or foreign cars of similar type may be handled only as authorized by superintendent in switch, work train or way freight service at not to exceed the speed indicated below:

LOADED	EMPTY
20 M.P.H.	25 M.P.H.

"Magor" air dump cars 11715 to 11753 (odd numbers only) may be handled without special authority, in any freight train at not to exceed the speed indicated below:

LOADED	EMPTY
45 M.P.H.	Authorized time-table speed.

## SPECIAL RULES

## RULE M CLOSE CLEARANCES

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.

## RULE 3 STANDARD TIME

Clocks showing Central Standard Time are located at:

Chicago.....	Train Dispatcher's Office.
Wood Street.....	Yard Office.

## Rule 3—Continued

## STANDARD TIME

Proviso.....	{ East end Yard 5. Welfare Building. Operator's Office.
West Chicago.....	Yard Office.
Dekalb.....	Operator's Office.
Nelson.....	Yard Office.
Crystal Lake.....	Operator's Office.
Williams Bay.....	Operator's Office.
Freeport.....	Yard Office.
Belvidere.....	Freight Office.
Crawford Avenue.....	Engineer's Washroom.
South Pekin.....	{ Train Dispatcher's Office. Yard Office.
Benld.....	Operator's Office.
Edwardsville.....	Operator's Office.
Madison, Ill.....	Train Dispatcher's Office.

**RULE 6 (Revised)**

The following letters when placed before the figures of a schedule indicate:

- L—Leave
- A—Arrive
- s—regular stop
- f—flag stop to receive or discharge traffic
- d—stop to receive or discharge revenue passengers (see footnotes).

**RULE 6a (Revised)**

The following letters when placed in the station column indicate:

- C—Train order office open continuously.
- D—Train order office open as specified by special instructions.
- YL—Yard Limits.

**RULE 17h 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. (Rule 17h).

**RULE 20**

In the application of Rule 20, the display of green flags is discontinued and the display of green lights only, by day and/or by night, is authorized.

On single track, when both green lights fail, the train displaying signals must stop and notify inferior trains which are met or passed and must notify all trains at train order meeting or waiting points of the following sections.

**RULE 21**

In the application of Rule 21, the display of white flags is discontinued and the display of white lights only, by day and/or by night, is authorized.

**RULE 32 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.

**RULE S-72 SUPERIOR DIRECTION**

Unless otherwise provided, EASTWARD trains are superior to WESTWARD trains of the same class.

**RULES S-83 and S-83a REGISTER STATIONS**

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 Spring Valley District trains only.

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

Freight trains—West Clinton, Proviso, Freeport, Rockford Freight Station, Williams Bay, Crystal Lake; DeKalb for Spring Valley District trains only; Geneva for Aurora District only.

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

South Pekin.

Benld.

Glen—All trains register by Blank R.

Madison, Ill.—I. C. trains register by Blank R.

Decamp Jct.—Trains from Staunton District obtain telephone register check of overdue trains.

**Rule 83c CLEARANCE FORM A**

(a) Unless otherwise provided, trains starting from initial division stations on Suburban and Clinton Districts must obtain Clearance Form A. This will permit operator to accept train orders for such trains without display of train order signal.

(b) Extra trains which operate via Crystal Lake and CS Jct. must obtain Clearance Form A at Crystal Lake during the hours office is open.

(c) Trains for which West Wye Switch Williams Bay District is the initial division station must obtain Clearance Form A at Crystal Lake Jct.

(d) All trains must obtain Clearance Form A at Rockford Freight House during hours office is open.

(e) Eastward First Class trains and Passenger Extras must obtain Clearance Form A at East Clinton Tower.

(f) All trains must obtain Clearance Form A a Nelson Yard; South Pekin; Benld and Madison, Ill.

(g) Westward I. C. trains must obtain Clearance Form A at Glen.

(h) Rule 83c does not apply for No. 207, No. 321, No. 423, No. 505 and No. 689 at West Chicago.

(j) Rule 83c does not apply for No. 33 and No. 35 at Chicago Passenger Terminal. Conductors of these trains must secure telephone permission from the Train Dispatcher to proceed.

