

SURGEONS AND PHYSICIANS

Alma, Wis.	Dr. M. O. BACHHUBER	Surgeon & Examiner
Aledo, Ill.	Dr. L. E. ROBINSON	Surgeon
Aurora, Ill.	Dr. M. F. WITANOWSKI	Surgeon
Aurora, Ill.	Dr. R. B. WHITE	Surgeon & Examiner
Aurora, Ill.	Dr. J. W. DREYER	Surgeon
Aurora, Ill.	Dr. W. H. MILBACHER	Surgeon
Aurora, Ill.	Dr. E. E. MEISTER	Eye Specialist
Aurora, Ill.	Dr. J. B. IORATTI	Eye Specialist
Aurora, Ill.	Dr. C. G. WELLER	Consulting Urologist
Aurora, Ill.	Dr. J. M. BRANDEL	Consultant
Berwyn, Ill.	Dr. R. W. POBORSKY	Surgeon
Berwyn, Ill.	Dr. P. FALK	Surgeon
Buda, Ill.	Dr. A. G. EVERHART	Surgeon
Cassville, Wis.	Dr. J. DAVID	Surgeon
Chicago, Ill.	Dr. K. L. ROPER	Eye Specialist
Chicago, Ill.	Dr. N. G. PARRY	Surgeon
Chicago, Ill.	Dr. R. J. CORBETT	Surgeon
Chicago, Ill. (Western Ave.)	Dr. D. M. VACHOUT	Surgeon
Cicero, Ill. (House 9)	Dr. L. PERTT	Surgeon & Examiner
Clinton, Iowa	Dr. J. E. O'DONNELL	Surgeon & Examiner
Cochrane, Wis.	Dr. E. A. MEILI	Surgeon
Davenport, Iowa	Dr. W. G. BESSEMER	Surgeon
De Soto, Wis.	Dr. H. A. BOLSTAD	Surgeon
Downers Grove, Ill.	Dr. B. L. RODKINSON	Surgeon
Dubuque, Ia.	Dr. D. A. HOWELL	Surgeon & Examiner
Dubuque, Ia.	Dr. D. K. PACKARD	Surgeon & Examiner
Earlville, Ill.	Dr. O. H. FISCHER	Surgeon
Fulton, Ill.	Dr. M. J. VRUNO	Surgeon
Galesburg, Ill.	Dr. B. W. COAN	Surgeon & Examiner
Galesburg, Ill.	Dr. G. K. SMART	Eye Specialist
Galesburg, Ill.	Dr. R. L. CANNON	Eye Specialist
Galesburg, Ill.	Dr. S. M. HANAUER	Surgeon
Galena, Ill.	Dr. R. E. LOGAN	Surgeon
Galva, Ill.	Dr. E. M. ECKBERG	Surgeon & Examiner
Hinckley, Ill.	Dr. A. L. KEYES	Surgeon
Hinsdale, Ill.	Dr. C. I. LEFF	Surgeon
Kewanee, Ill.	Dr. R. M. TERRY	Surgeon & Examiner
La Crosse, Wis.	Dr. J. C. FOX	Surgeon & Examiner
La Crosse, Wis.	Dr. G. GUNDERSEN	Surgeon
La Crosse, Wis.	Dr. A. H. GUNDERSEN	Surgeon
La Crosse, Wis.	Dr. S. B. GUNDERSEN	Surgeon
La Crosse, Wis.	Dr. P. W. PHILLIPS	Surgeon
La Crosse, Wis.	Dr. B. J. MANSHEIM	Eye Specialist
La Crosse, Wis.	Dr. G. I. UHRICH	Surgeon & Examiner
La Grange, Ill.	Dr. J. N. YOUNG	Surgeon
La Salle, Ill.	Dr. J. W. GEIGER	Surgeon & Examiner
Mendota, Ill.	Dr. C. J. WACKER	Surgeon & Examiner
Mendota, Ill.	Dr. J. F. WACKER	Surgeon & Examiner
Mendota, Ill.	Dr. C. O. HARRIS	Surgeon
Minneapolis, Minn.	Dr. D. J. MOOS	Surgeon
Minneapolis, Minn.	Dr. F. J. PRATT, III	Eye Specialist
Minneapolis, Minn.	Dr. E. R. ANDERSON	Surgeon & Examiner
Moline, Ill.	Dr. L. C. ARP, JR.	Surgeon & Examiner
Morrison, Ill.	Dr. I. VANDERMYDE	Surgeon
Oregon, Ill.	Dr. L. WARMOLTS	Surgeon & Examiner
Oregon, Ill.	Dr. R. M. GATEY	Surgeon & Examiner
Prairie du Chien, Wis.	Dr. O. E. SATTER	Surgeon
Prescott, Wis.	Dr. H. G. LANEY	Surgeon
Princeton, Ill.	Dr. J. M. KOWALSKI	Surgeon & Examiner
Prophetstown, Ill.	Dr. S. E. ROBINSON	Surgeon
Redwing, Minn.	Dr. E. H. JUERS	Surgeon
Riverside, Ill.	Dr. R. W. POBORSKY	Surgeon
Rochelle, Ill.	Dr. A. R. BOGUE	Surgeon & Examiner
Rock Island, Ill.	Dr. C. P. O'NEILL	Surgeon & Examiner
Rockford, Ill.	Dr. L. M. MARSH	Surgeon & Examiner
St. Paul, Minn.	Dr. D. E. DERAUF	Surgeon & Examiner
St. Paul, Minn.	Dr. B. I. DERAUF	Surgeon
St. Paul, Minn. and Mounds Sanitarium	Dr. G. EARL	Surgeon & Examiner
St. Paul, Minn.	Dr. A. McEWAN	Surgeon & Examiner
Savanna, Ill.	Dr. J. B. SCHREITER	Surgeon & Examiner
Savanna, Ill.	Dr. L. B. HUSSEY	Surgeon & Examiner
Sterling, Ill.	Dr. C. J. MUELLER	Surgeon & Examiner
Streator, Ill.	Dr. D. O. CONLEY	Surgeon & Examiner
Streator, Ill.	Dr. JAMES SCOTT	Surgeon & Examiner
Winona, Minn.	Dr. R. B. TWEEDY	Surgeon

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

Dr. H. W. HAMMATT
Chief Medical Officer,
Chicago, Illinois

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CHICAGO AND AURORA DIVISIONS

No.

8

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

SUNDAY, APRIL 26, 1964

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Chicago to Aurora—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS			STATIONS	FIRST CLASS							
Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	
159	101	103		201	105	21	203	107	205	109	
A. M. L 12.15	A. M. L 5.35	A. M. L 6.35	B.K.R. 0	CHICAGO UNION STATION	A. M. L 7.15	A. M. L 7.30	A. M. L 8.00	A. M. L 8.55	A. M. L 9.05	A. M. L 10.30	A. M. L 10.40
s 12.19	s 5.39	s 6.40	1.72	HALSTED STREET	s 7.20			s 8.59	s 9.10	s 10.35	s 10.45
s 12.22	s 5.42	s 6.43	B.Y. 3.72	WESTERN AVENUE	s 7.23	s 7.37		s 9.02	s 9.13	s 10.38	s 10.48
s 12.27	s 5.47	s 6.48	Z. 5.88	CICERO	s 7.28			s 9.07	s 9.18	s 10.43	s 10.53
s 12.29	s 5.49	s 6.50	B.C.K. O.T.W. 8.47	CLYDE	s 7.30	s 7.43		s 9.09	s 9.20	s 10.45	s 10.55
s 12.31	s 5.51	s 6.52	9.03	LA VERGNE	s 7.32			s 9.11	s 9.22		
s 12.32	s 5.52	s 6.54	9.57	BERWYN	s 7.33	s 7.45		s 9.12	s 9.23	s 10.47	s 10.57
s 12.33	s 5.53	s 6.56	10.05	HARLEM AVENUE	s 7.34			s 9.13	s 9.24		
s 12.35	s 5.55	s 6.59	11.01	RIVERSIDE	s 7.36	s 7.48		s 9.15	s 9.26	s 10.50	s 10.59
s 12.37		s 7.01	11.74	HOLLYWOOD	s 7.38			s 9.17	s 9.28		
s 12.39	s 5.57	s 7.03	12.27	BROOKFIELD	s 7.40	s 7.50		s 9.19	s 9.30	s 10.53	s 11.03
s 12.41	s 5.59	s 7.05	13.02	CONGRESS PARK	s 7.42			s 9.21	s 9.32		
s 12.43	s 6.01	s 7.07	13.75	LA GRANGE	s 7.44	s 7.53		s 9.23	s 9.34	s 10.55	s 11.05
s 12.44	s 6.03	s 7.09	14.14	STONE AVENUE	s 7.45	s 7.55		s 9.24	s 9.35	s 10.57	s 11.07
s 12.46	s 6.05	s 7.11	15.38	WESTERN SPRINGS	s 7.47	s 7.57		s 9.26	s 9.38	s 10.59	s 11.10
s 12.48	s 6.07	s 7.13	16.30	HIGHLANDS	s 7.49			s 9.28	s 9.40		
s 12.49	s 6.09	s 7.15	16.83	HINSDALE	s 7.50	s 8.00		s 9.30	s 9.42	s 11.03	s 11.13
s 12.51		s 7.17	17.76	WEST HINSDALE	s 7.52			s 9.32	s 9.44		
s 12.52	s 6.12	s 7.19	18.24	CLARENDON HILLS	s 7.53	s 8.03		s 9.33	s 9.46	s 11.06	s 11.16
s 12.54	s 6.14	s 7.21	19.40	WESTMONT	s 7.55	s 8.05		s 9.35	s 9.47	s 11.08	s 11.18
s 12.56	s 6.16	s 7.23	20.30	FAIRVIEW AVENUE	s 7.57			s 9.37	s 9.49		
s 12.58	s 6.18	s 7.25	21.12	DOWNERS GROVE	s 7.59	s 8.08	8.20	s 9.39	s 9.51	s 11.11	s 11.21
s 1.00	s 6.21	s 7.28	22.55	BELMONT	s 8.01			s 9.41	s 9.54	s 11.13	s 11.23
s 1.03	s 6.25	s 7.32	24.40	LISLE	s 8.04	s 8.12		s 9.44	s 9.57	s 11.16	s 11.26
s 1.09	s 6.30	s 7.38	28.44	NAPERVILLE	s 8.10	s 8.18		s 9.50	s 10.03	s 11.22	s 11.32
			W.Yd. 33.42	EOLA							
			C.W.Yd. 35.27	WEST EOLA							
A 1.20 A. M.	A 6.40 A. M.	A 7.50 A. M.	B.C.K.O. T.W.Yd.Z. 37.76	AURORA	A 8.20 A. M.	A 8.30 A. M.	s 8.35 A. M.	A 10.00 A. M.	A 10.15 A. M.	A 11.35 A. M.	A 11.45 A. M.
1:05 34.9	1:05 34.9	1:15 30.2		SCHEDULE TIME AVERAGE MILES PER HOUR	1:05 34.9	1:00 37.8	0:35 64.7	1:05 34.9	1:10 32.4	1:05 34.9	1:05 34.9

New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas suburban trains will run on Sunday schedule.

No. 105 stop at 14th Street Coach Yard to receive Company employees.

No. 101 stop at Austin-Western M.P. 35.61 to discharge passengers.

No. 103 must not exceed 35 M.P.H. to dispatch newspapers at Eola.

Nos. 109 and 205 stop at Clyde to discharge Company employees and on signal to receive Company employees.

Downers Grove: Capacity of siding, north of track No. 1, 69 cars.

Offices open: Chicago Union Station..... Continuous except closed 11:00 p.m. Saturday until 7:00 a.m. Sunday.
West Eola Continuous.
Aurora Continuous.

Engines must not operate on coal unloading trestle of Aurora Paper Board Company, M. P. 35.54.

Westward trains and engines on Track 1 stopping for signal at M.P. 12.3 or if unusual delay is to be incurred between signal at M.P. 12.3 and the Brookfield station, stop must be made short of "Highway Circuit" sign located on canopy 90 feet east of Prairie Ave. When proceeding under these conditions, enginemen must observe gates in lowered position before occupying Prairie Avenue.

Westward switching movements at Congress Park on tracks 1 or 2 must not move west of highway circuit sign located approximately 400 feet east of La Grange Road.

Eastward trains stopping between signal bridge located at MP 14.35 and highway circuit sign located approximately 625 feet west thereof must not exceed 15 MPH between the signal bridge and Brainard Avenue crossing, MP 14.25, first crossing west of Stone Avenue station.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge M.P. 14.35, west of Brainard Avenue, LaGrange, when home signal at Congress Park is displaying aspect Rule 501-K, or if aspect displayed by that signal cannot be seen. When stopped under these circumstances, a member of crew will communicate promptly with train dispatcher.

Normal position of inside switch west end of industry track, north of track No. 1 at Hinsdale is for stub-track serving Piolet Bros. Junk Yard, and must be locked in that position when not in use.

Chicago to Aurora—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS						Mile Post Location	STATIONS	FIRST CLASS					
Daily Passenger	Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger			Sunday only Passenger	Saturday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger
11	207	111	209	25	113			211	213	31	115	215	117
A. M. L 11:00	A. M. L 11:15	P. M. L 12:01	P. M. L 12:05	P. M. L 12:10	P. M. L 1:15	0	CHICAGO UNION STATION	P. M. L 1:15	P. M. L 1:25	P. M. L 2:30	P. M. L 2:31	P. M. L 2:45	P. M. L 3:00
	s 11:20	s 12:05	s 12:10			1.72	HALSTED STREET	s 1:20			s 2:36	s 2:50	s 3:05
	s 11:23	s 12:09	s 12:13		s 1:22	3.72	WESTERN AVENUE	s 1:23			s 2:39	s 2:53	s 3:08
	s 11:28	s 12:14	s 12:18		s 1:27	6.88	CICERO	s 1:28			s 2:44	s 2:58	
					c 1:29	8.47	CLYDE	s 1:30			s 2:46	s 3:00	
	s 11:30	s 12:16	s 12:20			9.03	LA VERGNE	s 1:32			s 2:48	s 3:02	
	s 11:32	s 12:18	s 12:22			9.57	BERWYN	s 1:33	s 1:38		s 2:50	s 3:04	s 3:15
	s 11:33	s 12:19	s 12:23		s 1:32	10.05	HARLEM AVENUE	s 1:34			s 2:52	s 3:06	
	s 11:34	s 12:20	s 12:24			11.01	RIVERSIDE	s 1:36	s 1:41		s 2:54	s 3:08	s 3:18
	s 11:36	s 12:22	s 12:26		s 1:35	11.74	HOLLYWOOD	s 1:38			s 2:56	s 3:10	
	s 11:38	s 12:24	s 12:28			12.27	BROOKFIELD	s 1:40	s 1:44		s 2:58	s 3:12	s 3:21
	s 11:40	s 12:26	s 12:30		s 1:38	13.02	CONGRESS PARK	s 1:42			s 3:00	s 3:14	
	s 11:42	s 12:28	s 12:32			13.75	LA GRANGE	s 1:44	s 1:47		s 3:02	s 3:16	s 3:24
	s 11:44	s 12:30	s 12:34		s 1:41	14.14	STONE AVENUE	s 1:45	s 1:48		s 3:04	s 3:18	s 3:26
	s 11:45	s 12:31	s 12:36			15.38	WESTERN SPRINGS	s 1:47	s 1:51		s 3:07	s 3:21	s 3:29
	s 11:47	s 12:34	s 12:38			16.30	HIGHLANDS	s 1:49			s 3:09	s 3:23	
	s 11:49	s 12:36	s 12:40			16.83	HINSDALE	s 1:50	s 1:54		s 3:11	s 3:25	s 3:32
	s 11:50	s 12:38	s 12:42		s 1:48	17.76	WEST HINSDALE	s 1:52			s 3:13	s 3:27	
	s 11:52	s 12:40	s 12:44			18.24	CLARENDON HILLS	s 1:53	s 1:57		s 3:15	s 3:29	s 3:35
	s 11:53	s 12:41	s 12:45		s 1:51	19.40	WESTMONT	s 1:55	s 1:59		s 3:18	s 3:32	s 3:37
	s 11:55	s 12:43	s 12:47		s 1:53	20.30	FAIRVIEW AVENUE	s 1:57			s 3:20	s 3:34	
	s 11:57	s 12:45	s 12:49			21.12	DOWNERS GROVE	s 1:59	s 2:02	2:51	s 3:23	s 3:36	s 3:40
11:21	P. M. s 11:59	s 12:47	s 12:51	12:31	s 1:56	22.56	BELMONT	s 2:01	s 2:05		s 3:26	s 3:39	
	s 12:01	s 12:50	s 12:54		s 1:59	24.40	LISLE	s 2:04	s 2:09		s 3:30	s 3:42	s 3:46
	s 12:04	s 12:53	s 12:58		s 2:02	28.44	NAPERVILLE	s 2:10	s 2:15		s 3:36	s 3:48	s 3:52
	s 12:10	s 12:59	s 1:04		s 2:08	33.42	EOLA						
						35.27	WEST EOLA						
s 11:37	A 12:20	A 1:10	A 1:17	s 12:47	A 2:20	37.76	AURORA	A 2:20	A 2:28	s 3:07	A 3:49	A 4:00	A 4:05
A A. M.	P. M.	P. M.	P. M.	A P. M.	P. M.			P. M.	P. M.	A P. M.	P. M.	P. M.	P. M.
0:37 61.2	1:05 34.9	1:08 32.8	1:12 31.5	0:37 61.2	1:05 34.9		SCHEDULE TIME AVERAGE MILES PER HOUR	1:05 34.9	1:03 35.2	0:37 61.2	1:18 29.0	1:15 30.2	1:05 34.9

No. 113 stop at Clyde to discharge Company employes and on signal to receive Company employes.

Following instructions will govern the automatic flashing light highway signals and gates at Maple Avenue, Brookfield, M.P. 12.71:

1. Eastward trains on tracks 2 and 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.
2. When switching over Maple Avenue, trains and engines must not occupy Maple Avenue crossing until gates have lowered. Rule 103 in effect.

FAILED EQUIPMENT SIGNALS:

Located at M. P. 12.36, tracks 1 and 2, for westward movements. Rule 402 in effect.

Following instructions will govern the automatic flashing light highway crossing signals and gates at Washington Street, Main Street, and Forest Avenue, Downers Grove.

1. Westward trains and engines stopping for stop signal at M.P. 21.30 or if unusual delay is to be incurred between signal at M.P. 21.30 and the Downers Grove station, stop must be made short of "Highway Circuit" sign located on canopy 150 ft. east of Main Street.
2. Trains and engines in eastward switching movements on tracks 1, 2, and 3 must move beyond "Highway Circuit" sign located on canopy, 150 feet east of Main Street, before making westward movement.
3. When proceeding under above conditions, enginemen must observe gates in lowered position before occupying Main Street crossing.
4. Movements on house or industry tracks over Main Street and Forest Avenue crossings must be made as prescribed by Rule 103.