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

(l) Rule 83c does not apply for No. 644 and No. 622 on SATURDAYS at Williams Bay and does not apply for No. 770 on SUNDAYS and HOLIDAYS at Williams Bay.

**RULE 83f BULLETIN BOARDS**

Conductors, trainmen, enginemen, yardmen and others concerned must examine and familiarize themselves with all bulletins that are posted on designated bulletin boards before commencement of each day's work or trip, and failure to do so will not be accepted as excuse for neglect or violation of instructions. It will not be necessary to sign General Order book in the future. Bulletin boards for 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.
Crawford Avenue	{ Engine House.
Chicago Shops	{ Locker Room.
Proviso	{ East end Yard 5, Yard 9 and Welfare Building.
West Chicago	{ Yard Office.
DeKalb	{ Operators Office, Enginemen's Wash Room.
Sterling	{ Freight Office.
Nelson	{ Yard Office, Engine House.
Clinton	{ Passenger Station Engine House.
Belvidere	{ Agents Office.
Rockford	{ Operators Office.
Freeport	{ Agents Office.
Williams Bay	{ Operators Office.
Elgin	{ Freight House.
Crystal Lake	{ Freight House.
South Pekin	{ Dispatcher's Office. Enginemen's Locker Room. Yard Office.
Benld	{ Enginemen's Locker Room.
Edwardsville	{ Operator's Office.
Madison, Ill.	{ Agent's Office. Welfare Locker Room. Dispatcher's Office.

**RULE 91 TIME SPACING**

Except in Automatic Block, ATC and CTC territory, Rules 380 to 382, inclusive, govern. Trains will be spaced 10 minutes apart except that a train must not follow a passenger train within 15 minutes.

**RULE 93 YARD LIMITS**

**SUBURBAN DISTRICT:**

Elmhurst to Chicago Passenger Terminal; West Chicago.

**CLINTON DISTRICT:**

DeKalb; Dixon; Nelson to and including NJ Jct.; Sterling; East Clinton Tower to and including Clinton; Geneva to and including Aurora and St. Charles.

**WILLIAMS BAY DISTRICT:**

Tower B-35 to and including Crystal Lake; Genoa City to and including Bassetts and Hebron.

## RULE 93—Continued YARD LIMITS

## FREEPORT DISTRICT:

West Chicago; Tower B-35; West Elgin; Belvidere; Rockford; Freeport.

## SPRING VALLEY DISTRICT:

De Kalb; La Salle Jct. to Churchill; De Kalb to and including Sycamore.

## CHURCHILL DISTRICT:

Churchill to Ladd; Seatonville Jct. to Seatonville.

## SOUTH PEKIN DISTRICT:

Nelson Yard; Kickapoo to Adams Street on Low Line; Tuscarora; South Pekin.

## L&amp;M DISTRICT:

South Pekin; Benld; Edwardsville; L&amp;M Jct. to Madison.

## STAUNTON DISTRICT:

DeCamp Jct. to Winston Tower, and to Livingston.

## RULE 97 TRAIN ORDERS

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, page 21 covering automatic train control.

## RULE 98 CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Chicago River Draw-Bridge.....	Canal and Kinzie Sts.
C. M. St. P. & P.....	Canal and Kinzie Sts.
C. M. St. P. & P.....	1.0 mile east of De Kalb, Spring Valley District.
C. B. & Q.....	Agnew.
C. B. & Q.....	Sterling 1.2 mile west of station.
C. M. St. P. & P.....	3.5 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.
I. T.....	Benld.
C. & N. W. (Staunton District)....	DeCamp Jct.

In addition to observing Rules 98 and 98a the following instructions govern movements at the crossing of spur track to Koppers United plant and the A. & S. R. R. at Cochem:

"Trainmen will call Alton and Southern supervisor in superintendents' office from the telephone located at the crossing, and obtain permission to make crossing over Alton and Southern tracks. If permission is granted, both gates which are normally set against train movement over the crossing on the spur track and which display a red light will be unlocked and set against Alton and Southern movement. Signals on the A. & S. at the crossing will then display stop indication in both directions. CREWS WILL THEN WAIT ONE AND ONE HALF MINUTES BEFORE PROCEEDING OVER CROSSING. Proceed over crossing, reset and lock both gates against crossing movement on spur track. On return movement out of Koppers Plant the same procedure will be followed."

## RULE 104 NORMAL POSITION OF SWITCHES

WEST WYE SWITCH. For Wisconsin Division Wye.—Crystal Lake.  
For Freeport District—West Chicago.

RULES 104e, 104f,  
510a, 512a & 512b

## SPRING SWITCHES

NELSON YARD...	At west end of two tracks, west end of Nelson Yard, normal position is for eastward movements.
MANLIUS.....	At east end of siding, normal position is for the main track.
STORAGE.....	At both ends of siding, normal position is for main track.
RADNOR.....	At east end of two tracks, normal position is for westward movements.
LIMESTONE.....	At west end of the tracks, normal position is for eastward movements.
KICKAPOO.....	Spring Switch at Kickapoo, normal position is for movement toward South Pekin.

## SPRING SWITCHES—Continued

SOUTH PEKIN YARD.....	1. At east end of South Pekin Yard, normal position is for westward trains to enter yard lead. 2. At the junction of the Load Yard Lead, and the Empty Yard Lead at west end of South Pekin Yard, normal position is for the Load Yard Lead.
ALLEN.....	At west end of siding, normal position is for the main track.
VIRDEN.....	At west end of siding, normal position is for the main track.
KENTON AVE.....	At Junction of tracks 3 and 4.
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:

## WESTWARD:

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

## EASTWARD:

Trainman or engineman will go to north leg of signal bridge and if there is no conflicting movement on either track 3 or 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.

When the home signals at Kenton Ave. 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.

## RULE D-150 TRACKS IN OPERATION

- FIVE TRACKS.—Kedzie and Crawford Avenue.
- FOUR TRACKS.—Clinton Street and Kedzie, Kenton Avenue and Maywood; 1.5 miles east of Nelson and NJ Jct.
- THREE TRACKS.—Crawford Avenue and Kenton Avenue, Tower HM and WX.
- TWO TRACKS.—Vale and Maywood, WX and NQ, NJ Jct. and Clinton Tower, Tower NI to West End of Coach Yard, West Chicago. Between crossover at west end Nelson Yard and M. P. 2.9 between Nelson Yard and Van Petten. Between Radnor and Limestone; Jefferson Street and Noble Street (old line).
- 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. MP 2.9 west of Nelson Yard to Radnor; Limestone to Madison, Ill.; Decamp Jct., to Litchfield.

## 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. 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.

**(b) CLINTON STREET AND KEDZIE—Continued**

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.

**(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 the east end of Wood St. Yard.

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 at restricted speed.

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

All tracks between the east end of Wood Street Yard and Union Street Interlocking are yard tracks and may be used in either direction at restricted speed.

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, Diesel Units of Streamliner trains must move onto this track only so as to clear switch, and must not move onto or over 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.—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.—Westward movements.

TRACK No. 2.—Westward movements.

TRACK No. 3.—Eastward movements.

TRACK No. 4.—Eastward movements.

**(h) VALE AND TOWER JN**

TRACK No. 2.—Westward movements.

TRACK No. 3.—Eastward movements.

**(i) TOWER JN AND TOWER HM**

TRACK No. 1.—Westward main track.

TRACK No. 2.—Eastward main track.

**(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 telephone 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.

Tracks 2 and 3 operated as main tracks.

YD AND NQ..... Tracks 1 and 2 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.

**RULES 501A TO 516 AUTOMATIC BLOCK  
SIGNAL TERRITORY**

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.

Radnor to Kickapoo;

Glen to Madison, Ill.

**RULES 520 TO 529 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 NQ; tracks 1, 2, 3 and 4 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.

(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, except in Centralized traffic Control territory, 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. 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 Centralized Traffic Control territory, 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. 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.

**AUTOMATIC TRAIN CONTROL—(Continued)**

(h) Between Elmhurst and Clinton, when train control device becomes In-operative 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.

Emploees must be fully conversant and comply with instructions contained in booklet No. 6, dated Feb. 1, 1951.