Chicago to Aurora—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
Daily Passenger	Sunday only Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger					
17	217	219	119	121	123		221	125	127	129	131	23						
P. M. L 3:10	P. M. L 3:15	P. M. L 3:20	P. M. L 3:25	P. M. L 3:37	P. M. L 3:50	0	P. M. L 3:50	P. M. L 3:53	P. M. L 3:59	P. M. L 4:04	P. M. L 4:09	P. M. L 4:15						
	s 3:20	s 3:24	s 3:30	s 3:42		1.72	s 3:55	s 3:58	s 4:04	s 4:09	s 4:14							
	s 3:23	s 3:27	s 3:34	s 3:46		3.72	s 3:58	s 4:02	s 4:08	s 4:13	s 4:18							
	s 3:28		s 3:39	s 3:51		6.88	s 4:03	s 4:08	s 4:14	s 4:19	s 4:24							
	s 3:30		s 3:42		s 4:02	8.47	s 4:05											
	s 3:32			s 3:55		9.03	s 4:07											
	s 3:33	s 3:34	s 3:45	s 3:57	s 4:05	9.57	s 4:09				s 4:29							
	s 3:34			s 3:59		10.05	s 4:11				s 4:32							
	s 3:36	s 3:37	s 3:48		s 4:08	11.01	s 4:13				s 4:35							
	s 3:38			s 4:02		11.74	s 4:15											
	s 3:40	s 3:40		s 4:04	s 4:12	12.27	s 4:17				s 4:39							
	s 3:42			s 4:06		13.02	s 4:19											
	s 3:44	s 3:43	s 3:53		s 4:15	13.75	s 4:21			s 4:28								
	s 3:45	s 3:45	s 3:55		s 4:17	14.14	s 4:23			s 4:31								
	s 3:47	s 3:48		s 4:11		15.38	s 4:26		s 4:26									
	s 3:49			s 4:14		16.30	s 4:28		s 4:29									
	s 3:50	s 3:51	s 3:59		s 4:23	16.83	s 4:30				s 4:37							
	s 3:52			s 4:18		17.76	s 4:32				s 4:39							
	s 3:53	s 3:54		s 4:20		18.24	s 4:34			s 4:33								
	s 3:55	s 3:56	s 4:04		s 4:28	19.40	s 4:37			s 4:43								
	s 3:57			s 4:24		20.30	s 4:39		s 4:38									
3:31	s 3:59	s 3:59	s 4:08	s 4:28	s 4:33	21.12	s 4:41		s 4:41	s 4:47		4:36						
	s 4:01		s 4:11		s 4:36	22.56	s 4:44	s 4:26			s 4:52							
	s 4:04	s 4:03	s 4:15		s 4:40	24.40	s 4:47	s 4:30			s 4:56							
	s 4:10	s 4:09	s 4:21	s 4:38		28.44	s 4:53	s 4:36		s 4:57								
					s 4:51	33.42												
				A 4:48 P. M.	A 4:55 P. M.	35.27				A 5:04 P. M.								
s 3:47 A P. M.	A 4:23 P. M.	A 4:20 P. M.	A 4:34 P. M.			37.76	A 5:05 P. M.	A 4:49 P. M.	A 5:00 P. M.		A 5:13 P. M.	A 4:51 P. M.						
0:37 61.2	1:08 33.3	1:00 37.8	1:08 32.8	1:11 29.8	1:05 32.6		1:15 30.2	0:56 40.5	1:01 37.1	1:00 35.3	1:04 35.4	0:36 62.9						
SCHEDULE TIME							SCHEDULE TIME											
AVERAGE MILES PER HOUR							AVERAGE MILES PER HOUR											

No. 217 stop at 14th Street Coach Yard to receive Company employes.

Between LaVergne and Naperville, Illinois, inclusive, do not sound crossing whistle signal as prescribed by Rule 14(1), unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first-mentioned train to persons who may be about to use the crossing.

Following instructions will govern the automatic flashing light highway crossing signals and gates at Maple Avenue, west of Fairview Avenue, M. P. 20.56:

Westward trains on Track 1, stopping at Fairview Avenue to discharge passengers, must stop short of signal bridge immediately west of Fairview Avenue station.

Following instructions will govern the automatic flashing light highway crossing signals and gates at Belmont Road crossing, Downers Grove, (first road crossing east of Belmont Station):

Eastward trains on Track No. 3 when switching industrial spur immediately west of Belmont Road crossing will stop short of highway circuit sign located 300 feet west of Belmont Road.

Following instructions will govern the automatic flashing light highway crossing signals and gates at Farnsworth Avenue, Aurora, Illinois, M. P. 35.60:

1. Westward trains making movement within West Eola interlocking in accordance with Rule 670 must approach Farnsworth Avenue not to exceed 5 M.P.H.
2. Eastward trains on the Aurora lead will not move beyond highway circuit sign until ready to depart. Gates must be observed in lowered position before occupying crossing.
3. Eastward trains on tracks 1, 2 and 3 that would block Farnsworth Avenue when stopped by interlocking signal (M.P. 35.51) must stop short of highway circuit sign located 300 feet west of Farnsworth Avenue.
4. When delay is expected in eastward switching movement after making westward switching movement beyond west home signal bridge (M.P. 35.51) on tracks 1, 2 and 3 and Farnsworth Avenue is blocked, movement must continue west until entire train is west of highway circuit sign located 300 feet west of Farnsworth Avenue. Rule 103 in effect.

Chicago to Aurora—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS

Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger
133	223	135	137	139	141
P. M. L 4.18	P. M. L 4.20	P. M. L 4.23	P. M. L 4.25	P. M. L 4.28	P. M. L 4.35
s 4.23	s 4.25		s 4.30		s 4.40
	s 4.29		s 4.34		s 4.44
	s 4.34		s 4.39		s 4.49
			s 4.42		
			s 4.45		
	s 4.39		s 4.48		s 4.54
					s 4.57
	s 4.41		s 4.51		
					s 4.57
	s 4.44		s 4.54		
			s 4.57		
	s 4.47		s 4.46	s 5.02	
s 4.39	s 4.49			s 5.04	
s 4.43	s 4.52			s 5.07	
s 4.46		s 5.03		s 5.09	
	s 4.55	s 4.43	s 4.52	s 5.12	
		s 5.07	s 4.55		
	s 4.58	s 5.09	s 4.58		
	s 5.00	s 4.49		s 5.16	
s 4.54	s 5.02			s 5.18	
s 4.57	s 5.04	s 4.53	s 5.14	s 5.21	
	s 5.06		s 5.17		
	s 5.09		s 5.21		
s 5.06	s 5.15		s 5.10	s 5.30	
c 5.15					
A 5.17 P. M.	A 5.27 P. M.	A 5.11 P. M.	A 5.34 P. M.	A 5.23 P. M.	A 5.42 P. M.
0:59 35.9	1:07 33.7	0:48 47.2	1:09 30.7	0:55 41.2	1:07 33.7

Mile Post Location

STATIONS

CHICAGO UNION STATION

1.72	HALSTED STREET
2.00	WESTERN AVENUE
3.16	CICERO
1.59	CLYDE
0.56	LA VERGNE
0.54	BERWYN
0.48	HARLEM AVENUE
0.96	RIVERSIDE
0.73	HOLLYWOOD
0.53	BROOKFIELD
0.75	CONGRESS PARK
0.73	LA GRANGE
0.39	STONE AVENUE
1.24	WESTERN SPRINGS
0.92	HIGHLANDS
0.53	HINSDALE
0.93	WEST HINSDALE
0.49	CLARENDON HILLS
1.16	WESTMONT
0.90	FAIRVIEW AVENUE
0.82	DOWNERS GROVE
1.44	BELMONT
1.84	LISLE
1.04	NAPERVILLE
4.38	EOLA
1.85	WEST EOLA
2.49	AURORA

SCHEDULE TIME
AVERAGE MILES PER HOUR

FIRST CLASS

Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger
143	145	1	147	225
P. M. L 4.40	P. M. L 4.45	P. M. L 5.00	P. M. L 5.05	P. M. L 5.01
			s 5.11	s 5.05
			s 5.16	s 5.08
				s 5.13
				s 5.15
				s 5.17
	s 4.58		s 5.20	s 5.18
			s 5.22	s 5.19
	s 5.02		s 5.24	s 5.21
				s 5.23
	s 5.05		s 5.27	s 5.25
				s 5.27
	s 5.09		s 5.30	s 5.29
	s 5.11		s 5.32	s 5.30
	s 5.14		s 5.35	s 5.32
				s 5.34
	s 5.17		s 5.38	s 5.35
	s 5.19			s 5.37
	s 5.21		s 5.41	s 5.38
	s 5.24		s 5.44	s 5.40
	s 5.26			s 5.42
s 5.03	s 5.29	5.20	s 5.47	s 5.44
s 5.06			s 5.50	s 5.46
s 5.10			s 5.53	s 5.49
s 5.16	s 5.38		s 5.59	s 5.55
	A 5.48 P. M.			
A 5.29 P. M.		A 5.36 P. M.	A 6.10 P. M.	A 6.05 P. M.
0:49 48.2	1:03 33.5	0:38 82.9	1:05 34.9	1:04 35.4

No. 133 stop at Eola to discharge passengers.

Chicago to Aurora—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger		Daily Mail	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						
227	149	229	151	153	231		29	155	47	3	7	157						
P. M. L 5.25	P. M. L 5.30	P. M. L 6.30	P. M. L 6.45	P. M. L 8.00	P. M. L 8.30	0.	P. M. L 9.00	P. M. L 9.20	P. M. L 9.30	P. M. L 10.00	P. M. L 10.45	P. M. L 10.46						
						0.72												
						1.72												
						3.72												
						6.88												
						8.47												
						9.03												
						9.57												
						10.05												
						11.01												
						11.74												
						12.27												
						13.02												
						13.75												
						14.14												
						15.38												
						16.30												
						16.83												
						17.76												
						18.24												
						19.40												
						20.30												
						21.12												
						22.56												
						24.40												
						28.44												
						33.42												
						35.27												
						37.76												
A 6.35 P. M.	A 6.45 P. M.	A 7.35 P. M.	A 8.00 P. M.	A 8.57 P. M.	A 9.35 P. M.		s 9.36 A P. M.	A 10.25 P. M.	s 10.07 A P. M.	s 10.37 A P. M.	s 11.22 A P. M.	A 11.50 P. M.						
1:10 32.4	1:15 30.2	1:05 34.9	1:15 30.2	0:57 39.8	1:05 34.9		0:36 62.9	1:05 34.9	0:37 61.2	0:37 61.2	0:37 61.2	1:04 35.4						

Aurora to Chicago—Subdivision—Eastward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS						Mile Post Location	STATIONS					FIRST CLASS					
Daily Express	Daily Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger			Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger
14	8	200	100	102			202	104	48	106	108		202	104	48	106	108
A. M. A 3:25	A. M. A 4:30	A. M. A 5:15	A. M. A 5:25	A. M. A 6:16	0	A. M. A 6:10	A. M. A 6:28	A. M. A 6:30	A. M. A 6:42	A. M. A 6:46		A. M. A 6:10	A. M. A 6:28	A. M. A 6:30	A. M. A 6:42	A. M. A 6:46	
		s 5:09	s 5:20	s 6:10	1 72	s 6:04	s 6:22		s 6:36			s 6:04	s 6:22		s 6:36		
		s 5:05	s 5:16	s 6:05	3 72	s 6:00	s 6:17		s 6:31			s 6:00	s 6:17		s 6:31		
s 2:25		s 5:00	s 5:11	s 6:00	6 88	s 5:55	s 6:12		s 6:26			s 5:55	s 6:12		s 6:26		
			s 5:08	s 5:56	8 47												
		s 4:56	s 5:06	s 5:55	9 03	s 5:52			s 6:32			s 5:52			s 6:32		
		s 4:54	s 5:04	s 5:53	9 57	s 5:51	s 6:08		s 6:30			s 5:51	s 6:08		s 6:30		
		s 4:53	s 5:02	s 5:51	10 05	s 5:49	s 6:06		s 6:19	s 6:28		s 5:49	s 6:06		s 6:19	s 6:28	
		s 4:51	s 5:00	s 5:49	11 01	s 5:48	s 6:04		s 6:17	s 6:26		s 5:48	s 6:04		s 6:17	s 6:26	
		s 4:49	s 4:58	s 5:47	11 74	s 5:46	s 6:01		s 6:14	s 6:23		s 5:46	s 6:01		s 6:14	s 6:23	
		s 4:47	s 4:56	s 5:45	12 27	s 5:44	s 5:59		s 6:21			s 5:44	s 5:59		s 6:21		
s 2:15		s 4:45	s 4:54	s 5:43	13 02	s 5:42	s 5:57		s 6:11	s 6:19		s 5:42	s 5:57		s 6:11	s 6:19	
		s 4:43	s 4:52	s 5:41	13 75	s 5:40			s 6:09			s 5:40			s 6:09		
		s 4:42	s 4:50	s 5:39	14 14	s 5:39	s 5:54	c 6:05	s 6:07	s 6:15		s 5:39	s 5:54	c 6:05	s 6:07	s 6:15	
		s 4:40	s 4:48	s 5:36	15 38	s 5:38	s 5:52		s 6:05			s 5:38	s 5:52		s 6:05		
		s 4:39	s 4:46	s 5:34	16 30	s 5:36	s 5:50		s 6:02			s 5:36	s 5:50		s 6:02		
		s 4:38	s 4:44	s 5:32	16 83	s 5:34			s 5:59			s 5:34			s 5:59		
		s 4:36	s 4:42	s 5:30	17 76	s 5:33	s 5:47		s 5:58	s 6:10		s 5:33	s 5:47		s 5:58	s 6:10	
		s 4:35	s 4:41	s 5:28	18 24	s 5:31	s 5:45		s 5:56			s 5:31	s 5:45		s 5:56		
		s 4:33	s 4:39	s 5:26	19 40	s 5:30			s 5:54			s 5:30			s 5:54		
		s 4:31	s 4:37	s 5:24	20 30	s 5:28	s 5:41		s 5:51			s 5:28	s 5:41		s 5:51		
		s 4:29	s 4:35	s 5:22	21 12	s 5:26			s 5:49			s 5:26			s 5:49		
		s 4:27	s 4:32	s 5:18	22 56	s 5:24	s 5:38		s 5:47	s 6:03		s 5:24	s 5:38		s 5:47	s 6:03	
		s 4:24	s 4:29	s 5:15	24 40	s 5:22						s 5:22					
		s 4:19	s 4:24	s 5:09	28 44	s 5:19						s 5:19					
					33 42											s 5:53	
					35 27											s 5:43	
L 1:29 A. M.	L 3:50 A. M.	L 4:10 A. M.	L 4:15 A. M.	L 4:58 A. M.	37 76	L 5:19 A. M.			L 5:40 A. M.			L 5:05 A. M.	L 5:19 A. M.	L 5:45 A. M.	L 5:29 A. M.	L 5:40 A. M.	
1:56 19.5	0:40 56.8	1:05 34.9	1:10 32.4	1:18 29.0					1:05 34.9	1:09 30.7	0:45 50.3	1:13 31.0	1:06 32.1		1:06 32.1		
SCHEDULE TIME																	
AVERAGE MILES PER HOUR																	

No. 48 stop at LaGrange to discharge revenue passengers from west of Aurora.

No. 102 stop at 14th Street Coach Yard to let off Company employees.

Stub track protected by derail off main track 3 at M.P. 31.15 capacity 20 cars.

Stub track protected by derail off main track 1 at M.P. 31.47 capacity 20 cars.
This hand operated switch not equipped with electric lock. Rule 533 modified in effect.

Aurora to Chicago—Subdivision—Eastward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		
110	112	116	204	120	124		114	118	128	122	126	132	114	118	128	122	126	132
A M. A 6:35	A M. A 6:39	A M. A 6:44	A M. A 6:49	A M. A 6:56	A M. A 6:59	0	CHICAGO UNION STATION	A M. A 7:01	A M. A 7:10	A M. A 7:07	A M. A 7:15	A M. A 7:28	A M. A 7:25					
s 6:29			s 6:44			1.72	HALSTED STREET	s 6:55	s 7:04			s 7:21						
s 6:25			s 6:40			3.72	WESTERN AVENUE	s 6:50	s 6:59			s 7:17						
s 6:19			s 6:35			6.98	CICERO	s 6:44	s 6:54			s 7:11						
			s 6:32			8.47	CLYDE				s 7:00							
			s 6:30			9.03	LA VERGNE		s 6:48			s 6:58						
			s 6:28			9.57	BERWYN	s 6:37			s 6:56							
			s 6:27			10.05	HARLEM AVENUE		s 6:45		s 6:54							
			s 6:25			11.01	RIVERSIDE	s 6:33			s 6:51	s 7:05						
			s 6:23			11.74	HOLLYWOOD		s 6:42									
			s 6:21			12.27	BROOKFIELD		s 6:40		s 6:48	s 7:02						
			s 6:19			13.02	CONGRESS PARK	s 6:30			s 6:46							
			s 6:17			13.75	LA GRANGE	s 6:28		s 6:48		s 6:59						
			s 6:24	s 6:15		14.14	STONE AVENUE		s 6:36		s 6:57	s 7:05						
			s 6:20	s 6:13		15.38	WESTERN SPRINGS		s 6:33	s 6:43	s 6:54							
			s 6:17	s 6:11		16.30	HIGHLANDS		s 6:31									
			s 6:15	s 6:10	s 6:37	16.83	HINSDALE		s 6:29		s 6:51	s 7:00						
				s 6:08		17.75	WEST HINSDALE		s 6:26		s 6:48							
	s 6:17			s 6:07	s 6:32	18.24	CLARENDON HILLS	s 6:21			s 6:46							
	s 6:13			s 6:05	s 6:28	19.40	WESTMONT	s 6:18			s 6:43							
	s 6:10			s 6:03	s 6:26	20.30	FAIRVIEW AVENUE	s 6:15										
	s 6:08			s 6:01	s 6:30	21.12	DOWNERS GROVE	s 6:13	s 6:21		s 6:36	s 6:40						
s 6:02				s 5:58	s 6:25	22.56	BELMONT		s 6:17		s 6:32	s 6:37						
s 5:57				s 5:55	s 6:20	24.40	LISLE	s 6:07			s 6:28	s 6:34						
s 5:51				s 5:50	s 6:15	28.44	NAPERVILLE		s 6:09		s 6:22	s 6:28	s 6:47					
						33.42	EOLA				s 6:12							
						35.27	WEST EOLA		L 6:00		L 6:10							
L 5:39	L 5:49	L 5:54	L 5:40		L 6:08	37.76	AURORA	L 5:52	A M.	L 6:20	A M.	L 6:17	L 6:35					
A M.	A M.	A M.	A M.	A M.	A M.			A M.		A M.		A M.	A M.					
0:56 40.5	0:50 45.3	0:50 45.3	1:09 32.8	0:54 39.0	0:51 44.2		SCHEDULE TIME AVERAGE MILES PER HOUR	1:09 32.8	1:10 30.2	0:47 48.2	1:05 32.8	1:11 31.8	0:50 45.3					

No. 204 Sunday only stop at 14th Street Coach Yard to let off Company employes.

Aurora to Chicago—Subdivision—Eastward—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

FIRST CLASS					Mile Post Location	STATIONS					FIRST CLASS				
Sunday only Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger		Saturday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger					
214	216	142	218	144		220	26	146	32	18					
A.M. A10:44	A.M. A11:20	P.M. A12:15	P.M. A12:45	P.M. A 1:15	0	A 1:40	P.M. A 1:45	P.M. A 2:15	P.M. A 2:00	P.M. A 2:05					
s10:39		s12:09	s12:39	s 1:09	1.72	s 1:33		s 2:09							
s10:35		s12:05	s12:35	s 1:05	3.72	s 1:29		s 2:05							
s10:30	s11:08	s11:58	s12:30	s 1:00	6.88	s 1:24		s 2:00							
s10:27		s11:56		s12:57	8.47	s 1:21		s 1:56							
s10:26		s11:54	s12:26	s12:55	9.03	s 1:19	1:20	s 1:54	1:40	1:45					
s10:24	s11:03	s11:52	s12:24	s12:53	9.57	s 1:17		s 1:52							
s10:23		s11:51	s12:23	s12:52	10.05	s 1:16		s 1:51							
s10:21	s11:01	s11:49	s12:21	s12:50	11.01	s 1:14		s 1:49							
s10:19		s11:47	s12:19	s12:48	11.74	s 1:12		s 1:47							
s10:17	s10:58	s11:45	s12:17	s12:46	12.27	s 1:10		s 1:45							
s10:15		s11:43	s12:15	s12:45	13.02	s 1:08		s 1:43							
s10:13	s10:55	s11:41	s12:13	s12:43	13.75	s 1:06		s 1:41							
s10:12	s10:53	s11:39	s12:12	s12:42	14.14	s 1:04		s 1:39							
s10:10	s10:51	s11:37	s12:10	s12:40	15.38	s 1:02		s 1:37							
s10:08		s11:35	s12:08	s12:38	16.30	s 1:00		s 1:35							
s10:07	s10:48	s11:34	s12:07	s12:37	16.83	s12:59		s 1:34							
s10:06		s11:32	s12:05	s12:35	17.76	s12:57		s 1:33							
s10:05	s10:45	s11:31	s12:04	s12:34	18.24	s12:56		s 1:32							
s10:03	s10:43	s11:29	s12:02	s12:32	19.40	s12:54		s 1:30							
s10:01		s11:27	s11:59	s12:30	20.30	s12:52		s 1:28							
s 9:59	s10:40	s11:25	s11:58	s12:28	21.12	s12:50	1:10	s 1:26	1:30	1:35					
s 9:57	s10:37	s11:22	s11:56	s12:25	22.56	s12:47		s 1:24							
s 9:54	s10:34	s11:19	s11:54	s12:22	24.40	s12:44		s 1:21							
s 9:49	s10:29	s11:14	s11:49	s12:17	28.44	s12:39		s 1:16							
					33.42										
					35.27										
L 9:40 A.M.	L10:20 A.M.	L11:05 A.M.	L11:40 A.M.	L12:08 P.M.	37.76	L12:30 P.M.	L12:55 P.M.	L 1:07 P.M.	L 1:15 P.M.	L 1:20 P.M.					
1:04 35.4	1:00 37.8	1:10 32.4	1:05 34.9	1:07 33.7		1:10 32.4	0:50 45.4	1:08 33.3	0:45 50.3	0:45 50.3					

Aurora to Galesburg—Subdivision—Westward—Main Line

CHICAGO AND AURORA DIVISIONS. TIME TABLE No. 8 EFFECTIVE APRIL 26, 1964

FIRST CLASS			Capacity of	STATIONS	Office Open Week Days except Saturday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Mail	Daily Passenger
7	11	17	Mile Post Location	Siding	Other Tracks	1	29	3
P. M. L 11:32	A. M. L 11:41	P. M. L 3:47	37.76			P. M. L 5:36	P. M. L 9:36	P. M. L 10:42
			39.96					
			45.48	124	30			
	c 11:50		51.47		194			
c 11:47	c 11:53		55.86		132			
			59.21	128	38			
c 11:52			65.32		155			
11:59	P. M. c 12:10	4:14	72.10	119	61	6:02	10:01	11:09
			72.35					
			78.05		22			
A. M. s 12:18	s 12:22	c 4:23	82.65	118		s 6:15	c 10:12	s 11:20
			83.00					
			91.41		35			
			95.29	119		6:26	10:23	11:31
			96.43		47			
s 12:43	s 12:45		104.18	104	180	s 6:34		
			110.69		64			
			116.56	75		6:44	10:39	11:47
			122.97		201			
s 1:35	s 1:12	c 5:01	130.95	120		s 7:00		A. M. s 12:02
			139.26	53	146		11:00	
s 1:48	c 1:20		139.52					
			146.69		89			
			150.77		147			
			155.11		99			
			157.67					
A 2:30 A. M.	A 1:45 P. M.	A 5:30 P. M.	162.23			A 7:30 P. M.	A 11:27 P. M.	A 12:35 A. M.
2:58 41.9	2:04 62.2	1:43 72.5				1:54 85.5	1:51 87.3	1:53 86.1
			SCHEDULE TIME AVERAGE MILES PER HOUR					

Automatic Cab Signals and Rules in effect, for passenger trains, between MP 37.76 and MP 38.65.

Conductor or Engineman, or both, arriving at Galesburg on train No. 7 must deliver all clearance forms, train orders and messages to relieving Conductor, or Engineman, or both, in accordance with Rule 220.

Conductors and enginemen of trains originating at Aurora, Earlville, Mendota or Zearing must have Clearance Form A.

No. 11 will stop at Plano, Sandwich and Earlville to receive or discharge revenue passengers.

No. 11 will make regular stop at Galva on Saturday and Sunday, and a flag stop, daily, except Saturday and Sunday, to discharge revenue passengers from Chicago, or Aurora, or to receive revenue passengers for Galesburg or beyond.

No. 11 stop at Buda to discharge revenue passengers from Chicago or Aurora.

No. 17 stop at Mendota and Kewanee to receive revenue passengers for Denver or beyond.

No. 29 stop at Mendota daily except Saturday and stop all holidays to pick up mail in RPO car.

No. 11 reduce speed to 50 M.P.H. at Galva to dispatch first class and newspaper mail daily except Saturday and Sunday.

No. 7 stop at Sandwich to discharge revenue passengers from Chicago or Aurora.

No. 7 stop at Leland to receive or discharge revenue passengers.

Westward freight trains on westward track receiving Stop Indication at first signal east of Princeton depot will stop to clear east switch of westward siding and call operator for instructions.

Office Open:
Earlville—12 Midnight to 3:00 a.m. daily except Sunday and Monday.

7:00 a.m. to 3:00 p.m. daily except Saturday and Sunday.

7:00 p.m. to 12 Midnight daily except Saturday and Sunday.

Galva continuous except closed 7:00 a.m. Saturday until 3:00 p.m. Saturday.

11:00 p.m. Saturday until 3:00 p.m. Sunday.

11:00 p.m. Sunday until 7:00 a.m. Monday.

Office Open Daily:
Princeton—6:30 a.m. to 2:30 p.m.

6:00 p.m. to 12 Midnight.

(Concluded on page 13)

Galesburg to Aurora—Subdivision—Eastward—Main Line

CHICAGO AND AURORA DIVISIONS. TIME TABLE No. 8 EFFECTIVE APRIL 26, 1964

FIRST CLASS			STATIONS	Capacity of Sidings	Office Open Saturday and Sunday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger	Daily Express
8	30	10				18	12	14
A M	A M.	A M	Z. B.C.K.O. T.W.Yd.	AURORA 2 22	Continuous	P. M. A s 1-20	P. M. A s 8-20	A. M. A 1-29
A 3-50	A s 6-58	A s 8-32	Yd.	MONTGOMERY 5 50	Continuous			
	s 6-43			BRISTOL 5 59	No Office			
	s 6-39			PLANO 4 39	No Office		s 7-57	
			Z.	SANDWICH 3 35	Continuous			
	s 6-27			SOMONAUK 6 11	153 Continuous			
3-22	s 6-21	7-56	Y.	LELAND 6 78	77 Closed	12-48	7-39	12-29
				EARLVILLE 0 25	See page 12			
				C.N.&W. Cross'g (Interlocked) 5 71	No Office			
				MERIDEN 4 59	126 Continuous	c 12-38	s 7-30	12-15 A. M.
3-12	s 6-10	s 7-46	O.T.W. Yd.Z. B.C.K.	MENDOTA 0 17	Continuous			
				I. C. Crossing (Interlocked) 8 59	No Office			
				ARLINGTON 3 88	128 Continuous	12-26	7-15	11-59
3-01	5-58	7-36	B.K. Y.Yd.	ZEARING 3 14	No Office			
				MALDEN 5 75	See page 12		s 7-08	
	s 5-50	s 7-29		PRINCETON 6 51	No Office			
				WYANET 5 87	86 Continuous	12-11	s 6-56	11-34
2-44	c 5-37	7-20	B.T.Z.	BUDA 6 41	No Office	- P. M. -		
				NEPONSET 7 98	190 Continuous	c 11-58	s 6-38	
	s 5-26	s 7-09	B.K.O. Yd.	KEWANEE 8 31	54 See page 12	11-49	s 6-26	11-06
	s 5-16	7-03	T.Z.	GALVA 0 25	No Office			
				CRI&P Cross'g (Interlocked) 7 17	No Office			
				ALTONA 4 08	No Office			
				ONEIDA 4 34	No Office			
				WATAGA 2 56	No Office			
				BISHOP 4 56	Continuous	L 11-31 A. M.	L 6-05 P. M.	L 10-35 P. M.
L 2-05 A M	L 4-55 A. M.	L 6-45 A M.	B.C.K.O. R.T.W. Y.Yd.Z.	GALESBURG		1-49 68.5	2-15 55.3	2-54 42.9
1:48 71.1	2:03 60.7	1:47 69.7		SCHEDULE TIME AVERAGE MILES PER HOUR				

No train order signal for passenger trains at Galesburg. Unless otherwise provided Conductors and Enginemen must have Clearance Form A.

Conductor or Engineman, or both, arriving at Galesburg on train No. 14 must deliver all clearance forms, train orders and messages to relieving Conductor, or Engineman, or both, in accordance with Rule 220.

After stopping for Kewanee passenger station eastward passenger trains on either track must not exceed 5 M.P.H. approaching and passing over Tremont Street.

No. 30 stop at Buda to receive revenue passengers for Aurora or beyond.

No. 8 reduce speed to 50 M.P.H. at Kewanee on Sunday to dispatch mail.

No. 8 reduce speed to 15 M.P.H. at Aurora to dispatch mail.

No. 18 stop at Kewanee and Mendota to discharge revenue passengers from Denver or beyond.

Other track: Clarion, off eastward track, M.P. 87.56, capacity 11 cars.

Trains using Eastward siding Earlville must move expecting to find cars on siding.

FAILED EQUIPMENT SIGNALS:

Located at M.P. 41.95, both main tracks, for eastward movements. Rule 402 in effect.

Aurora and Savanna—Subdivision—Main Line

CHICAGO AND AURORA DIVISIONS. TIME TABLE No. 8 EFFECTIVE APRIL 26, 1964

WESTWARD					STATIONS	Capacity of		Office Open	EASTWARD						
FIRST CLASS						Signs	Mile Post Location		Sidings	Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
21	25	31	23	47					48	26	32	22	24		
A. M.	P. M.	P. M.	P. M.	P. M.	B.C.K.O. R.T.W. Y.Yd.Z.				A. M.	P. M.	P. M.	P. M.	P. M.		
L 8:35	L 12:47	L 3:08	L 4:51	L 10:09	37.76	AURORA 5 85	72		Continuous	A s 5:40	A s 12:55	A s 1:15	A s 2:07	A s 9:17	
					F. 44.75	SUGAR GROVE 5 48	105	19	No Office						
					F. 50.24	BIG ROCK 4 86	134	18	No Office						
					F. 55.11	HINCKLEY 2 59	49	37	No Office						
					F. 58.00	MORED 4 13	112		No Office						
					F. 62.13	WATERMAN 2 76	43	36	No Office						
					F. 64.89	C.&N.W. Cross'g (Interlocked) 2 24									
8:56	1:08	3:29	5:12	10:37	F.Z. 67.12	SHABBONA 4 41	205	47	No Office		12:26	12:46	1:41	8:47	
					F. 71.60	LEE 5 75	25	19	No Office						
					F. 77.35	STEWART 0 47	46	24	No Office						
					F. 77.86	STEWART JCT. 5 44			No Office						
s 9:08	1:20	3:41	s 5:25	s 10:52	B. W.Z. 83.25	ROCHELLE 0 45	75		No Office	s 4:52	12:13	12:33	s 1:29	s 8:35	
					F. 83.71	C.&N.W. Cross'g (Interlocked) 2 63									
					F.Y. 86.35	FLAG CENTER 5 08		25	No Office						
					F. 92.43	CHANA 6 01	134	18	No Office						
s 9:23	c 1:36	c 4:00	s 5:39	s 11:09	B.F.K. 98.43	OREGON 8 44	73	82	No Office	s 4:32	12:01	12:21	s 1:14	s 8:20	
					F. 107.43	STRATFORD 4 58	139	18	No Office		P. M.				
					F. 111.99	POLO 4 01		72	No Office						
9:35	1:50	4:13	5:53	11:24	F. 116.00	CARTER 1 88	133		No Office	4:15	11:48	12:08	1:01	8:04	
					F. 117.88	HAZELHURST 4 69		18	No Office			P. M.			
					F.Z. 122.53	MILLEDGEVILLE 6 91	133	74	No Office						
9:44	2:01	4:23	6:03		F. 129.44	CHADWICK 9 12	129	26	No Office	4:06	11:39	11:59	12:52	7:55	
					F. 138.54	BURKE 5 15	133	2	No Office						
9:55	2:13	4:33	6:12	11:47	B.C.K.O. T.R.W. Yd.Z. 143.68	SAVANNA TOWER (INTERLOCKED) 0 96			Continuous	3:55	11:26	11:46	12:41	7:44	
					144.64	CMStP&P Cross'g (Inter'l) 0 20									
					144.85	CMStP&P Cross'g (Inter'l) 0 79									
A 10:01	A 2:18	A 4:42	A 6:18	A 11:52	B.K.R. W.Yd. 145.64	SAVANNA			Continuous	L 3:50	L 11:21	L 11:41	L 12:37	L 7:40	
A. M.	P. M.	P. M.	P. M.	P. M.						A. M.	A. M.	A. M.	P. M.	P. M.	
1:26 75.3	1:31 71.1	1:34 68.8	1:27 74.4	1:43 62.8		..... SCHEDULE TIME				1:50 58.8	1:34 68.8	1:34 68.8	1:30 71.9	1:37 66.6
						..... AVERAGE MILES PER HOUR								

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN SOUTH RIVER STREET AURORA AND SAVANNA TOWER.

- Two main tracks between Savanna and Savanna Tower, Automatic Block System and rules D-251, D-252, D-253 and D-254 in effect.
- Controlled sidings at Aurora, Sugar Grove, Big Rock, Mored, Shabbona, Chana, Oregon, Stratford, Carter, Milledgeville, Chadwick and Burke.
- First class trains will register by ticket at Savanna Tower.
- No train order signal at Savanna Tower. Conductors and enginemen of trains originating at Savanna Yard must have Clearance Form A.
- Movement of trains or engine against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.
- Spring switch located Savanna Yard leading from westbound yard to westward main track at west end of yard.
- No train order signal at Aurora. Conductors and enginemen of westward passenger trains must have Clearance Form A.
- Automatic Cab Signals and Rules in effect, for passenger trains, between M.P. 37.76 and M.P. 143.51.
- No train order signal Savanna. Conductors and Enginemen of trains, except eastward freight trains, must have Clearance Form A.

- When eastward signal at M. P. 145.55, Savanna, displays Stop Indication, train or engineman will communicate immediately with operator at C. M. St. P. & P. crossing. If signal cannot be cleared, Rule 509 will govern. Rockford branch trains will register by ticket and receive Clearance Form A at Rochelle.
- Eastward and westward signals governing movements over C. & N. W. crossing at Rochelle also govern the block. In the event signal cannot be cleared, Rules 628, 653, 625, and 525 will govern. Authority to pass Stop signal under Rule 653 must be obtained from operator at C. & N. W. crossing; under Rule 525 from operator at depot.
- Trains must not exceed 30 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.
- Trains must not exceed 10 M.P.H. on controlled sidings over highway crossings in Centralized Traffic Control Limits.
- Nos. 25 and 31 stop at Oregon to receive revenue passengers for Fargo or beyond when notified at Aurora.
- No. 47 stop at Hinckley and Shabbona to discharge revenue passengers from Chicago.
- No. 48 stop at Shabbona and Hinckley to receive revenue passengers for Chicago when notified prior to departure from Rochelle.
- Engines must not operate on Trestle of Portage Manly Sand Co., M. P. 100.62 West of Oregon.
- FAILED EQUIPMENT SIGNAL:**
Located at M.P. 41.75, for eastward movements. Rule 402 in effect.