**RULES 601A TO 672 CROSSINGS,  
JUNCTIONS AND DRAW-BRIDGES, AT  
WHICH RULES 601A TO 672 GOVERN**

(a) C. M. St. P. & 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 0.2 mile east of station.
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., Interlocking 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.
N. Y. C.	Benld.
I. T. R. R., Wabash R. R.	DeCamp Jct.
#1. T. R. R.	Worden.
I. T. R. R.	Edwardsville.
I. C.#	Glen.
A. & S.	Madison.
P. T., C. B. & Q., P. & P. U.	Peoria Junction.
Illinois River	4.4 miles east of South Pekin.
C. & I. M.	Barr.

#In addition to observing Rules 601A to 672, the following instructions govern at the Automatic Interlocking indicated below:

I. T. R. R. Worden.

When an eastward movement from the siding or house track to the main track goes beyond the eastward home signal and reverses direction west of that signal, the signal will continue to display "STOP" indication until key release, mounted on signal mast, is operated with a switch key.

(b) 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:

	M. P. H.
C. M. St. P. & P. Freeport	15
Ill. Cent. Dimmick	20
C. B. & Q. 4.4 miles west of Nelson	40
C. B. & Q. 3.0 miles west of Hahnman	40
C. B. & Q. 1.2 miles west of Buda	35
I. C. Luther	40
N. Y. C. 3.4 miles east of Benld	20

**RULES 601A TO 672—Continued**  
**CROSSINGS, JUNCTIONS AND DRAWBRIDGES,**  
**AT WHICH RULES 601A TO 672 GOVERN—Continued**

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

- C. & N. W. .... Vale.
- E. J. & E. .... West Chicago (Freeport District).
- 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.

(d) In addition to observing Rule 601A to 672, inclusive, all trains will approach the signal and gate protected railroad crossing shown below at restricted speed. If clear indication (Rule 601C) is given the train must not exceed the speed indicated between the home signals.

P. T. R. R. .... Hollis .....	M.P.H. 20
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When a train has been stopped by the home signal (Rule 601A) and no conflicting movement is evident, a trainman must proceed to the crossing and if gate is not in proper position, must place it over the P. T. track. The train may then proceed over the crossing under the protection of the trainman at the crossing.

(e) In addition to observing Rules 601A to 672 all trains must approach the gate protected crossing shown below at restricted speed and be governed by the instructions indicated:

- (1) I. C. Crossing ..... Mt. Olive.

Crossing gate is normally set against movement on the C. & N. W. All movements on the C. & N. W. must stop short of the gates, a member of the crew must go into the interlocking shanty, close the door behind him, contact I. C. train dispatcher and be governed by his instructions and those posted in the shanty.

- (2) C. M. St. P. & P. Crossing 3.6 miles west of Genoa City.

Crossing gate is normally set against movement on the C. & N. W. All movements on C. & N. W. must stop short of the gates and be governed by instructions posted in release box at the crossing.

**RULE 704 CONDUCT OF EMPLOYEES**

(a) Civil, gentlemanly deportment is required of all employes in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employes who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

(b) The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as the case may require.

(c) Constant presence of mind to insure safety to themselves and others' is the primary duty of all employes.

(d) General Rules Governing Employes of the Operating Department dated January 1st 1953 are issued in book form. Employes whose duties are prescribed by these rules must have a copy of them at hand when on duty.

The designation "Trainmen" or "Enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

**RULE 1085 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.

## ADDITIONAL SPECIAL INSTRUCTIONS

**(A) GENOA CITY**

All movements over County Highway crossing 2.4 miles east of Genoa City and Sumner and Freeman Streets just west of Genoa City must stop and movement over the crossings must be protected by a member of the crew.

**(B) WEST CHICAGO**

Westward freight trains from New Yard at West Chicago on Suburban District must not exceed 15 miles per hour until entire train has entered the main track.

**(C) ELBURN**

Diesel engines must not exceed 5 miles per hour on Elburn Packing Co. track.

**(D) NELSON**

Trains going into South Yard at Nelson must 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.

**(E) STERLING AND AGNEW**

C. B. & Q. trains operate between Sterling and Agnew and are governed by C. & N. W. time-table and rules and the following special instructions:

**(1) AT STERLING:**

Westward C. B. & Q. trains and engine movements must stop before entering onto C. & N. W. tracks and ascertain through operator at Sterling passenger station whether all overdue C. & N. W. trains have left.