Savanna and North La Crosse—Subdivision—Main Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

WESTWARD					STATIONS	Capacity of		Office Open Week Days, except Saturday	EASTWARD						
FIRST CLASS						Signs	Mile Post Location		Sidings	Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	21	25	31	23					48	26	32	22	24		
A.M. 12:12	A.M. 10:03	P.M. 2:20	P.M. 4:44	P.M. 6:20	B.K.R.W. Yd.	145.64	SAVANNA 8 05	Continuous.	A.M. 3:30	A.M. 11:19	A.M. 11:39	P.M. 12:35	P.M. 7:37		
					F.	153.66	PROVING GROUND 4 48	No Office.							
12:22	10:14	2:31	4:55	6:29	F.	158.16	WHITTON 13 44	No Office.	3:15	11:03	11:22	12:21	7:24		
12:32	10:23	2:40	5:04	6:38	Yd.	171.60	GALENA JCT. 0 75	No Office.	3:03	10:51	11:10	12:11	7:13		
12:34	10:24	2:41	5:05	6:39	Yd.	172.35	PORTAGE	No Office.	2:59	10:49	11:08	12:10 P.M.	7:12		
Trains between Portage and East Dubuque are governed by rules of Illinois Central R. R.															
					Yd.	184.86	EAST CABIN 12 51	Continuous.							
s 1:14	s 10:41	s 3:00	s 5:23	s 6:57	Yd.	185.05	EAST DUBUQUE 0 19	No Office.	s 2:46	s 10:35	s 10:54	s 11:58	s 7:00		
						185.27	I. C. Cross'g (Interlocked) 0 22								
1:27	10:53	3:12	5:35	7:09		199.28	POTOSI 14 01	7:00 a.m. to 4:00 p.m.	c 2:19	10:23	10:42	11:43	6:42		
s 1:40	11:02	3:22	5:44	7:19		213.01	CASSVILLE 13 72	6:30 a.m. to 3:30 p.m.	s 2:05	10:13	10:31	11:34	6:32		
						222.80	GLEN HAVEN 9 80	7:00 a.m. to 10:30 a.m.							
1:53	11:14	3:34	5:56	7:30		228.36	BAGLEY 5 57	12:01 p.m. to 3:30 p.m.	1:49	10:00	10:19	11:23	6:21		
					F.	231.99	WYALUSING 3 63	No Office.							
					F.	235.56	PORTS 3 57	No Office.							
1:59	11:20	3:40	6:02	7:36		236.97	CRAWFORD 1 38	No Office.	1:42	9:54	10:12	11:16	6:14		
						239.65	PRAIRIE DU CHIEN 2 71	No Office.							
s 2:16	s 11:25	s 3:45	s 6:09	s 7:41	Yd.Z.	254.42	LYNXVILLE 14 76	Continuous.	s 1:38	c 9:50	c 10:08	s 11:12	s 6:10		
					F.	262.16	FERRYVILLE 7 74	No Office.							
2:34	11:42	4:03	6:26	7:58		270.09	DE SOTO 7 71	7:00 a.m. to 10:30 a.m.	1:17	9:33	9:51	10:53	5:49		
						280.75	GENDA 10 66	11:45 a.m. to 3:00 p.m.							
2:54	11:59	4:22	6:44	8:15	F.	286.82	STODDARD 6 07	No Office.							
					F.	294.68	HERRINGTON 7 86	6:45 a.m. to 10:00 a.m.	12:57	9:14	9:32	10:35	5:30		
					F.	296.29	GRAF 1 61	No Office.							
s 3:09	s 12:10	s 4:35	s 6:54	s 8:25	F.	297.55	LA CROSSE 1 26	No Office.	s 12:47	s 9:04	s 9:21	s 10:25	s 5:21		
					Yd.	299.88	GRAND CROSSING 2 33	Continuous. Eastward only.							
A 3:15	A 12:18	A 4:43	A 7:01	A 8:32	B.C.K.O.R. T.W.Y.Yd.	300.16	NORTH LA CROSSE 0 28	Continuous.	L 12:35	L 8:58	L 9:15	L 10:17	L 5:14		
A.M.	P.M.	P.M.	P.M.	P.M.			SCHEDULE TIME		A.M.	A.M.	A.M.	A.M.	P.M.		
3:03 57.6	2:15 68.6	2:23 66.6	2:17 67.6	2:12 70.2			AVERAGE MILES PER HOUR		2:55 52.9	2:21 65.7	2:24 64.3	2:18 67.1	2:23 64.8		

Nos. 26 and 32 stop at Prairie du Chien to let off passengers from Fargo, N. D. and west.

No train order signal Savanna. Conductors and Enginemen of trains, except eastward freight trains, must have Clearance Form A.

When first-class trains meet at North La Crosse the movement will be made under the supervision of the yardmaster.

No train order signal North La Crosse. Unless otherwise provided Conductors and Enginemen must have clearance Form A.

Conductors, or Enginemen, or both, arriving at North La Crosse on trains 21, 23, 25, 31, 47, 97 and 83 must deliver all clearance forms, train orders, and messages to relieving Conductors, or Enginemen, or both, in accordance with RULE 220.

First class trains may register by ticket at North La Crosse.

No. 48 stop at Potosi to discharge revenue passengers and or express or to receive revenue passengers and or express when notified prior to departure from Prairie du Chien.

Offices open Saturday and Sunday:
North La Crosse, Grand Crossing eastward only, Prairie du Chien, East Cabin, Savanna, continuous.

Chestnut Hills is located at M.P. 167.

Other tracks: Marcus, off eastward track, M.P. 150.68, capacity 6 cars.
Blanding, off westward track, M.P. 163.62, capacity 8 cars.
McCartney, off westward track, M.P. 205.47, capacity 6 cars.
Charme, off westward track, M.P. 247.35, capacity 5 cars.
Calvert, off westward track, M.P. 293.37, capacity 12 cars.

North La Crosse and St. Croix Tower—Subdivision—Main Line

CHICAGO AND AURORA DIVISIONS. TIME TABLE No. 8 EFFECTIVE APRIL 26, 1964

WESTWARD					STATIONS	Mile Post Location	Capacity of		Office Open Week Days, except Saturday	EASTWARD						
FIRST CLASS							Signs	Sidings		Other tracks	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
47	21	25	31	23	A. M.	P. M.	P. M.	P. M.	P. M.	48	26	32	22	24		
L 3:21	L 12:20	L 4:45	L 7:03	L 8:33	B.C.K. O.R.T. W.Y.Yd.	301.27	NORTH LA CROSSE		Continuous.	A 12:31	A 8:56	A 9:13	A 10:15	A 5:12		
					F.	303.12	-1 85 SULLIVAN		No Office.							
					F.	303.71	-0 59 ONALASKA		No Office.							
					F.	317.49	-13 78 TREMPELEAU	6	No Office.							
3:42	12:39	5:04	7:22	8:52	K.Yd.	325.72	-8 22 EAST WINONA	W-107 E-107	62	Continuous.	12:09	8:32	8:51	9:53	4:48	
							-2 47 G.B.&W. Crossing (Interlocked)									
s 3:47	s 12:42	s 5:08	s 7:28	s 8:55	F.	328.19	-5 63 C.&N.W. Cross'g (Auto. Interl.)			No Office.	s 12:04	s 8:29	s 8:47	s 9:49	s 4:45	
							-5 63 WINONA JCT.									
							-9 26 FOUNTAIN CITY		34	No Office.						
c 4:01						343.08	-9 26 COCHRANE		160	7:00 a.m. to 4:00 p.m.	c 11:49					
c 4:10	1:00	5:27	7:47	9:13		351.33	-9 25 ALMA		47	7:00 a.m. to 1:00 p.m.	c 11:43	8:12	8:29	9:28	4:26	
					F.	358.62	-7 29 NELSON		36	No Office.						
					F.	360.70	-2 08 MINER			No Office.						
4:19	1:08	5:35	7:55	9:21	F.	362.07	-1 37 TREVINO		12	No Office.	11:30	8:04	8:20	9:21	4:19	
					F.	362.93	-0 86 MEARS			No Office.						
c 4:27						366.16	-3 23 PEPIN		37	No Office.	c 11:27					
4:32	1:16	5:45	8:05	9:29	F.	372.54	-6 38 STOCKHOLM	110		No Office.	11:16	7:55	8:10	9:12	4:11	
c 4:40						378.73	-6 19 MAIDEN ROCK		70	7:00 a.m. to 4:00 p.m.	c 11:12					
c 4:48						386.32	-7 59 BAY CITY		55	7:00 a.m. to 4:00 p.m.	c 11:02					
4:52	1:30	6:00	8:20	9:43	F.	390.96	-4 64 HAGER		107	20	No Office.	10:55	7:39	7:53	8:58	3:57
					F.	396.33	-5 37 DIAMOND BLUFF		39	No Office.						
c 5:07	1:43	6:14	8:34	9:56		407.56	-11 23 PRESCOTT		62	7:00 a.m. to 4:00 p.m.	r 10:41	7:25	7:39	8:45	3:44	
					F.	407.85	-0 29 BURNS			No Office.						
					F.	410.25	-2 39 HASTINGS		109	10	No Office.					
						410.28	-0 03 C.M.St.P.&P. Cross'g (Interl'kd)									
5:15	1:47	6:17	8:37	10:00		410.50	-0 22 St. Croix Tower			Continuous.	10:37	7:21	7:35	8:41	3:40	

Trains between St. Croix Tower and St. Paul are governed by joint time table of C.M.St.P. & P.R.R. and C.B. & Q.R.R.

					B.C.K.O. T.W.Yd.	428.56	-18 06 DAYTON BLUFF		No Office					
s 6:00	s 2:25	A 6:55	A 9:15	s 10:35	B.K.R.	430.40	-1 85 ST. PAUL		5:30 a.m. to 1:30 p.m. 3:30 p.m. to 11:30 p.m.	s 10:15	L 7:00	L 7:15	s 8:25	s 3:25

Trains between St. Paul and Minneapolis are governed by rules and time table of G. N. Railway

A 6:45	A 2:50			A 11:00	B.K.R.	440.93	-10 53 MINNEAPOLIS (139.66)		5:30 a.m. to 2:30 p.m. 3:50 p.m. to 11:50 p.m.	L 9:30			L 8:00	L 2:55
3:24	2:30	2:10	2:12	2:27			SCHEDULE TIME			3:01	1:56	1:58	2:15	2:17
41.7	55.8	59.5	58.6	57.0			AVERAGE MILES PER HOUR			46.2	66.7	65.6	62.7	61.1

No. 47 stop at Cochrane, Alma, Pepin, Maiden Rock, Bay City and Prescott to discharge revenue passengers or to receive revenue passengers when notified prior to departure from North La Crosse.

No. 48 stop at Bay City, Maiden Rock, Pepin, Alma and Cochrane to discharge revenue passengers and or express or to receive revenue passengers and or express when notified prior to departure from St. Paul.

Eastward trains originating in the Dayton Bluff Yard must receive Clearance Form A at St. Croix Tower.

Eastward first class trains will register by ticket at St. Croix Tower.

No train order signal North La Crosse. Unless otherwise provided Conductors and Enginemen must have Clearance Form A.

Conductors, or Enginemen, or both, arriving at North La Crosse on trains 32, 26, 22, 24, 48, 88 and 82 must deliver all clearance forms, train orders, and messages to relieving Conductors, or Enginemen, or both in accordance with RULE 220.

First class trains may register by ticket at North La Crosse. When first-class trains meet at North La Crosse the movement will be made under the supervision of the yardmaster.

Office open Saturday and Sunday:

North La Crosse, East Winona and St. Croix Tower, continuous.

St. Paul 6:00 a.m. to 2:00 p.m.

3:00 p.m. to 11:00 p.m.

Minneapolis 5:30 a.m. to 2:30 p.m.

3:50 p.m. to 11:50 p.m.

Other track: Lytle, off eastward track, M.P. 310.85, capacity 20 cars.

Savanna Tower and Galesburg—Subdivision—Main Line

CHICAGO AND AURORA DIVISIONS TIME TABLE No. 8 EFFECTIVE APRIL 26, 1964

SOUTHWARD				NORTHWARD			
SECOND CLASS				SECOND CLASS			
	Daily Time Freight	Daily Time Freight		Daily Time Freight	Daily Time Freight		
	88	80	STATIONS	97	81		
	A. M.	P. M.		P. M.	A. M.		
	7:00	8:30		2:00	3:00		
	7:10	8:40	0 SAVANNA TOWER (Interl'kd)	1:50	2:50		
	7:25	8:50	2 86 AYRES (Auto. Interl'kd)	1:40	2:36		
	7:30	8:55	6 58 THOMSON	1:35	2:28		
	7:50	9:10	1 98 C.M.St.P. & P. Crossing (Interl'kd)	1:20	2:05		
	7:58	9:18	11 42 EBNER	1:05	1:50		
	8:03	9:22	21 19 OLIVER	1:01	1:40		
	8:15	9:32	24 26 LASS	12:55	1:30		
	8:35	9:45	26 42 FENTON	12:40	12:50		
	8:47	9:55	29 79 DENROCK	12:30	12:35		
	8:57	10:05	35 97 ERIE	12:20	12:22		
	10:00	10:25	41 64 HILLSDALE	12:05	12:05		
	10:12	10:35	46 37 JOSLIN	P. M.	A. M.		
	10:25	10:55	54 64 BARSTOW	11:52	11:18		
	10:37	11:19	57 64 C. R. I. & P. Cross. (Interl'kd)	11:44	10:55		
	10:50	11:50	59 14 COLONA	11:37	10:40		
	11:12	12:05	63 74 WARNER	11:25	10:26		
	11:25	12:20	68 02 ORION	11:01	10:01		
	11:40	12:35	72 22 LYNN	10:48	9:48		
	11:45	12:40	75 53 OPHIEM	10:40	9:40		
	11:59	1:00	79 88 ALPHA	10:30	9:30		
	4:59	4:30	85 47 RIO	3:30	5:30		
	19.6	21.7	92 16 HENDERSON	27.9	17.8		
			94 96 BOUHAN				
			97 86 GALESBURG (Interl'kd)				
			SCHEDULE TIME				
			AVERAGE MILES PER HOUR				

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

MANUAL BLOCK SYSTEM—RULE 318(B) IN EFFECT.

No train order signal Savanna Tower, Barstow, and Galesburg. Conductors and Enginemen must have Clearance Form A.

No train order signal Denrock. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains taking siding at Erie must use left hand track unless otherwise provided.

Trains may register Denrock and Barstow by register ticket. Trains need not register at Denrock when office is closed, unless directed by train dispatcher.

Freight trains or light engines originating at Galesburg will receive Clearance Form A, train orders, messages, reports, etc., at Seminary Street Tower.

OFFICE OPEN: Denrock, 8:00 p.m. to 5:00 a.m. daily except, closed 5:00 a.m. Sunday to 8:00 p.m. Monday.

OFFICES OPEN SATURDAY AND SUNDAY:

Savanna Tower, Ebner, Barstow, Galesburg continuous.

Between Colona and Orion trains of the C. R. I. & P. Ry. will be governed by the rules of the C. B. & Q. R. Ry. Employees of the C. R. I. & P. Ry. must have a copy of the C. B. & Q. R. Ry. book of rules of the Operating Department and the current timetable in their possession while on duty.

C. R. I. & P. crossing Colona, M.P. 238.39, interlocked and remotely controlled by C. R. I. & P. train dispatcher Rock Island. Rule 563 in effect. Instructions posted in house adjacent to crossing for movement when communications fail.

Hand operated switches at M.P. 228.81 (CRI&P connection at Orion) and M.P. 238.24 (CRI&P South Switch connection at Colona) are equipped with controlled electric locks. These controlled electric locks are under the jurisdiction of the operator at Barstow, Illinois. Rule 539 in effect.

In event the electric lock fails to release, and permission for use of the electric lock has been obtained from the operator, a member of the crew who is to line the switch will break and remove emergency seal and depress button which will release electric lock. If necessary to break seal, this fact must be reported immediately to operator at Barstow.

Between Ebner and Ayres trains of the C. M. St. P. & P. Ry. will be governed by the rules of the C. B. & Q. R. Ry. Employees of the C. M. St. P. & P. Ry. must have a copy of the C. B. & Q. R. Ry. book of Rules of the Operating Department and the current timetable in their possession while on duty.

Spring switches at C.M.St.&P. Jct. Ayres, south end of siding Briar Bluff, north end of siding Warner, north end of siding Orion and north end of siding Bouhan.

Normal position of switch at junction of east wye, Barstow, is for Savanna Line; wye switch south of Barstow for Savanna Line; wye switch west of Barstow for Rock Island Line; wye switches north and south of Denrock for Savanna Line.

Other track: Research Hospital, M.P. 2.47.

Terminal Jct. and Barstow—Subdivision—Branch Line

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		NORTHWARD			
								Stidings	Other Tracks				
				6:00 p.m. to 3:00 a.m.	B.K.O.R. Yd.		CLINTON 38 00						
				6:00 a.m. to 2:00 p.m. 3:00 p.m. to 11:00 p.m.	CKRO B.T.Yd.	252 80	ROCK ISLAND 0 64						

Trains between Clinton and Terminal Jct. are governed by rules and time table of D. R. I. & N. W. Ry.

				No Office		252 16	..... TERMINAL JCT.	44					
				No Office		250 64	..... C.R.I.&P. Cross. (Grade) Gate						
				No Office		250 25	..... C.R.I.&P. Cross. (Grade)						
				No Office	O.K.Yd.	249 59	..... MOLINE	23					
				No Office	Yd.	245 80	..... EAST MOLINE		65				
				No Office	F.	244 72	..... C.M.St.P.&P. Cross. (Grade)						
				Continuous	Y. R.B.Yd.	241 37	..... SILVIS TRANSFER						
							..... BARSTOW						

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System; Rule 318(B) in effect.
No train order signal Clinton, Rock Island and Barstow. Conductors and Enginemen must have Clearance Form A when operator on duty.

In entering the C. & N. W. tracks at Clinton trains will be governed by signal indication.

Trains between Clinton Union Depot and C. & N. W. Interlocking at Clinton have no timetable superiority; all trains and engines must move at reduced speed. C. B. & Q. and C. M. St. P. & P. trains and engines will use this track jointly.

When meeting at East Moline, superior trains will use passenger main track unless otherwise provided.

Unless otherwise provided, freight trains will use C. B. & Q. main track between 7th and 13th Streets, East Moline. Normal position of switches for C. B. & Q. main track.

Normal position of stop gate to protect C. R. I. & P. Railroad Crossing M.P. 250.64 will be against the C. R. I. & P. Trains or engines must approach this crossing prepared to stop unless track is known to be clear, and gate is in the proper position, and signal indicates proceed.

Stop signs are placed to protect C. R. I. & P. Railroad Crossing (Grade) Industry Track which is adjacent to Main Track at M.P. 250.64. Engine or engine with cars must stop and proceed as the way is known to be clear.

On the Second Subdivision of the Davenport, Rock Island and North Western Railway Company, at C. R. I. & P. Crossing, located between Terminal Jct. and Station No. 3, power operated stop gates protect eastward and westward movements over C. R. I. & P. Crossing. Stop gates will be controlled by switchtender located in switchtender's shanty adjacent to the crossing. When gates are in the vertical position, movement may proceed without stopping.

Offices open Saturday: Clinton 6:00 p.m. to 3:00 a.m.
Barstow continuous.
Rock Island 3:00 p.m. to 11:00 p.m.

Offices open Sunday: Clinton 6:00 p.m. to 3:00 a.m.
Barstow continuous.
Rock Island 6:00 a.m. to 9:00 a.m.
3:00 p.m. to 6:00 p.m.

Alpha and Joy—Subdivision—Branch Line

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD			
				7:00 a.m. to 11:00 p.m.	Y.	18 42	..... ALPHA	10	Closed				
				No Office		21 59	..... C.B.&Q. Crossing (Inter'kd)						
				No Office		28 83	..... NEW WINDSOR	25	No Office				
				No Office		31 00	..... VIOLA	24	No Office				
				No Office		37 55	..... GILCHRIST	7	No Office				
				No Office		44 54	..... ALEDO	25	No Office				
				No Office			..... JOY	33	No Office				

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

Manual Block System; Rule 318 (B) in effect.
Rule 907 in effect.

No train order signal Alpha. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains using south wye at Alpha must proceed expecting it to be occupied.

Agnew and Denrock—Subdivision—Branch Line

WESTWARD SECOND CLASS				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Distance from Denrock	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD SECOND CLASS			
	Daily Way Freight										Daily Way Freight			
	92											93		
	P. M. L 7-45			7:00 a.m. to 4:00 p.m.	B.K.R.Yd.	47.68	STERLING	16.47		Closed.		A. M. A 4-00		

Trains between Agnew and Sterling are governed by rules and time table of C. & N. W. Ry.

	8:00	No Office.	R.	35.86	5.40 AGNEW	11.07	No Office.	8:345
	8:25	No Office.	F.	27.87	7.99 LYNDON	3.08	No Office.	8:315
	8:45 P M	See Footnote.	R.Y. Yd.	24.79	3.08 DENROCK		See Footnote.	L 3:00 A M.

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

Manual Block System; Rule 318(B) in effect.

Rule 907 In effect.

Conductors must report for orders at C. & N. W. depot at Sterling.

Rules and regulations of the C. & N. W. will govern trains of this Company between Agnew and Sterling. Trainmen and Enginemen must provide themselves with C. & N. W. time table and book of rules.

Normal position of Sterling junction switch at Denrock is for Mendota and Denrock Subdivision.

Time shown at Sterling is for information only.

No train order signal at Denrock and Sterling. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sterling and Rock Falls yard extends from the yard limit sign east of Rock Falls to the junction with C. & N. W. west of Sterling.

Trains must stop before crossing 1st Avenue, Sterling.

At C. & N. W. crossing, Sterling, no operator on duty between 5:00 P. M. and 8:00 A. M., call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movements.

OFFICE OPEN: Denrock, 8:00 p.m. to 5:00 a.m. daily except, closed 5:00 a.m. Sunday to 8:00 p.m. Monday.

Earlville and Sterling—Subdivision—Branch Line

WESTWARD SECOND CLASS Monday Thursday Way Ft.	Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		EASTWARD SECOND CLASS Tuesday Friday Way Ft.
					Sidings	Other Tracks	
93							94
A. M. L 11-50	See page 12	R.Y. Yd.	6.92	EARLVILLE		61	A. M. A 8-25
	No Office.		6.67	0.80 C. & N. W. Jct.			
11.59 P. M.	No Office.		3.79	2.88 RADLEY		10	8.16
			0.	4.24			
12.08	7:00 a.m. to 4:00 p.m.		8.46	PAW PAW		24	8.07
			11.86	3.40 C.M.St.P.&P. Cross'g (Grade)			
12.20	No Office.		13.85	1.99 COMPTON		25	7.55
12.28	No Office.		17.02	3.17 WEST BROOKLYN		22	7.47
12.38	No Office.		21.86	4.84 SHAWS		18	7.37
12.50	6:00 a.m. to 3:00 p.m.	Y.	25.97	5.11 AMBOY		31	7.25
			27.38	0.41 I. C. Crossing (Auto Interl.)			
1.10	No Office.		32.73	5.35 WALTON		15	7.05
1.25	No Office.		38.84	6.10 HARMON		24	6.50
			42.23	3.40 C.&N.W. Cross'g (Auto Interl.)			
A 1.45 P. M.	No Office.	B.C.O.R. T.W.Yd.	47.07	4.83 ROCK FALLS			L 6-30 A. M.
			47.44	0.37 C. & N. W. Cross'g (Interlocked)			
	7:00 a.m. to 4:00 p.m.	B.K.R. Yd.	47.68	0.30 STERLING			

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

MANUAL BLOCK SYSTEM—RULES 318 (B) IN EFFECT. RULE 907 IN EFFECT.

No train order signal at Earlville and Sterling. Conductors and enginemen must have Clearance Form A when operator on duty.

Clearance Form A not required at Rock Falls.

Office open Saturday and Sunday: Earlville see page 12. Other offices closed.

Between Paw Paw and Radley, bridge 1.02A, will not clear man on side of car.

Overhead bridges between factory buildings of International Harvester Company at Rock Falls will not clear a man standing on top of car.

Rock Falls and Sterling Yard limits extend from the yard limit sign east of Rock Falls to the Junction with the C. & N. W. Ry. west of Sterling.

C. & N. W. main track between wye switches north of Earlville Tower and C. & N. W. Junction 3130 feet north thereof is used jointly by C. B. & Q. and C. & N. W. trains.

Eastward trains must stop to clear C. & N. W. main track at C. & N. W. Jct. and get permission from the operator at Earlville Tower over the telephone before proceeding.

Westward trains will get permission from operator at Earlville Tower before entering C. & N. W. main track and will also telephone operator when clear of C. & N. W. main track at C. & N. W. Jct.

Trains in both direction must move at reduced speed in this territory.

At C. & N. W. Crossing, Sterling, no operator on duty. Call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movement.

Normal position of main track switch leading to engine house track at Rock Falls, is for that track.

Montgomery and Zearing—Subdivision—Branch Line

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

WEST- WARD	SECOND CLASS	Office Open Week Days, except Saturday	Signs	Miles Past Location	STATIONS	Capacity of		EAST- WARD	SECOND CLASS
						Sidings	Other Tracks		
85									
Daily Ex. Sunday Way Freight									
86									
Daily Ex. Sunday Way Freight									
12:45	Continuous		R.Yd.	39.98	MONTGOMERY				
12:55	No Office			43.32	3.34 OSWEGO		36		
1:02	No Office		F.	46.26	2.94 YAGAN PIT	57	30		
1:10	7:00 a.m. to 4:00 p.m.			49.41	3.15 YORKVILLE		22		
1:30	No Office		F.	56.04	6.63 MILLBROOK		18		
1:40	No Office			59.56	3.52 MILLINGTON		35		
1:55	7:00 a.m. to 4:00 p.m.		Yd.	64.38	4.82 SHERIDAN		49		
2:05	No Office		F.Yd.	66.55	2.17 BURGESS JCT.	76	4		
2:15	8:00 p.m. to 5:00 a.m.			68.89	2.34 SERENA	78	28		
2:35	6:00 a.m. to 3:00 p.m.		Yd.	72.83	3.94 WEDRON	97	132		
2:45	No Office			76.60	3.77 DAYTON		20		
				80.44	3.84 C.R.I.&P. Cross'g (Auto. Interl.)				
3:02	6:30 p.m. to 3:30 a.m.		B.C.K. O.Yd.Y.	80.94	0.50 OTTAWA				9:20
4:02	No Office			89.61	8.67 GRAND RIDGE		21		8:35
4:15	No Office			93.61	4.00 RICHARDS		9		8:25
				97.29	3.68 N. Y. C. Crossing (Grade)				
				97.40	0.11 G. M. & O. Crossing (Grade)				
				97.57	0.17 STREATOR				8:15
5:00	7:00 a.m. to 4:00 p.m.		B.C.K. O.R.Y. Yd.	0.30	9.69 LEONORE		23		7:20
5:35	No Office			9.99	1.03 L. & S. JCT.				
	No Office			11.02	14.64 C. R. I. & P. Crossing (Grade)				
				25.65	0.17 LA SALLE				L 6:30
A 6:30 A.M.	7:00 a.m. to 4:00 p.m.		B.K.O. R.Yd.	25.83	1.38 PERU				P.M.
	No Office		Yd.	27.17	0.58 C.R.I.&P. Cross'g (Auto. Interl.)				
				27.77	3.18 SPRING VALLEY	17	33		
	7:00 a.m. to 11:00 a.m.			30.94	3.60 HEGELER				
	No Office			34.51	2.09 LADD	33	32		
	No Office			36.63	0.21 N. Y. C. Crossing (Grade)				
	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.		K.	36.84	0.43 N. Y. C. JCT.				
	No Office			37.31	5.89 ZEARING				
	Continuous		B.K.R. Y.Yd.	43.19					
8:46 14.5					SCHEDULE TIME AVERAGE MILES PER HOUR				4:30 18.5

Engines must not go on coal trestle of Wedron Silica Co. at Wedron.

Streator—Trains and engines must stop at crossings of N. Y. C. and G. M. & O. and be governed by position of Smash-boards.

When office closed, Smash-boards governing movements for N. Y. C. and C. B. & Q. will be clear and movement over crossing will be made per Rule 98 (a).

When office closed train, engine and yard movements over Broadway street (First street north of Tower), must be protected by a member of the crew on the ground, as highway crossing gates will not be in service.

Trains using siding at Spring Valley and Ladd must move expecting to find cars on siding.

Spur track between L. & S. Jct. and Lowell, 3.72 miles, within yard limits. Rule 908 in effect. Maximum speed 10 M. P. H.

La Salle and Peru yard limits extend from yard limit sign at M. P. 17.98 to yard limit sign at M. P. 29.06.

Between N. Y. C. Jct. and Zearing trains of the N. Y. C. Ry. will be governed by the rules of the C. B. & Q. R. R. Employees of the N. Y. C. Ry. must have a copy of the C. B. & Q. R. R. Rules of the Operating Department and the current timetable in their possession when on duty.

Normal position of the junction switch at N. Y. C. Jct. is for the Streator and Zearing main track.

Normal position of switch leading from Streator and Zearing main track to the south wye at Zearing, will be for south wye.

Before proceeding over drawbridge 81.45 over Illinois River at Ottawa and over drawbridge 24.63 over Illinois River at La Salle, all trains and engines must come to a full stop and then be governed by yellow hand signals from the bridge tender.

Bridge Tenders at Illinois River bridge, Ottawa, will be on duty as follows:
 Monday to Friday, inclusive: 9:00 p. m. to 1:00 a. m.
 2:00 a. m. to 3:00 a. m.
 4:00 a. m. to 7:00 a. m.

On Mondays 3:00 a. m. until No. 85 has passed.
 On Saturdays 7:00 p. m. until No. 86 has passed.

Bridge Tenders at Illinois River Bridge, La Salle, will be on duty as follows:
 Monday to Friday, inclusive:
 8:00 a. m. to 12:01 p. m.
 1:00 p. m. to 5:00 p. m.

Saturday:
 8:00 a. m. to 12:01 p. m.
 1:00 p. m. until No. 86 has passed.

Engine or cars, must not use No. 2 pit track west of road crossing located just east of tipple of Western Sand and Gravel Company at Spring Valley, Illinois.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.
 Rule 907 in effect between Streator and N. Y. C. Jct.
 Trains will register by ticket at Montgomery.
 Trains need not register at Streator, unless instructed by train order to do so.
 No train order signal at Montgomery. Conductors and enginemen of westward trains must have Clearance Form A.
 No train order signal at Zearing. Conductors and enginemen must have Clearance Form A.
 No train order signal at Wedron and Streator. Conductors and enginemen must have Clearance Form A when operator on duty.

No. 86 will not require Clearance Form A at La Salle when operator not on duty.
 Offices open Saturday: Montgomery and Zearing Continuous.
 Serena 12 midnight to 5:00 a. m.
 Ottawa 12 midnight to 3:30 a. m.
 N. Y. C. Crossing 7:00 a. m. to 3:00 p. m.
 6:00 p. m. to 2:00 a. m.

Offices open Sunday: Montgomery and Zearing continuous.
 N. Y. C. Crossing 7:00 a. m. to 3:00 p. m.
 6:00 p. m. to 2:00 a. m.

Other tracks: Fox, M. P. 52.65, capacity 21 cars.
 Hitt, M. P. 83.51, capacity 25 cars.
 Wilsman, M. P. 7.08, capacity 8 cars.

Mendota and Denrock—Subdivision—Branch Line

WEST- WARD	Office Open Week Days except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		EAST- WARD
					Sidings	Other Tracks	
	Continuous	B.C.K. O.R.T. W.Yd.Z.	82.85	MENDOTA 0 17			
	No Office		5.04	I. C. Crossing (Interlocked) 5 02			
	No Office		8.73	WENDEL 3 77	60	13	
	No Office		12.82	LA MOILLE 4 03		36	
	7:00 a.m. to 4:00 p.m.		18.64	VAN ORIN 5 82		22	
	7:00 a.m. to 4:00 p.m.		25.62	OHIO 6 98	80	23	
			29.08	WALNUT 3 47	75	43	
	No Office		31.89	C. & N. W. Cross'g (Auto Intl.) 2 80			
	7:00 a.m. to 1:45 p.m.		37.08	DEER GROVE 5 19		18	
	7:00 a.m. to 4:00 p.m.		45.28	TAMPICO 8 20	45	16	
	See Footnote.	R. Y.Yd.	49.54	PROPHETSTOWN 3 25		73	
				DENROCK			

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

No train order signal at Mendota or Denrock. Conductors and engineers must have Clearance Form A when operator on duty.

Denrock—Trains will register by register ticket Form 1643 when operator on duty, and will register only when instructed to do so by train dispatcher when office is closed.

Office open Saturday and Sunday: Mendota continuous. Other offices closed.

Office open Denrock: 8:00 p. m. to 5:00 a. m. daily except closed 5:00 a. m. Sunday to 8:00 p. m. Monday.

Normal position of east switch of advance siding west of Mendota is for Mendota and Denrock Subdivision and trains and engines using this siding must open and close hand-throw switches.

Normal position of Sterling branch junction switch at Denrock is for Mendota and Denrock Subdivision.

Flag Center and Rockford—Subdivision—Branch Line

NORTH- WARD	Office Open Daily	Signs	Mile Post Location	STATIONS	Capacity of		SOUTH- WARD
					Sidings	Other Tracks	
	No Office	Y.	0.	FLAG CENTER 4 51		25	
	No Office		4.51	KINGS 4 33	50	23	
	No Office		8.85	HOLCOMB 0 35		22	
			9.20	C. G. W. Cross'g (Auto. Interl.) 2 48			
	Continuous	B.R. Y. Yd.	11.68	C.M.St.P.&P. Cross'g (Interl.) 0 01			
	No Office		11.69	DAVIS JCT 5 66	58	8	
	No Office		17.35	NEW MILFORD 1 87		21	
	No Office		19.22	CAMP GRANT 2 96	60	97	
			22.55	I. C. Crossing (Interlocked) 1 01			
	7:00 a.m. to 10:30 p.m.	B.K.O. R.T. Yd.	23.54	ROCKFORD			

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

No train order signal at Davis Jct. and Rockford. Conductors and engineers must have Clearance Form A.

Between Rockford and Steward Jct. trains of the C. M. St. P. & P. Ry. will be governed by the Rules of the C. B. & Q. R. R. Employees of the C. M. St. P. & P. Ry. must have a copy of the C. B. & Q. R. R. Book of Rules of the Operating Department and the current timetable in their possession when on duty.

I. C. Crossing at Rockford is remotely controlled by I. C. operator. If home signal fails to clear, a member of the train or engine crew will proceed to telephone at crossing and be governed by instructions posted therein.

Spur Tracks are Within Yard Limits. Rule 908 in effect.

Garden Plain Spur

Mile Post Location	STATIONS	Capacity of	
		Sidings	Other Tracks
59.35	GARDEN PLAIN		21
54.06	LASS		

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT DENROCK WHEN OPERATOR ON DUTY.

Maximum speed 30 M.P.H.

Normal position of switch at Lass is for Savanna Line.

Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series 20 M.P.H.

Other tracks:
Markman M. P. 55.39 capacity 12 cars.

Alexis Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
210.54	RIO	11
206.22	NORTH HENDERSON	22
201.54	ALEXIS	25

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT RIO WHEN OPERATOR ON DUTY.

Maximum speed 20 M.P.H.

Baker Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
6.92	EARLVILLE	61
13.41	BAKER	22

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT EARLVILLE WHEN OPERATOR ON DUTY.

Maximum speed 30 M.P.H.

Trains must not exceed 10 M.P.H. between M.P. Post 8.03 and M.P. 8.15.

Woodhull Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
18.42	ALPHA	29
14.62	WOODHULL	40

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT ALPHA WHEN OPERATOR ON DUTY.

Maximum speed 20 M.P.H.

Diesel engines between, M. P. 16.75 and M. P. 18.15 15 M.P.H.

Hard Road crossing 1100 feet east of Alpha depot Stop

Over C. B. & Q. crossing, Alpha 10 M.P.H.

Mt. Morris Spur

Mile Post Location	STATIONS	Sidings	Capacity of Other Tracks
98.43	OREGON	73	82
105.37	MT. MORRIS		56

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT OREGON WHEN OPERATOR ON DUTY.

Maximum speed 30 M.P.H.

Over Highway crossing M. P. 104.49 8 M.P.H.

Engines between M. P. 104.2 and M. P. 105.2 25 M.P.H.

Engines between M. P. 105.2 and M. P. 106.3 15 M.P.H.

Spur Tracks are Within Yard Limits. Rule 908 in effect.

West Chicago Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
0.00	AURORA	
0.79	C. B. & Q. Crossing (Grade)	
3.40	NORTH AURORA	25
6.58	BATAVIA	19
11.80	E. J. & E. Cross'g (Interlocked)	
12.10	WEST CHICAGO	18

CONDUCTORS AND ENGINEMEN OF TRAINS OPERATING NORTH OF C. B. & Q. RAILROAD CROSSING, M. P. 0.79, MUST RECEIVE CLEARANCE FORM A AT WEST EOLA.

Diesel engines will not clear machinery south of gravel elevators at Conkey's pit, North Aurora.

Maximum speed.....20 M.P.H.

Engines between M.P. 7.33 and M.P. 7.65.....10 M.P.H.

Trains must not exceed 10 M.P.H., between M.P. 10.61 and M.P. 10.75.

Northward trains at approach signal to EJ&E crossing at M.P. 11.78.....15 M.P.H.

Train and yardmen must protect their movements on former C. A. & E. tracks over Hanks, Aurora, and Illinois Avenues, with man on crossing protecting movement, account automatic signal protection may not be working.

West Batavia Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
0.00	AURORA	
1.27	E. J. & E. Cross'g (Grade)	
4.90	NIFA	25
6.52	MOOSEHEART	9
8.36	WEST BATAVIA	23

CONDUCTORS AND ENGINEMEN OF TRAINS OPERATING NORTH OF COOPERAGE TRACK, M. P. 2.20, MUST RECEIVE CLEARANCE FORM A AT WEST EOLA.

Trains and engines will report to Operator at Aurora Tower by telephone when clear and must have permission before again occupying siding at Aurora.

Engines and cars higher than battleship coal cars must not pass under coal conveyor at Mooseheart.

Maximum speed.....20 M.P.H.

Stop and protect movement over highway crossing, U. S. Route 30, Galena Blvd., Aurora.

Engines must not operate on Aurora Greenhouse trestle.

SPEED RESTRICTIONS

1. Passengers, mail, express, and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13589, inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Diesel engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M. P. H. unless otherwise provided.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M. P. H.

Trains making back-up movement must not exceed 20 M. P. H. unless otherwise provided.

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300 and 400 series must not exceed 65 M. P. H., 500 and 900 series must not exceed 75 M. P. H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M. P. H. either in service or when being handled dead in train.