**STERLING AND AGNEW—Continued**

**(2) AT AGNEW:**

C. B. & Q. connection with C. & N. W. main tracks is equipped with an electric switch lock which is controlled by operator at Sterling passenger station. Eastward C. B. & Q. trains and engine movements must stop before entering upon C. & N. W. tracks, communicate with operator at Sterling for instructions and in addition be governed by instructions posted in telephone box at the connection switch.

**(F) 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.

**(G) OPERATION OF GALLERY TYPE CARS**

Gallery Type cars must not be operated between Noble Street and North Pier.

Gallery type cars may be operated in the districts indicated below at not exceeding restricted speed prepared to stop on hand signal:

- Wye track at Fulton Street, close side clearance of Bridge girders.
- St. Charles Air Line, close side clearances of bridge girders at bridges S-1645-Clark St., S-1646-Dearborn St. and 2-1647-State St.

**(H) HOT BOXES**

When a car is set out because of hot box, the fire must be entirely extinguished and all of the packing removed from the journal box. Close inspection must be made to ascertain whether or not the floor or other wooden parts of the car have been ignited, and if so, they must also be extinguished.

## ADDITIONAL SPECIAL INSTRUCTIONS—Continued

### (J) 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 Dist.

1. (a) Trains, engines, switch movements or back-up movements must not exceed 15 miles per hour, in either direction, between signal bridge "D" on Galena Division and signal bridge "A" nor between signal bridge "K" on Wisconsin District and Signal bridge "A".
- (b) Trains, engines, switch movements or back-up movements must not exceed 10 miles per hour, in either direction between signal bridge "A" and Chicago Passenger Terminal.
- (c) Trains, engines, switch movements or back-up movements into Chicago Passenger Terminal, must enter the train shed under full control and must not exceed 5 miles per hour passing Washington Street suburban stairway. On back-up movements, back-upmen will indicate by 1 long sound of the communicating signal that engineman should close throttle and permit stop to be made by back-up hose service application of the brakes.

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 Terminal.

- 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 third 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 nor over interlockings.

5. 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.

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

7. 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.

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

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

10. 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.

11. 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 employees 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.

12. Between Bridge "D" on Galena Division, Bridge "K" on Wisconsin District and the Chicago Passenger Terminal, the first paragraph of Rule 17 does not apply and instead trains and engines will display a dim headlight.

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

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

15. Dome type cars not exceeding a height of 16'0" above top of rail may be operated on track 2 to 16, inclusive, in the Chicago Passenger Terminal.



**(K) CENTRALIZED TRAFFIC CONTROL TERRITORY—SPECIAL INSTRUCTIONS**

(RULE 261)

**BETWEEN TOWER NI, WEST CHICAGO AND TOWER NJ, NELSON RULES 401 TO 408 GOVERN**

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

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.

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.

IF CLEAR TRAIN CONTROL IS RECEIVED AFTER PASSING SIGNAL DISPLAYING INDICATION AS PER RULE 501B, 501H 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.

**C. T. C. TELEPHONES**

C. T. C. telephones for communication with train dispatcher are located at the home signals of each dispatcher controlled interlocking and at other strategic locations in the C. T. C. Territory.

**THE FOLLOWING INTERLOCKINGS ARE OPERATOR OPERATED:**

- Rules 408, 628, 629 and 663 govern.
- 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—Signal indications govern all train or engine movements.

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.

**APPROACH SIGNALS TO INTERLOCKINGS**

Automatic block signals governing the approach to interlockings are equipped with a Grade Marker. When all units of the signal display a red

aspect, train or engine may pass the signal as prescribed by Rule 510b and may operate at not to exceed train control maximum low speed until subsequent signal indication permits increased speed.

**OPERATION OF SUBURBAN AND EMPTY COACH TRAINS TO AND FROM GENEVA**

When a westward suburban train or an 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 must 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**

Hand operated main track switches in C. T. C. territory, unless otherwise provided, are equipped with electric lock. Such switches must not be unlocked nor padlocks removed except on instructions from the train dispatcher and these instructions must be repeated to insure correct understanding. When movement is not made immediately after receiving instructions, permission must again be obtained before unlocking the switch or making the movement. The padlock must not be inserted in electric lock until use of the switch is completed unless necessary to lock the switch for another movement on the main track.