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas or diesel-electric motor cars	60 M.P.H.
Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	56
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On siding	Reduced Speed 10	Reduced Speed 10
All crossovers and turnouts not otherwise specified		
Clamshells, pile drivers, steam shovels or similar equipment:		
Main line		25
Branch line		15
Rotary snow plows:		
Main line		25
Branch line		15
Scale test cars:		
Main line		25
Branch line		20
Loaded air dump cars (in rear of train when possible):		
Main line		35
All Branches		25
Wholly disconnected or dead steam engines		20
Trailing movement through spring switches not otherwise specified	15	15

The following maximum speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick and Bridge Derrick 204620	150 Ton Wrecking Derrick	Other Derricks under 150 Tons
Chicago—Galesburg	30 MPH	30 MPH	30 MPH
Aurora—Dayton Bluff	30 MPH	30 MPH	30 MPH
Mendota—Denrock	25 MPH	25 MPH	25 MPH
Flag Center—Rockford	25 MPH	25 MPH	25 MPH
Montgomery—Streator	20 MPH	20 MPH	20 MPH
Baker—Earlville	20 MPH	20 MPH	20 MPH
West Eola—West Chicago	Must not operate.	10 MPH	20 MPH
Aurora—West Batavia	Must not operate.	10 MPH	20 MPH
Oregon—Mt. Morris	Must not operate.	10 MPH	20 MPH
La Salle—Zearing	Must not operate.	15 MPH	20 MPH
Streator—La Salle	Must not operate.	15 MPH	20 MPH
Bridge 2.16, 24.83 and 25.50	Must not operate.	10 MPH	10 MPH
Earlville—Sterling	Must not operate.	15 MPH	20 MPH
Bridge 26.03	Must not operate.	6 MPH	6 MPH
Galesburg—Savanna	25 MPH	25 MPH	25 MPH
Lass—Garden Plain	25 MPH	15 MPH	15 MPH
Barstow—Rock Island	*25 MPH	15 MPH	15 MPH
Denrock—Agnew	20 MPH	15 MPH	15 MPH
Woodhull—Joy	Must not operate.	15 MPH	15 MPH
Rio—Alexis	Must not operate.	15 MPH	15 MPH

In addition to the speed restrictions shown above, over Bridges 2.16, 24.83 and 25.50 between Streator and La Salle and over Bridge 26.03 near Arroyo, derrick must be separated from engine by at least one light car when passing over these bridges.

When handling 250-ton wrecking derrick 204376 or bridge derrick 204620 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M. P. H. These derricks must not operate over bridge between East Winona and Winona.

When handling 250-ton Wrecking Derrick or Bridge Derrick 204620 across Rock River bridge 240.76 at Barstow, derrick must be spaced at least three cars from engine.

*At Rock Island, do not handle Bridge Derrick 204620 on southward main under 24th street viaduct unless boiler hood is removed. Watch for close clearance at top. Derrick must not be handled on northward main.

Bridge Derrick 204620 must not be moved over turntable Savanna unless boiler hood is removed.

All cars 80 feet in length, or longer, must be handled in rear 30 cars of train where the track curvature is 6 degrees or more on grades of one percent or more.

If there are 30 or more cars 80 feet in length, or longer, in one train, handle them next ahead of waycar.

Following is a list showing the locations where the track curvature is 6 degrees or more on grades of one percent or more:

Subdivision	M.P.	Degree of curve	Percent of Grade
Flag Center and Rockford	23.5	13° 36'	1.30
Montgomery and Zearing	1.24	7° 24'	1.101
	2.80	7° 46'	1.109
	3.07	7° 48'	1.109
Savanna and North La Crosse	299.99	9°	M.L. (Pgr)
North La Crosse and St. Croix	301.39	11°	M.L. (Pgr)
St. Paul and Minneapolis	0.03	6° 56'	1.85
	1.20	6°	1.19

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION

TRACK 1			TRACK 2		
LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—Roosevelt Road—M. P. 1.40	25	Yd.	ZONE—Roosevelt Road—M. P. 1.40	25	Yd.
UNION AVENUE INTERLOCKING: Crossover 1 to 2 eastward, west of Canal Street	15	15	UNION AVENUE INTERLOCKING: Crossover 2 to 1 eastward at Union Avenue	25	20
Crossover 1 to 2 westward, east of Union Avenue	25	20	Crossover 2 to 1 eastward, east of Union Avenue	25	20
Crossover 1 to 2 westward at Union Avenue	25	20	Crossover 2 to 1 westward, west of Canal Street	15	15
ZONE—M.P. 1.40—M.P. 1.74	35	15	Turnouts 2 to 3 westward at Union Avenue	15	15
ZONE—M.P. 1.74—M.P. 2.12	45	15	ZONE—M.P. 1.40—M.P. 1.74	35	15
ZONE—M.P. 2.12—M.P. 3.00	60	25	ZONE—M.P. 1.74—M.P. 2.12	45	15
ZONE—M.P. 3.00—M.P. 4.00	50	25	ZONE—M.P. 2.12—M.P. 3.00	60	25
ZONE—M.P. 4.00—M.P. 5.68	60	25	ZONE—M.P. 3.00—M.P. 4.00	50	25
ZONE—M.P. 5.68—M.P. 7.15	60	40	ZONE—M.P. 4.00—M.P. 5.68	60	25
KEDZIE AVENUE M.P. 4.83 Crossovers 1 to 2 westward	30	30	ZONE—M.P. 5.68—M.P. 7.15	60	40
ZONE—M.P. 7.15—M.P. 35.12	75	40	KEDZIE AVENUE M.P. 4.83 Crossover 2 to 3 westward	30	30
All crossover 1 to 2, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head La Vergne	40	35	Crossovers 2 to 1 eastward	30	30
Crossover 1 to 2, eastward, M.P. 9.18 west of IC over- head La Vergne	30	30	Crossover 2 to 3 eastward and Crossover 2 to 1 westward	15	15
CONGRESS PARK: Crossover 1 to 2	40	35	All crossovers 2 to 1 and 2 to 3, between M.P. 6.30 east of Cicero and M.P. 8.85 east IC of over-head La Vergne	40	35
HIGHLANDS Crossover 1 to 2 eastward	40	35	Crossover 2 to 1 westward and 2 to 3 eastward, M.P. 9.18 west of IC over-head La Vergne	30	30
WEST HINSDALE: Crossover 1 to 2 westward	40	35	ZONE—M.P. 7.15—M.P. 35.12	75	40
FAIRVIEW AVENUE Crossovers 1 to 2	40	35	CONGRESS PARK: Crossover 2 to 1	40	35
DOWNERS GROVE Crossover 1 to 2	40	35	Crossover 2 to 3	40	35
EOLA Crossovers 1 to 2	30	30	HIGHLANDS: Crossover 2 to 1 westward and Crossover 2 to 3 west- ward	40	35
ZONE—M.P. 35.12—M.P. 39.00	70	Yd.	WEST HINSDALE: Crossover 2 to 1 eastward and Crossover 2 to 3 east- ward	40	35
WEST EOLA INTERLOCKING: Crossover 1 to 2	30	30	FAIRVIEW AVENUE Crossover 2 to 1 and 2 to 3	40	35
Aurora—Spring Street to North Avenue	35	15	DOWNERS GROVE Crossover 2 to 1	40	35
AURORA INTERLOCKING: Crossover 1 to 2	30	15	Crossover 2 to 3	40	35
			EOLA Crossovers 2 to 1 and 2 to 3	30	30
			ZONE—M.P. 35.12—M.P. 39.00	70	Yd.
			WEST EOLA INTERLOCKING: Crossover 2 to 1 and Crossover 2 to 3	30	30
			Aurora—Spring Street to North Avenue	35	15
			AURORA INTERLOCKING: Crossover 2 to 1 and Crossover 2 to 3	30	15

Trains on track 2 handling U. S. Mail must stop so mail can be dispatched safely.

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION TRACK 3			AURORA AND GALESBURG SUBDIVISION		
LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—M.P. 1.68—M.P. 2.12	35	15	ZONE—M.P. 39.00—M.P. 40.44	75	Yd.
ZONE—M.P. 2.12—M.P. 4.00	35	25	ZONE—M.P. 40.44—M.P. 80.29	79	50
ZONE—M.P. 4.00—M.P. 5.68	60	25	SOMONAUK INTERLOCKING:		
ZONE—M.P. 5.68—M.P. 7.15	60	40	Crossovers between main tracks		
KEDZIE AVENUE M.P. 4.83			EARLVILLE INTERLOCKING		
Crossover 3 to 2 eastward	30	30	Crossover between main tracks		
Crossover 3 to 4 westward	25	25	Through turn out east end of eastward siding and east end of westward siding		
All crossovers 3 to 2, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head La Vergne	40	35	ZONE—M.P. 80.29—M.P. 82.00	79	50
Crossovers 3 to 4 at M.P. 6.40 and M.P. 6.50	25	25	M.P. 80.43, crossovers between main tracks	40	35
ZONE—M.P. 7.15—M.P. 35.12	75	40	M.P. 80.43, turnout at east end of advance track	30	30
Crossovers 3 to 2 westward, M.P. 9.18 west of IC over-head La Vergne	30	30	ZONE—M.P. 82.00—M.P. 83.16	50	35
CONGRESS PARK:			M.P. 82.06 crossover between south main track and advance track		
Crossovers 3 to 2	40	35	ZONE—M.P. 83.16—M.P. 83.88	50	Yd.
HIGHLANDS			Curve M.P. 82.85		
Crossover 3 to 2 eastward	40	35	Curve M.P. 83.01		
WEST HINSDALE:			ZONE—M.P. 83.88—M.P. 94.43	79	50
Crossover 3 to 2 westward	40	35	ZONE—M.P. 94.43—M.P. 96.96	79	Yd.
FAIRVIEW AVENUE			Zearing, crossover between main tracks		
Crossover 3 to 2	40	35	Zearing, through turnouts of eastward and westward sidings		
DOWNERS GROVE			ZONE—M.P. 96.96—M.P. 129.32	79	50
Crossover 3 to 2 eastward	40	35	Curve M.P. 104.20		
EOLA			Curve M.P. 104.50		
Crossovers 3 to 2	30	30	Buda, turn out east end of eastward siding, west crossover between main tracks at depot and turnouts of westward siding		
ZONE—M.P. 35.12—M.P. 39.00	70	Yd.	ZONE—M.P. 129.32—M.P. 133.35	79	Yd.
WEST EOLA INTERLOCKING:			Kewanee, between Main and West Streets		
Crossovers 3 to 2	30	30	Kewanee, turnouts east end of westward siding and west end eastward siding		
Aurora—Spring Street to North Avenue	35	15	Kewanee Cabin, crossovers between main tracks	40	35
AURORA INTERLOCKING:			ZONE—M.P. 133.35—M.P. 161.45	79	50
Crossovers 3 to 2	30	15	Galva, crossovers between main tracks		
Crossover 3 to 2 Hurds Island	40	30	Wataga, crossovers between main tracks		
TRACK 4 (Freight Line)			Bishop, turnout track 3 to track 2		
	Passenger Trains M.P.H.	Freight Trains M.P.H.	M.P. 157.67 (Bishop) to M.P. 161.45, track 3		
ZONE—M.P. 1.71—M.P. 2.12	15	15	ZONE—M.P. 161.45—M.P. 162.00, tracks 1 and 2	60	Yd.
ZONE—M.P. 2.12—M.P. 6.27	25	25	ZONE—M.P. 161.45—M.P. 162.00, track 3	45	Yd.
ZONE—M.P. 6.27—M.P. 6.58	25	15	ZONE—M.P. 162.00—M.P. 162.14, tracks 1 and 2	30	Yd.
Crossover 4 to 3 eastward Kedzie Ave. (M.P. 4.83)	25	25	ZONE—M.P. 162.00—M.P. 162.14, track 3	25	Yd.
Crossover 4 to 3 westward, M.P. 6.40	25	25	ZONE—M.P. 162.14—M.P. 162.23, all tracks	15	Yd.
Crossover 4 to 3 eastward, M.P. 6.50 east of Belt Ry. over-head Cicero	25	25	Freight trains LC, 62, 74, 68, CGI, G1 68, CD, 67, Adv. CD, 77, 61, and No. 14 when handling freight cars authorized by message over signature of Superintendent may observe maximum speed of 60 M. P. H. as follows (observing all other speed restrictions):		
			Between M. P. 40.44 and 80.29		
			83.88 and 94.43		
			136.00 and 161.45.		

SPEED RESTRICTIONS—Continued.

AURORA AND SAVANNA SUBDIVISION			LOCATION	All Trains M. P. H.
LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	MONTGOMERY AND ZEARING SUBDIVISION	
Junction Switch, South River Street Aurora	40	30	Maximum speed between Montgomery and Streator Eastward trains at approach signal to interlocking at Montgomery	30
ZONE—M.P. 39.00—M.P. 40.00	75	45	Between M. P. 40.75 and M. P. 41.75	25
ZONE—M.P. 40.00—M.P. 81.41	90	50	Engine or leading car, over crossing M. P. 79.25, north end, Ottawa yard	20
Curve M.P. 77.50	55	40	Ottawa, over Columbus Street (Route 23)	10
Crossover Steward Jct., end of double track	40	35	Ottawa, over LaSalle Street and C. R. I. & P. crossing, Ottawa, over Fourth Street	10
Eastward track M.P. 77.83—M.P. 78.00 (SD-24 engines only)	40	40	Ottawa, between C. R. I. & P. crossing and Illinois River bridge, engines handling cars light engines	8
ZONE—M.P. 81.41—M.P. 84.41	70	25	Ottawa, over Third Street (Route 6)	6
Curve M.P. 83.80	45	25	Illinois River Bridge, south of Ottawa	6
ZONE—M.P. 84.41—M.P. 95.75	90	50	Between M. P. 95.76 and M. P. 96.58	10
Flag Center, turnout end of double track	40	40	Streator, before crossing Mildred Street on old lead and First Street on both North leads to Owens-Illinois Glass Co., Stop and protect movement	10
ZONE—M.P. 95.75—M.P. 97.93	75	50	Streator, before crossing Hickory Street or Main Street, Stop and protect movement	Stop
ZONE—M.P. 97.93—M.P. 102.25	75	45	Maximum speed between Streator and Zearing:	Stop
Curve M.P. 101.60	60	45	Streator and M. P. 3.25	20
Curve M.P. 102.10	60	45	M. P. 3.25 and M. P. 14.25	35
ZONE—M.P. 102.25—M.P. 141.75	90	50	M. P. 14.25 and M. P. 22.10	20
ZONE—M.P. 141.75—M.P. 143.51	70	50	M. P. 22.10 and M. P. 34.85	25
ZONE—M.P. 143.51—M.P. 144.50	70	Yd.	M. P. 34.85 and Zearing	40
SAVANNA TOWER INTERLOCKING: Through crossover, end of two main tracks	40	30	Streator Engine or leading car over Park and Bloomington Street crossing's	10
ZONE—M.P. 144.50—Savanna Depot	25	Yd.	Vermillion River Br. M. P. 1.81	15
C. M. St. P. & P. Crossings. M.P. 144.64 and M.P. 144.85	20	20	L&S Jct. and Lowell	10
			M. P. 18.40	10
			Engine or leading car between M. P. 19.90 and M. P. 20.40 (Cement Plant)	10
			Curve M. P. 22.70, Highway Crossing M. P. 23.68, Br. 24.83, Br. 25.50	10
			La Salle-Bucklin Street, protect movement	Stop
			M. P. 27.77—C. R. I. & P. Crossing, Engine or leading car between home signals	20
			Between M. P. 29.42 and M. P. 30.00	10
			Curve M. P. 31.47	20
			EARLVILLE AND STERLING SUBDIVISION	
			Maximum speed between:	
			Earlville and M. P. 22.50	30
			M. P. 22.50 and M. P. 24.00	25
			M. P. 24.00 and M. P. 29.30	30
			M. P. 29.30 and M. P. 42.35	25
			M. P. 42.35 and M. P. 44.20	15
			M. P. 44.20 and M. P. 47.07	25
			Bridge 26.03 east of Amboy	6
			Between eastward and westward home signals I. C. Crossing M. P. 27.38 Amboy	10
			Engine or leading car of train between home signals at C. & N. W. crossing, M. P. 42.23	20
			Rock Falls between 7:00 a. m. and 7:00 p. m., before crossing Second Street	Stop
			Rock River Bridge, Sterling	15
			Sterling, before crossing First Avenue	Stop
			ALPHA AND JOY SUBDIVISION	
			Maximum Speed	25
			Diesel engines between:	
			M. P. 26.30 and M. P. 26.35	15
			M. P. 28.65 and M. P. 28.70	15
			M. P. 29.12 and M. P. 29.20	15
			Loaded tank cars and loaded 30 yard air dump cars in 202800-202864 series	20
			Hard Road crossing 1100 feet east of Alpha depot	Stop
			Over C. B. & Q. crossing, Alpha	10
			Over highway crossing west of Viola depot	8
			First and Second Street crossings, west of Aledo depot	Stop
			Westward trains over Spruce Street crossing Aledo	10
			Washington Street Joy, M. P. 44.40	Stop
			FLAG CENTER AND ROCKFORD SUBDIVISION	
			Maximum Speed	35
			Rockford, through City Limits	25
			Rockford, Rock River Bridge 23.37	10
			Rockford, over Main Street Crossing	5
			Rockford, over 15th Avenue (second street south of I. C. crossing)	5
			Rockford, Bridge 0.49 Forest City Spur	10
			Northward trains at approach signal M. P. 22.05 to I. C. crossing at M. P. 22.55	15
			On curves at Flag Center	15
			Engine or leading car of train between home signals at C. M. St. P. & P. crossing M. P. 11.68	20

SPEED RESTRICTIONS—Concluded.

Nos. 25, 26, 32, 47 and 48 must not exceed 50 M.P.H. between M.P. 364.50 and M.P. 366.50, and 70 M.P.H. between M.P. 366.50 and M.P. 379.00.

No. 31 must not exceed 55 M.P.H. between M.P. 364.50 and M.P. 366.50 and 75 M.P.H. between M.P. 366.50 and M.P. 379.00.

C. M. St. P. & P. special roadway speed signals consist of a post with a blade to the right thereof painted yellow, with the letters "RS" and numerals thereon indicating the permissible speed, and are located approximately 3000 feet from point where speed changes, and will govern on the Eastward track between Newport and St. Croix Tower.

SAVANNA AND NORTH LA CROSSE SUBDIVISION			NORTH LA CROSSE AND ST. CROIX TOWER SUBDIVISION		
LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—Savanna Depot to M.P. 146.20	79	Yd.	ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	Yd.
Curve M.P. 146.15, eastward track	70	Yd.	ZONE—M.P. 301.27 to M.P. 303.75	75	Yd.
ZONE—M.P. 146.20 to M.P. 170.07	79	50	Sullivan through East Crossover	40	Yd.
ZONE—M.P. 170.07 to M.P. 171.00	79	Yd.	Sullivan through West Crossover	40	Yd.
ZONE—M.P. 171.00 to M.P. 171.99	40	Yd.	ZONE—M.P. 303.75 to M.P. 324.48	79	50
Galena River Bridge M.P. 171.64	30	25	ZONE—M.P. 324.48 to M.P. 327.08	79	Yd.
End of two main tracks, M.P. 171.50 and M.P. 171.72, Galena Jct.	40	Yd.	Curve M.P. 325.60	60	Yd.
ZONE—M.P. 171.99 to M.P. 172.47 (CB&Q)	40	25	ZONE—M.P. 327.08 to M.P. 364.50	79	50
M.P. 172.47 (CB&Q) to M.P. 184.86 (IC)	See IC Rules in Special Instructions		Miner through west crossover	40	30
ZONE—M.P. 184.86 (IC) to M.P. 185.50 (CB&Q)	40	Yd.	Trevino, end of two main tracks through turnout	40	35
ZONE—M.P. 185.50 to M.P. 187.00	75	Yd.	Chippewa River Bridge, M.P. 362.64	79	40
ZONE—M.P. 187.00 to M.P. 187.57	79	Yd.	Mears, end of two main tracks through turnout	40	35
ZONE—M.P. 187.57 to M.P. 239.00	79	50	ZONE—M.P. 364.50 to M.P. 366.50	60	40
M.P. 228.00 and M.P. 228.30 eastward track only	75	50	ZONE—M.P. 366.50 to M.P. 410.25 (St. Croix Tower)	79	50
Ports, end of two main tracks through turnout	40	35	County Trunk Highway E, M.P. 390.10, when on siding	10	10
M.P. 236.97, CMS&P Crossing	60	49	Curve, M.P. 407.20	60	40
M.P. 236.99, end of two main tracks through turnout	40	35	Prescott, end of two main tracks through turnout	40	30
ZONE—M.P. 239.00 to M.P. 239.79	40	40	Curve, M.P. 407.70	30	20
ZONE—M.P. 239.79 to 240.00	40	Yd.	St. Croix River Drawbridge, M.P. 407.72	30	15
ZONE—M.P. 240.00 to M.P. 241.38	79	Yd.	Burns, end of two main tracks through turnout	40	30
ZONE—M.P. 241.38 to M.P. 296.29	79	50			
Herrington, through crossovers, M.P. 294.68	40	35			
Graf, end of two main tracks through turnout, M.P. 296.29	40	35			
ZONE—M.P. 296.29 to M.P. 299.78	70	45			
ZONE—North La Crosse M.P. 299.78 to M.P. 301.27	10	Yd.			

Freight trains 82, 83, 88 and 97, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 146.20 and 168.00	303.75 and 324.48
187.57 and 228.00	327.08 and 360.00
241.38 and 296.29.	391.00 and 405.90.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
TERMINAL JCT. AND BARSTOW SUBDIVISION			GALESBURG AND SAVANNA SUBDIVISION		
Maximum Speed	45	30	Maximum Speed	50	49
Through yards Rock Island, Moline, East Moline	30		Galesburg passenger station and Main Street	15	15
Through switches east end of South track used as single track at Terminal Jct.	10	10	Galesburg: Southward trains at approach signal governing trains approaching Junction switch, Pearl Street		35
Between 500 ft. north of 44th Street Rock Island and 500 ft. south of 20th Street Moline	10	10	Spring switch Bouhan		
Over frogs and switches connecting with D.R.I. & N.W., each side of East Moline depot	10	10	Facing point movement	25	25
Southward trains on West Wye track Barstow from 400 feet north of highway crossing until head end of train is over crossing	10	10	Wye switches Rio	20	20
			Head end of train over C. B. & Q. crossing Alpha	20	20
			Between Orion and Barstow	45	30
			On curves between M. P. 235.00 and M. P. 236.00	30	30
			Approach signal until clear of C. R. I. & P. crossing at Colons	20	20
			On curve M. P. 240.00	35	30
			On curve M. P. 240.43	35	Yd.
			Between wye switches Barstow	20	20
			Reverse curves between M. P. 4.40 and M. P. 5.00 between Barstow and Jaslin	20	20
			Through turnouts at north and south switches of wye at Denrock	15	15
			Between wye switches Denrock	20	20
			Over C. M. St. P. & P. crossing, Ebner	20	20
			Ayres:		
			Between Home Signals	20	20

SPEED RESTRICTIONS—Concluded.

DIESEL ENGINES MAY BE OPERATED ON THE FOLLOWING SUBDIVISIONS AT AUTHORIZED SPEED RESTRICTIONS, EXCEPT SD-24 ENGINES MAY BE OPERATED WITH NOT MORE THAN 5 UNITS COUPLED OR AS OTHERWISE PROVIDED FOR ON SUBDIVISION:

Chicago and Aurora
Aurora and Galesburg
Aurora and Savanna
Savanna and St. Paul
Galesburg and Savanna
Barstow and Rock Island
Rock Island and Clinton

Mendota and Denrock
Denrock and Agnew
Less and Garden Plain
Zearing and La Salle
Earville and Baker
Alpha and Woodhull

SD-24 two units only may be operated:
Montgomery and Streator
Flag Center and Rockford

SD-24 one unit only may be operated:
East Dubuque and Dubuque

SD-24 must not be operated:
Streator and La Salle

SD-24, GP-20 AND GP-30 DIESEL ENGINES MUST NOT OPERATE ON FOLLOWING TRACKS.

CHICAGO AND AURORA SUBDIVISION

Location	Track Number	Local Name of Track
Eola	369	Repair Yard
Eola	371	Repair Yard

AURORA AND GALESBURG SUBDIVISION

Location	Track Number	Local Name of Track
Aurora	107	Shop
Aurora	108	Shop
Aurora	109	Shop
Aurora	110	Shop
Aurora	120	Freight House
Aurora	161	American Well Works
Aurora	177	Track over Pit
Aurora	241	Stone Ave.
Aurora	517	Waste Unload
Aurora	8	Industry
Aurora	13	Deterich Co.
Aurora	695	Richards Wilcox Co.
Aurora	702	Richards Wilcox Co.
Montgomery	286	Natural Guano Co.
Sandwich	All Yard Tracks	
Earville	7	Frey Products Co.
Mendota	18	J. D. Towers Co.
Mendota	23	House Track
Princeton	11	Stub
Galva	8	Lead to Best Co.
Wataga	6	Spur Track North Side

SAVANNA AND NORTH LA CROSSE SUBDIVISION

Location	Track Number	Local Name of Track
La Crosse		All tracks except Old Main between South Ave. and West Ave.

MONTGOMERY AND ZEARING SUBDIVISION

Location	Track Number	Local Name of Track
Oswego	1	Storage
Oswego	2	Elevator
Millington	4	Connection to I. M. Ry.
Wedron	2	Elevator
Ottawa	12	Johnson Plano Co.
Ottawa	38	Gheut Motor Co.
Ottawa	39	Gheut Motor Co.
Ottawa	40	Coal Co.
Ottawa	42	Middle House Track
Ottawa	55	Sanders Bros.
Ottawa	20	Ottawa Silica Loading Track
Ottawa	24	U. S. Silica
Ottawa	61	U. S. Silica
La Salle	5	Connection to CRI&P Ry.
La Salle	6	Pabst & Schultz Beer Track
Ladd	7	Elevator Track

TERMINAL JCT. AND BARSTOW SUBDIVISION

Location	Track Number	Local Name of Track
Clinton	All Yard Tracks	East of Siding Clinton Depot
Clinton	26	Midcontinent Petroleum Co.
Clinton	35	Clinton Corn Products Corn unloading track
Davenport	1	Freight House Track
Rock Island	10	Zifferin Beer & Storage Track (42nd St.)
Rock Island	15	No. 2 Repair Track
Rock Island	16	Rock Island Sash & Door Co.
Rock Island	22	Illinois Oil Track
Rock Island	28	Finkelstein Coal track and lead
Rock Island	33	Finkelstein Coal track and lead
Rock Island	All Tracks	Lower Yard
Moline	All Tracks	Deere Planter Works
Moline	All Tracks	Sylvan Island
Moline	9	Moline Consumers Wood Track and all tracks off lead.
Moline	46	Deere Wagon Works
Moline	51	Williams White
Moline	66	Peoples Light and Fuel Co.
Moline	93	Dimock & Gould
East Moline	All Yard Tracks	

FLAG CENTER AND ROCKFORD SUBDIVISION

Location	Track Number	Local Name of Track
Rockford	All Tracks	J. Rubin Co.
Rockford	6	Gunite Foundries
Rockford	12	Rock, Sand & Gravel Co.
Rockford	30	Rockford Fuel & Lumber Co.
Rockford	57	Wyman St. Lead
Rockford	60	Coal Storage

MENDOTA AND DENROCK SUBDIVISION

Location	Track Number	Local Name of Track
Prophetstown	4	J. E. Frary

WOODHULL SPUR

Location	Track Number	Local Name of Track
Alpha	12	Elevator Track
Woodhull	2	House Track

Side clearance restrictions for SD-7 and SD-9 Diesel engines:

Galesburg..... Will not clear at following locations:
Brick wall spur No. 13 referred to as the "hole" on Simpson track.
Platform on spurs No. 36 and No. 37 referred to as Freight House tracks No. 2 and No. 3.
Platform on spur No. 132 referred to as scrap dock at Old Rip.
Platform on spur No. 571 referred to as wheel pit to Wheel shop.
Platform on spurs No. 449, No. 450, No. 451 and No. 452 referred to as dock tracks at the Tie Plant.
Through doors on spurs No. 49 and No. 54 referred to as stub tracks No. 2 and No. 3 west end Butler Manufacturing Company.
Structure on track No. 789 referred to as scrap dock at Repair Track.
Brick walls on spurs No. 497 and No. 498 referred to as tracks No. 10 and No. 11 at Purington Brick Yard.
Buildings on spur No. 261 referred to as "around the horn" and Lago's Building.
Look out for close clearance at following locations:
Buildings and pipes on spur No. 22 referred to as north track at Builders Supply.
Platforms on spurs No. 35 and No. 38 referred to as tracks No. 1 and No. 4 at the Freight House.
Rock Island..... Will not clear Curb and platform on spur No. 16 referred to as Rock Island Mill Works loading track.

SPECIAL INSTRUCTIONS

District Master Mechanic	J. R. Van Nortwick, Chicago
District Master Mechanic	O. W. Gibson, Galesburg
Assistant District Master Mechanic	H. F. Roesch, Chicago
Assistant District Master Mechanic	S. F. Kuzma, Galesburg
Trainmaster	C. E. Abel, Chicago
Assistant Trainmaster	L. L. Carter, Chicago
Trainmaster	J. D. Larson, Aurora
Assistant Trainmaster	F. E. Gray, North La Crosse
Assistant Trainmaster	C. K. Keck, Rock Island
Assistant Trainmaster	P. D. Russell, Aurora
Road Foreman	F. P. Martin, Chicago
Road Foreman	D. W. Stephens, Aurora
Road Foreman	J. W. McPherson, Aurora
Road Foreman	J. C. Cooper, Galesburg
Road Foreman	G. E. Blomberg, Galesburg
Road Foreman	F. K. Tamlin, Daytons Bluff
Road Foreman	G. J. Ingalls, North La Crosse
Chief Dispatcher	R. A. Molitor, Aurora
Night Chief Dispatcher	B. E. Jones, Aurora
Night Chief Dispatcher	H. G. Cornwell, Aurora

DISPATCHERS

C. D. Richmond	K. W. Griffin	L. C. Slack
J. M. Stoneberg	L. A. Howard	H. D. Beverlin
H. W. Silverstein	J. V. Howard	P. B. Holland
C. Faletti	C. L. Likes	M. H. Kassera
E. A. Miller	G. H. Chambers	D. L. Burleton
L. T. Guenther	R. P. Dewey	J. S. Severson
	A. H. Granke	

1. When train order (Form D-R) authority for crossover, at facing-point hand-throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

A white light signal on track side near corner of Aurora Tower will be displayed when passengers are to be picked up at Aurora by trains which make conditional stops at that point.

Telephone connected direct with nearest interlocking tower for communicating with operator are located adjacent to stop signals.

Between Roosevelt Road and Union Avenue Interlocking if stop signal does not clear, trains may proceed on authority of Operator at Union Ave. Interlocking, complying with Rule 509-A.

Extra trains will not display classification signals between Chicago Union Station and Galesburg; Aurora and Savanna.

Clearance Form A, train orders, messages, reports, etc., for freight trains or light engines originating at Galesburg for movement Eastward will be tubed in a separate cartridge for each individual freight train or light engine from Willis Yard Office to Prospect Street Yard Office, Ice House Office or Yard "D" Office.

Head Brakeman, or enginemen of light engines, will get Clearance Form A, train orders, messages, reports, etc., at Prospect Street from cartridge with lids painted ORANGE.

Conductor, or rear brakeman, will get Clearance Form A, train orders, messages, reports, etc., at Ice House Office, or Yard "D" Office, from cartridge with lids painted DARK GREEN and will advise operator at Willis Yard Office to which location the cartridge should be sent.

Operator at Willis Yard will send train orders securely clipped to Clearance Form A, messages, reports, etc., to head end of intended train or light engine, Prospect Street, and to the rear end of intended train at Ice House Office or Yard "D" Office, using cartridges as designated above.

When cab signal departure test cannot be made due to failure of test circuits, or other causes, engine may, in an emergency and upon the authority of the Superintendent, be operated from that Terminal, provided the main cab signal switch is in the "ON" position; and just prior to entering cab signal territory the acknowledging lever must be moved from the "CO" position to the acknowledging position. The cab signal should then show a red over yellow aspect, and the whistle, should sound. Acknowledging lever should then be returned to normal position complying with Rule 578 for entering cab signal territory.

Trains or engines proceeding through one or more crossovers governed by signal aspects per Rules 501-A, 501-C, 501-D, or 501-F must continue to observe authorized speed restrictions until engine or entire train has passed through all crossovers governed by that signal.

The following instructions will govern back-up movements of passenger trains, in both directions, between 14th Street Passenger Yard and Chicago Union Station. They are supplementary to and do not in any way modify the requirements of Chicago Union Station Company Rules of the Operating Department:

Before leaving 14th Street Passenger Yard, an air brake test must be made as prescribed in Rules 1304 to 1308 inclusive and in Rule 1346.

A pilot or qualified trainman must control back-up movements.

Where movement is to be controlled with a back-up hose, the brake pipe hose must be blown out before coupled onto the back-up hose.

When a train is ready for back-up movement, a qualified employe must first identify himself to the engineman. Before movement is started an air brake test must be made as prescribed in Rule 1346 by applying the brakes in emergency from the back-up hose or valve. It must be known that the brakes are working properly, back-up signal must be given by communicating signal from the rear car, followed by back-up hand or lamp signal, then another back-up signal by communicating signal. In the absence of any of these signals, the engineman must not move without a thorough understanding with the employe who is to handle the back-up movement.

A running test must be made with the back-up hose or valve after starting out of 14th Street Passenger Yard and Chicago Union Station, or any other point from where back-up movement is made. If the running test is not made within 300 feet, the engineman must stop the train and ascertain the cause.

After starting train in back-up movement, the engineman must carry the handle of the automatic brake valve in running position and work power sufficiently to keep slack of train bunched.

To reduce speed of the train, the back-up valve should be opened gradually until brakes are felt to hold and speed is reduced, then closed. When stopping the train, the valve should be opened gradually until brakes are felt to hold and left open until train is stopped. In case of an emergency, the valve should be moved quickly to the wide open position and left open until the train stops.

All movements on wye tracks connecting with Pennsylvania tracks and located in the vicinity of Canal Street will be made at restricted speed and be governed by signal indications.

All trains or engines making westward movement over Ridgeland Avenue, M. P. 9.03, enroute from yard at La Vergne must not exceed 15 M. P. H. until engine or leading car has reached crossing.

In Chicago, no cars or engines must be allowed to block any street longer than 5 minutes. Enginemen must ring the bell when engines are in motion. Enginemen must not sound whistle except in case of emergency. (City Ordinances.)

SPECIAL INSTRUCTIONS—Continued

Trains and engines must not exceed 12 M.P.H. over approaches and Bridge 3.99-A, located just east of Rockwell Street (Rockwell Street-West Lumber Connection Bridge).

Conductors and enginemen leaving Chicago Union Station must have Clearance Form A.

Conductors and enginemen in westward road movement starting out of 14th Street Coach Yard Chicago (not Chicago Union Station) must have Clearance Form A. Conductors of such trains will report to Yardmaster who will procure Clearance Form A.

Conductors of westward freight trains must receive Clearance Form A at Cicero Yard Office.

Enginemen on westward freight trains and on light engines in westward road movements must receive Clearance Form A at Cicero Roundhouse.

Conductors and enginemen of westward freight trains to Aurora-Savanna Subdivision must receive Clearance Form A at West Eola.

Conductors and enginemen of trains originating at Aurora, West Eola and Eola must have Clearance Form A.

Automatic cab signals and rules in effect for passenger trains between Union Ave. Interlocking and Aurora, MP 37.81, starting and ending as follows:

Union Ave.	Westward and eastward MP 2.11.
Aurora	Westward and eastward MP 37.81

Following instructions will govern the automatic flashing light highway crossing signals and gates at Elm Street M.P. 62.02 and Birch Street M.P. 62.16, Waterman.

1. Eastward trains performing switching movements must stop short of highway circuit sign located at M.P. 62.50 1700 feet west of Birch Street, except trains that do not exceed 35 cars plus 2 power units which can be spotted between the east side of Elm Street crossing and the east siding switch.
2. Westward trains performing switching movements must stop short of highway circuit sign located at M.P. 61.69, 1700 feet east of Elm Street.

2. USE OF TRACK

BETWEEN CHICAGO AND AURORA

Rules of the Chicago Union Station Company govern operation of trains and engines using the Chicago Union Station Company tracks and tracks under its jurisdiction between Western Avenue on the north and South Branch Bridge on the south.

Between Roosevelt Road, M. P. 0.85 and South River Street, Aurora, M. P. 38.48, and between Bishop and Galesburg, tracks will be designated by number and will be numbered consecutively from the north, beginning with No. 1.

Between Roosevelt Road, M.P. 0.85, and Union Avenue Interlocking, M.P. 1.36, there are two main tracks, on which movement of trains in either direction will be governed by signal indication, regardless of superiority.

Automatic Block System Rules in effect between M. P. 0.85, Roosevelt Road and Union Avenue Interlocking and between M. P. 35.12, West Eola Interlocking and M. P. 38.63, Aurora Interlocking.

CENTRALIZED TRAFFIC CONTROL IN EFFECT ON MAIN TRACKS 1, 2 AND 3 BETWEEN WEST LIMITS OF UNION AVENUE INTERLOCKING, M. P. 2.11, AND WEST EOLA M. P. 35.12; ON MAIN TRACK 4 (FREIGHT LINE) BETWEEN WEST LIMITS OF UNION AVENUE INTERLOCKING, M. P. 2.11 TO M. P. 6.90; AND ON YARD TRACK 5 FROM M. P. 6.58 TO M. P. 6.90; AND ON YARD TRACK 6 FROM M. P. 6.75 TO M. P. 6.86.

Between Eola and South River Street, Aurora M.P. 38.48, there are three main tracks, on which movements of trains in either direction will be governed by signal indication. Rules D-251, D-252, D-253, D-254, D-261, D-262, D-263, D-264 and D-265 in effect.

Interlocking stations at Union Ave., West Eola and Aurora. Rules 628 and 663 in effect.

Hand operated switches on track 3 M. P. 22.64 and M. P. 24.25 are not equipped with electric locks. Rule 533 modified in effect.

BETWEEN AURORA AND GALESBURG

Automatic Block System Rules in effect between M.P. 38.63, Aurora Interlocking and M.P. 80.35 and between I. C. Interlocking, Mendota and M.P. 161.66.

Between South River Street, Aurora, M.P. 38.48 and M.P. 80.35, and between M.P. 83.15 and Bishop there are two main Tracks. Rules D-251, D-252, D-253 D-254, D-261, D-262, D-263, D-264 and D-265 in effect.