**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 must 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 employes in the vicinity must go to the nearest telephone and call the train dispatcher.

**OPERATION OF TRACK CARS**

Each operator of a track car before entering or placing track car on a main track in Centralized Traffic Control District, must call the train dispatcher, identify himself, give location, state 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.

**(L) AUTOMATIC PROTECTION EQUIPPED CROSSINGS**

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. Automatic devices will in no way relieve the crew from protecting except as provided in Rule 103.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices, stops within the limits of the track circuits which actuate the automatic device, such movement will proceed at slow speed and will not foul crossing until automatic device is operating at sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Where manual control push buttons are provided, they are contained in RED boxes mounted on instrument case. (Marked to correspond to the track to which they refer in two or more track territory.)

When a train or engine movement has caused the crossing gates to go down and emergency conditions require and warrant releasing highway traffic, the RED push button (for the track involved in two or more track territory) marked "RAISE" may be used to raise the gates. Whenever the RED "RAISE" button has been used the button marked "CANCEL" must be pushed before the movement leaves the crossing in either direction.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement.

**(M) LOCATION OF TRAIN DISPATCHER'S TELEPHONES**

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

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

**LOCATION OF TRAIN DISPATCHERS TELEPHONES—Continued**

East Elgin . . . . . Scale House.  
 Material Service Pit  
 —Williams Bay District . . . . . M. P. 53.9  
 Scale House at New  
 Consumer's Pit . . . . . M. P. 56.9.  
 Nelson . . . . . West end of double track, in booth on east side of switch.  
 Van Petten—In Booth, east side, at tool house.  
 Langley . . . . . On Pole, east side, near west industry track switch.  
 Buda . . . . . In Booth, east side at station site.  
 Morse . . . . . On Pole, east side, 300 ft. east of west industry track switch.  
 Storage . . . . . Both ends of siding.  
 Akron . . . . . In Booth, near tool house west side of track.  
 Radnor Hill . . . . . { On Pole, west side near bridge 1604.  
                                   { On Pole, west side near bridge 1613.  
 Limestone . . . . . In Booth, east side, 100 ft. east of hard road.  
 Adams St. . . . . In yard office.  
 Keystone Switch . . . . . In Booth attached to west end of office.  
 Tuscarora . . . . . On Pole, west side near Dike Road.  
 Sommer . . . . . C&NW side interchange track.  
 South Pekin . . . . . In Booth, east side, load yard lead.  
 Allen . . . . . In Booth, west side, at station site.  
 Luther . . . . . In Shanty at west switch.  
 Hubly . . . . . In Booth, on pole west side at east switch.  
 Barr . . . . . In Booth, west side, 125 ft. north of hard road.  
 Archer . . . . . In Booth, on west side at east switch.  
 Lick . . . . . In Shanty attached to west side of tool house.  
 Compro . . . . . On Pole, west side, near hard road.  
 Virden . . . . . In Booth, west side, across old station site.  
 Girard . . . . . In Booth, west side, 150 ft. west of east switch.  
 4.0 Miles east of Womac . . . . . On Pole, west side.  
 Womac . . . . . In Booth, west side, 100 ft. west of highway crossing.  
 Mine 14 Switch . . . . . In Booth, west side.  
 Telephones are also located in conductor's rooms in stations at Normandy, Manlius, Broadmoor, Camp Grove, Speer, and Sweetwater and in waiting rooms at Hahnman and Radnor which may be used to communicate with train dispatcher.  
 Mt. Olive . . . . . In I. C. Depot.  
 Karnes . . . . . Wabash Connection.  
 Mine No. 1 . . . . . In Carmen's Shanty.  
 Mine No. 2 . . . . . Coal Company Office.  
 DeCamp Jct. . . . . In the tower, and at Junction Switch.  
 Worden . . . . . In Shanty at West end siding.  
 Love . . . . . At both ends of Siding.  
 Curve . . . . . Mile Post 130.8.  
 Edwardsville . . . . . West end track 1 and East end of siding.  
 LeClaire Tower . . . . . In the tower.  
 Steam Shovel Cut . . . . . Mile Post 136.0.  
 Glen . . . . . In tower.  
 Peters . . . . . West end of siding.  
 Cahokia Creek  
 Bridge . . . . . West end of bridge south side.  
 Stallings . . . . . At both ends of siding.  
 Cochem . . . . . At Coke Plant connection and east end of new track.  
 A. & S. Crossing . . . . . In Tower.  
 Madison . . . . . East End yard office.  
 Bridge Junction . . . . . In station.