CENTRALIZED TRAFFIC CONTROL IN EFFECT FROM M.P. 83.16 TO M.P. 80.35 FOR EASTWARD MOVEMENTS AND FROM M.P. 80.35 TO M.P. 82.94 FOR WESTWARD MOVEMENTS. RULES 525, 526, 628 AND 663 IN EFFECT FOR EASTWARD MOVEMENTS OVER I. C. CROSSING.

Dual Control Switches: M. P. 80.43 Crossovers between main tracks and turn-out at east end Advance track.
M. P. 82.06 Crossovers between South main track and advance track.

Electric Switch Locks on all hand operated main track switches within Centralized Traffic Control limits.

Interlocking stations at Aurora, Montgomery, Bristol, Somonauk, Earlville, I. C. Crossing Mendota, Galva, Wataga, Bishop and Galesburg. Rules 628 and 663 in effect.

Crossover movements will be governed by signal indications at Aurora, Montgomery, Bristol, Somonauk, Earlville, I. C. crossing Mendota, Zearing, Princeton, Buda, Kewanee, Galva, Oneida and Wataga.

When a crossover movement has been authorized, movements from Plano, Sandwich, Leland, Meriden, Arlington, Malden, Wyanet, Neponset and Altona will be authorized by train order. Movements against the current of traffic from these stations will be authorized by Form D-R train order and a copy of the order will be delivered to train completing reverse movement unless movement is controlled by signal indication.

Between Bishop and Galesburg there are three main tracks.

No. 1 is an eastward and westward track.

No. 2 is an eastward and westward track.

No. 3 is an eastward track.

On tracks 1 and 2 Rules D-251, D-252, D-253, D-254, D-261, D-262, D-263, D-264 and D-265 in effect.

On track 3, Rules D-251, D-252, D-253 and D-254 in effect. Manual Block System Rule 318(B) in effect for trains moving against the current of traffic.

One long and three short blasts of interlocking horn Seminary Street Interlocking Galesburg is signal for train, yard or engineman to come to telephone.

BETWEEN SAVANNA AND ST. CROIX TOWER

Unless otherwise advised by train dispatcher, where there is no operator on duty, second class and extra trains must clear first class trains per Rule 86.

Manual Block System Rule 318 (B) in effect for trains moving against the current of traffic.

Between Savanna and Ports, Prairie du Chien M. P. 239.79, and Herrington, Sullivan and Miner, Mears and Prescott there are two main tracks. Automatic Block System and rules D-251, D-252, D-263 and D-254 in effect.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN PORTS, M. P. 235.42, AND PRAIRIE DU CHIEN, M. P. 239.79; HERRINGTON, M. P. 294.58, AND GRAND CROSSING, M. P. 299.78; NORTH LA CROSSE, M. P. 301.49, AND SULLIVAN, M. P. 303.21; MINER, M. P. 360.74, AND MEARS, M. P. 363.06; PRESCOTT, M. P. 407.20, AND HASTINGS, M. P. 410.16. RULES 525, 526 AND 663 IN EFFECT FOR MOVEMENT OVER THE CMS&P CROSSING, M.P. 236.97.

Hand operated switches at M. P. 238.16 and M. P. 236.81 are not equipped with electric locks. Rule 533 modified in effect.

Eastward trains or engines on westward track must approach dwarf signal M. P. 239.79 at reduced speed.

AT NORTH LA CROSSE, TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN M. P. 300.00 AND M. P. 301.49. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Interlocking stations at Portage, East Cabin, Grand Crossing, East Winona and St. Croix Tower.

Interlocking at Galena Junction, M. P. 171.60 is remotely controlled from Dispatcher's office, Aurora, Illinois. Rules 628 and 663 in effect. Special instructions are posted in shelter houses near end of double track switches to govern hand operation of switches.

Fireman on eastward passenger trains approaching Savanna enroute to Chicago, will place main cab signal switch in the "ON" position. This switch is located in engine room or nose of diesel electric engines and can be manipulated without leaving cab.

"When cab signal switch is turned on, it will cause cab signal to display its most restrictive indication, and will also cause cab whistle to blow. Engineman will immediately move acknowledging lever (to the right of the engineman's seat) to the "ACKNOWLEDGE" position, then to the "C. O." position. This will extinguish cab signal and silence the cab whistle."

Draw Bridge 171.64 over Galena River at Galena Jct., interlocked.

Middle sidings may be used by both eastward and westward trains as the way is seen to be clear when authorized by dispatcher or operator to use siding.

C.G.W. trains will use C.B. & Q. tracks between Galena Jct. and Portage.

Interlocking rules are in effect between East Cabin, M.P. 184.8 and Illinois Central Crossing, East Dubuque; trains moving through interlocking will move at restricted speed not exceeding 20 M.P.H.

Between East Dubuque and Dubuque, trains will use Illinois Central tracks and be governed by Illinois Central rules.

All C. B. & Q. tracks at Dubuque are within yard limits. Rule 908 in effect.

SPECIAL INSTRUCTIONS—Continued

At Dubuque, between 4:00 P.M. and 8:00 A.M., some member of the crew with the necessary flagging equipment will flag each train movement over East Fourth Street (City Ordinance).

Spring switch located west end of North La Crosse Yard, trailing point, leading off No. 3 track and crossover to westward freight lead.

At La Crosse, no cars or engines must be allowed to block any street longer than 5 minutes. The whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city. The whistle should not be used to recall flagman.

Between East Winona and Winona, 2.21 miles, track used jointly by CB&Q, GB&W, CGW, C&NW and CMStP&P trains and engines and are governed by rules and timetable of the CB&Q Railroad, Rules 93 and 908 in effect. Maximum Speed 15 M.P.H., except 6 M.P.H. over Mississippi River Bridge.

Draw span over Mississippi River Bridge protected by "Automatic Home Signals" located on either side of bridge. Engines stopped at Home Signal (501-K) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed, on yellow signal from bridgetender, per Rule 12c. This does not relieve requirements of flagging when home signal displayed STOP (501-K).

Note.—"End of Block" sign installed opposite the opposing home signals.

Trains and engines must stop before crossing Walnut and Franklin Streets, Winona, and protect movement over the crossings.

C&NW crossing at Winona Jct. is protected with automatic interlocking signals.

When switching on westward track at west switch of westward siding East Winona, release button located in telephone pole box at switch should be used to permit C&NW movements over crossing at Winona Jct. After using release button, CB&Q home signal at Winona Jct. will not again clear until train or engine has passed a point 200 feet west of the switch.

Eastward CMStP&P trains enroute Eau Claire to Winona will secure two Clearances at Eau Claire; a CMStP&P Clearance Form A covering movement Eau Claire to Trevino and a CB&Q Clearance Form A covering movement Trevino to Winona. The CB&Q Clearance Form A to be checked by CB&Q train dispatcher as prescribed by Rule 221 (a).

Authority to use electric lock on switch leading to CB&Q westward main track, Trevino, will be secured from Operator at East Winona.

Unless otherwise provided, the authority to use electric lock will be authority to leave Trevino with the current of traffic.

Between Trevino and Winona trains of C. M. St. P. & P. will be governed by the rules and timetable of C. B. & Q. Employees of C. M. St. P. & P. must have copy of C. B. & Q. Operating Rules and current timetable in their possession while on duty.

Westward CMStP&P trains must have Clearance Form A leaving East Winona.

Draw Bridge 362.64 over Chippewa River at Trevino, interlocked.

Draw Bridge 407.72 over St. Croix River at Prescott, interlocked.

Train movements over joint C. B. & Q.-N. P. tracks between Third Street and Division Street, St. Paul, will be made at reduced speed and are governed by yard rules. Eastward movements will be made on proceed signal from switch-tenders; westward movements on proceed interlocking signal from Division Street. Movements over Third Street Crossing, N. P., will be governed by hand signals from switch-tenders.

Between St. Paul and St. Croix Tower trains will be governed by the rules of the joint timetable of the C. B. & Q. and the C. M. St. P. & P. Railroads.

Between St. Paul and Minneapolis, trains using tracks of Great Northern and Northern Pacific will be governed by their rules. Rule 908 in effect on Burlington Cut-off track between St. Anthony on Great Northern and Union on Northern Pacific.

RULES GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE:

Two Tracks: Between East Cabin and Portage.

Main tracks designated as follows:

No.	Location	Use
1	North	Westward trains
2	South	Eastward trains

Between East Cabin and Portage, trains may display signals as provided by train orders of their respective roads.

Between East Cabin and Portage trains may run without train orders.

Train Registers: East Cabin and Portage.

Trains may register at East Cabin and Portage by register ticket.

Second class, third class and extra trains except work extras receiving clear train order signal at East Cabin and clear home signal at Portage may run ahead of overdue first class trains between these stations.

Yards: East Cabin.

First Class trains must move within yard limits at East Cabin prepared to stop, unless the main track is seen or known to be clear.

On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed through entire block, expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

Between Dubuque Jct. and East Cabin, controlled manual block signals govern the use of the blocks, and unless otherwise provided, their indications supersede time table superiority and not requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

Illinois Central definition for restricted speed is modified to read as follows:—"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 M.P.H."

SPEED RESTRICTIONS GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE:

	Stream lined trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Freight trains with passenger engines.	Passenger or freight trains with single truck freight engines.	Derricks.	Engines backing up with or without cars.	Eight wheel locomotive cranes on their own wheels.	Miles per Hour									
								Maximum Speed	75	50	45	30	25	30			
Maximum Speed	75	75	50	45	30	25	30										
Diverging Routes, through crossover, junction and siding switches, through turnouts and trailing points, spring switches	25	25	15	15	15	15	15										
Westward between MP-W 172 and W 173 curves	50	50	40	40	25	25	25										
Westward between MP-W 176 and W 177 curves	70	70	50	45	30	25	30										
Westward MP-W 177.55 curve	70	70	50	45	30	25	30										
Eastward MP-W 176.35 and MP-W 176.20 curves	70	70	50	45	30	25	30										
Between East Cabin and Dubuque Jct.	10	10	10	10	10	10	10										

SPECIAL INSTRUCTIONS—Continued

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE M.

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car. They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

RULE N. (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, engine-men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous department is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 3. (Third paragraph).

"When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained, and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman."

RULE 7 (a). (Third paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 134b.

RULE 15. (First Paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (e).

"One long sound of communicating signal, when standing, to apply or release air brakes."

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed. When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals — A red flag, torpedoes and red fuses.

Night Signals—Torpedoes and red fuses.

RULE 99 (b). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuses.

RULE 99 (c).

On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when Conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, Conductor will signal Engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102 (a). (Second sentence, first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 109. (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 209. (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220. (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

SPECIAL INSTRUCTIONS—Continued

CLEARANCE FORM F.

Proceed per Rule 509 A on track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 223 (a). (New paragraph).

Z—Radio Station.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 402.

FAILED EQUIPMENT SIGNAL.—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

INDICATIONS: When flashing, no failed equipment has been detected. When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509. (First paragraph).

When a train is stopped by a Stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

RULE 514.

When stopping at a signal, no part of train or engine should pass the signal.

RULE 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 516

Engine or engine with cars, stopped by a Stop indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between Clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M. P. H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to re-enter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

Second paragraph of Rule 533 does not apply at main track switches at, Crawford MP 238.81 North LaCrosse M. P. 301.49.

RULE 576.

Cab Signal indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

RULE 578. (First paragraph).

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and clear of the crossing. Burning red fuseses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711. (New paragraph).

(m) Comparison of time required under Rule 3.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b). (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety. (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913. (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train or warn engineman returning, and at night a light must be placed on front end of rear portion of train.

SPECIAL INSTRUCTIONS—Concluded

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Chicago and Galesburg, Aurora and St. Paul, Mendota and Denrock, Galesburg and Savanna, Barstow and Rock Island and Denrock and Sterling.

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970. (Second paragraph).

Instruct the fireman in his duties including the economical use of fuel and supplies. Enginemen will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Enginemen is responsible while the engine is being operated by the fireman.

RULE 974.

"Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

"Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

"When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked."

RULE 1088.

The proper position for rear passenger trainmen or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainmen is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1304. (First sentence);

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304 (a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and enginemen will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the enginemen, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

5. On the Empire Builder and Western Star the oscillating emergency red rear light will be controlled manually between Chicago and South River Street, Aurora. Between South River Street, Aurora, and St. Paul, the master switch will be placed in automatic control position and the oscillating emergency red rear end light will work automatically. If the automatic feature fails, the flagman must promptly cut out the master switch and operate the rear end light manually with emergency switches. On the Empire Builder and Western Star the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

6. Air brakes must be used on occupied passenger carrying equipment when switching.

7. To insure against fire damage, do not permit engines to stand over or near any open flame.

8. Following instructions govern movement of GN, NP and DMIR ore cars, loaded or empty:

Cars may be coupled directly to diesel, except angle cocks on cars will not clear diaphragm of square end diesel units and in such cases a conventional car should be placed between engine and ore cars.

Maximum speed for trains handling ore cars:

	M. P. H.
Loaded.....	30
Bridge 98.18 (Rock River, Oregon).....	20
Bridge 240.76 (Rock River, Barstow).....	10
Bridge 32.78 (West of Deer Grove).....	15
Bridge 171.64 (Galena River).....	20
Bridge 235.66 (Wisconsin River).....	25
Bridge 300.40 (Over CMSt&P RR-old city line La Crosse).....	10
Bridge 362.64 (Chippewa River).....	20
Bridge 407.72 (St. Croix River).....	15
Empty.....	35

Timetable speed restrictions lower than shown above will be complied with.

Freight Trains—Westward (Information Only)

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 8

EFFECTIVE APRIL 26, 1964

STATIONS	Daily Ex. Sunday Illinois Way Frt.	Daily Ex. Mon. Wed. Thurs. Chicago Denver Mdse.	Daily Kansas City Freight	Daily Chicago Denver Mdse.	Daily Chicago Grand Island Mdse.	Daily Kansas City Mdse.	Daily Galesburg Dead Frt.	Daily Galesburg Mdse.	Daily Ex. Sat. and Monday Grand Island and Denver Mdse.	Daily St. Paul Mdse.	Daily St. Paul Mdse.	Daily Ex. Saturday Rockford and Savanna Way Frt.	Daily Ex. Saturday Streator Mdse. Way Frt.
	75A	Adv. C. D.	67	C.D.	CGI	77	73	75	61	97	83	81	85
CICERO	A. M. L 12:30	A. M. L 6:00	A. M. L 10:00	A. M. L 10:30	A. M. L 10:30	P. M. L 7:00	P. M. L 10:00	P. M. L 9:00	P. M. L 10:30	A. M. L 10:30	P. M. L 6:40	P. M. L 8:00	P. M. L 8:00
EOLA													A. M. L 12:30
MONTGOMERY													A 12:45
MENDOTA	5:30												A. M. L
GALESBURG	A 9:30	A 9:05	A 1:05	A 1:35	A 1:35	A 10:05	A 6:00	A 1:30	A 1:45				
SAVANNA	A. M. L	A. M. L	P. M. L	P. M. L	P. M. L	P. M. L	A. M. L	A. M. L	A. M. L	P. M. L 2:10	10:00	A. M. L 5:00	
NORTH LA CROSSE													
DAYTON BLUFF										A 9:45	A. M. L 6:00	A 5:00	

Freight Trains—Eastward (Information Only)

STATIONS	Daily Omaha Kansas City St. Joe Meat	Daily Ex. Saturday Chicago Way Frt.	Daily Denver Omaha Council Bluffs Time Frt.	Daily Kansas City St. Joe Time Frt.	Daily Grand Island Time Frt.	Daily Ex. Sunday Chicago Way Frt.	Daily St. Paul Mdse.	Daily Freight	Minnesota and Dakota Time Frt.	Daily Ex. Sunday Streator Stock and Midse. Way Frt.	Daily Ex. Sunday Rockford and Eola Way Frt.
	LC	78	LW68	74	G.I.68	72	82	80	88	86	P. U.
DAYTON BLUFF							P. M. L 1:00	P. M. L 2:00	P. M. L 9:30		
NORTH LA CROSSE							4:05	6:00	1:30		
SAVANNA							7:50	10:30	6:30		A. M. L 12:01
GALESBURG	A. M. L 8:00	P. M. L 6:30	P. M. L 9:35	P. M. L 9:00	P. M. L 8:15	P. M. L 11:00					
ZEARING		11:00				A. M. L 1:00					
MENDOTA		A. M. L 2:00				4:30					
MONTGOMERY										P. M. L 11:00	
EOLA		3:30				6:30				A 11:15	7:30
CONGRESS PARK	12:30	4:30	A. M. L 1:00	A. M. L 12:10	11:30		11:50		P. M. L 12:01	A. M. L 1:00	8:30
CICERO	A 1:00	A 5:00	A 1:30	A 12:30	A 11:45	A 8:00	A 12:35		A 12:30	A 1:30	A 9:00

Way-freight extra leaves Eola 6:30 A. M. Monday and Thursday for Rock Falls
 Way-freight extra leaves Eola 6:30 A. M. Wednesday for Earlville and return to Eola.
 Way-freight extra leaves Rock Falls about 6:30 A. M. Tuesday and Friday for Eola.
 Way-freight extra leaves Eola 6:30 A. M. daily except Sunday for Oregon.
 Way-freight extra leaves Oregon 3:15 P. M. daily except Sunday for Eola.
 Way-freight extra leaves Rochelle 3:00 A. M. daily except Sunday for Rockford.
 Way-freight extra leaves Rockford 7:30 P. M. daily except Saturday for Rochelle.
 Way-freight extra leaves Eola 6:30 A. M. daily except Saturday and Sunday for Congress Park and return.

Way-freight extra leaves Eola 5:00 A. M. daily except Saturday and Sunday for Wedron or Ottawa and return.
 Way-freight extra leaves Eola 7:00 P. M. daily except Saturday and Sunday for Ottawa and return.
 Way-freight extra leaves Mendota 6:00 P. M. daily except Saturday and Sunday for Denrock.
 Time freight extra leaves Denrock 9:30 P. M. daily except Saturday and Sunday for Mendota.
 Way-freight extra leaves Galesburg about 6:30 A. M. daily except Saturday and Sunday for Denrock and return.
 Way-freight extra leaves Galesburg about 7:30 A. M. daily except Saturday and Sunday for Alpha, Joy and return to Galesburg.

R. G. JOHNSON,
General Manager, Chicago.

M. L. ZADNICHEK,
Superintendent, Chicago Division, Cicero.

C. J. MILLER,
Superintendent, Aurora Division, Aurora.

J. A. BEEBE,
Superintendent of Terminals, Dayton Bluff.

L. H. DYER,
Superintendent Terminal, Galesburg.

S. J. CARBONE,
Assistant Superintendent, Chicago Division, Chicago.

W. L. FITZGERALD,
Assistant Superintendent, Chicago Division, Cicero.

W. C. DONEY,
Assistant Superintendent, Aurora Division, Aurora.

D. E. HAIN,
Assistant Superintendent, Aurora Division, North La Crosse.

F. J. DU SELL,
Assistant Superintendent, Chicago.

E. R. CRAVEN,
General Superintendent Transportation, Chicago.