# ADDITIONAL SPECIAL INSTRUCTIONS—Continued

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(N) **OVERHEAD OBSTRUCTIONS**  
**MAXIMUM WIDTH AND HEIGHT OF LOADED CARS THAT WILL PASS IN SAFETY OVER THE GALENA DIVISION**

Between	Height Above Top of Rail			Structure Limiting Height	Between	Height Above Top of Rail			Structure Limiting Height		
	9'00" Wide	10'00" Wide	11'6" Wide			9'00" Wide	10'00" Wide	11'6" Wide			
North Pier and Wells St. . . . .	Ft. 14	In. 8 14	Ft. 8 14	In. 8	Clark St. Viaduct, Br N-1507.	19	0 19	0 19	0	O. H. Bridge 117½, E. of Creston.	
Wells St. and California Ave. Yards . . . . .	15	0 15	0 15	0	O. H. Bridge N-1515 at Halsted St.	17	9 17	3 16	3		Bridge 203-0.5 ml. W. of Nelson.
Chicago Terminal and California Ave. Yard . . . . .	15	0 15	0 14	10		Track 1 } Train Tracks 2 to 10 } Shed Tracks 11, 13, 15, } Chicago 16 } Terminal Tracks 12 & 14	16	3 15	7 14	4	
California Ave. Yard and Wood St. Yard . . . . .	15	8 15	5 15	0	O. R. Bridge S-1603 between Lake St. and Maypole Ave.		17	9 17	9 17	9	O. R. Br. 305½ W. of West Chicago.
	15	4 15	4 15	4				17	1 17	1 17	
							Belvidere and East Rockford . . . . .	17	2 16	10 16	2
						*East Rockford and Rockford . . . . .	16	2 16	2 16	0	O. R. Br. 668½ at Crystal Lake.
						Rockford and Freeport . . . . .	17	9 17	4 16	10	
						Tower B-35 and Crystal Lake . . . . .	17	4 17	4 17	4	O. R. Br. 1201½, South of La Salle Jct.
						Crystal Lake and Genoa City . . . . .	16	5 16	5 16	5	
						De Kalb and Spring Valley . . . . .	18	5 18	5 18	5	O. R. Br. 1558½ E. of Akron.
						Nelson and Broadmoor . . . . .	19	4 19	4 18	8	
						Broadmoor and Kickapoo . . . . .	17	10 17	10 17	3	Br. 1753 E. of Green Valley.
						Kickapoo and Peoria . . . . .	20	3 20	3 20	3	
						Kickapoo and Lick . . . . .	19	3 18	10 18	4	
						Benld and Madison . . . . .	20	0 20	0 20	0	

(Dome type Cars must not be operated under Bridge S-1603.)

Wood St. Yd. and St. Charles Air Line . . . . . 18 1 18 1 18 1 Metropolitan Elevated at Paulina St.

St. Charles Air Line . . . . . 15 11 15 11 15 11 O. R. Bridge S-1647½, 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 and West Chicago . . . . . 17 6 17 6 17 6 O. R. Br. 15½, East End of Proviso Yard.

West Chicago and Geneva . . . . . 18 1 18 1 18 1 O. R. Br. 24½, C. G. W. Crossing, E. of Lombard.

Geneva and De Kalb . . . . . 17 10 17 10 17 10 O. H. Bridge 65 E. of Geneva.

O. H. Br. 81, W. of La Fox.

**NO LOAD MUST EXCEED 11' 6" IN WIDTH NOR 21' 6" IN HEIGHT EXCEPT ON CLEARANCE AUTHORITY FROM CHIEF TRAIN DISPATCHER.**

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".

