

DIVISION OFFICERS

A. H. MALECHA	Superintendent	Chicago
K. W. CLARK	Asst. Superintendent	Chicago
H. K. COX	District Master Mechanic	Chicago
W. L. ARTEMAN	Trainmaster	West Chicago
C. L. COOK	Trainmaster	Madison
N. H. JORGENSEN	Trainmaster	Sterling
J. W. O'CONNOR	Asst. Trainmaster	Nelson
J. C. CHRISTEN	Asst. Trainmaster	Belvidere
R. H. GILLEN	Asst. Trainmaster	South Pekin
R. G. GIBBONS	Asst. Trainmaster	West Chicago
F. R. DICKINSON	Traveling Engineer	South Pekin
M. DALTON	Traveling Engineer	West Chicago
D. F. RICHARDS	Division General Foreman	Clinton
M. A. SCHAFFER	Chief Train Dispatcher	Chicago
J. W. BARLOW	Asst. Ch. Train Dispatcher	Chicago
R. H. PETERSON	Night Ch. Train Dispatcher	Chicago
K. D. SHREFFLER	Train Dispatcher	Chicago
J. D. NICHOLS	Train Dispatcher	Chicago
E. J. NURRE	Train Dispatcher	Chicago
G. H. BOESELAGER	Train Dispatcher	Chicago
M. W. KUEKER	Train Dispatcher	Chicago
R. E. RUSH	Train Dispatcher	Chicago
T. A. SCHWENNEKER	Train Dispatcher	Chicago
C. R. BOYD	Train Dispatcher	Chicago
R. D. RAYES	Train Dispatcher	Chicago
V. F. MOLITOR	Train Dispatcher	South Pekin
A. H. FRAZELL	Train Dispatcher	South Pekin
J. L. CHRISTEN	Train Dispatcher	South Pekin
J. W. ELWOOD	Train Dispatcher	South Pekin

ENGINEERING DEPARTMENT

H. L. KEELER	Division Engineer	Chicago
R. J. HENDERSHOT	Roadmaster	Sterling
S. HANGES	Roadmaster	South Pekin
W. C. BANKSON	Roadmaster	West Chicago
D. L. JOHNSON	Roadmaster	Sycamore
T. SCHIPPER	Roadmaster	Oskaloosa
A. CHRISTOPHERSON	Asst. Roadmaster	De Kalb
R. R. RIECK	Asst. Roadmaster	South Pekin
M. BARSEMA	B. & B. Supervisor	West Chicago
A. J. TIESLING	B. & B. Supervisor	South Pekin
W. B. UTECH	Signal Supervisor	West Chicago

CHICAGO TERMINAL DIVISION OFFICERS

M. R. LONG	Asst. Gen. Mgr.—Terminal	Proviso
R. A. DRENGLER	Supt., Chicago Psgr. Term.	Chicago
F. J. SANTORE	Supt., Chicago Frt. Term.	Proviso
N. D. ARNOLD	Supt., Inner Zone	Wood Street
A. A. ENDERS	Master Mechanic	Chicago
J. R. SAMPLES	Asst. Superintendent	Proviso
C. R. HELLEM	Asst. Superintendent	Proviso
A. INGRATTA	Trainmaster—Trav. Engr.	Proviso
D. D. LABARRE	Trainmaster	Proviso
L. W. HAAG	Trainmaster	Proviso
R. M. MASON	Trainmaster	Proviso
R. A. WINDISCH	Trainmaster	Proviso
G. N. SCHANG	Trainmaster	Proviso
G. L. WALKER	Trainmaster, Inner Zone	40th Street
J. C. ROSS	Trainmaster, Inner Zone	40th Street
T. E. BROWN	Trainmaster, Inner Zone	40th Street
D. H. GRAY	Trainmaster	Des Plaines
C. F. BIRON	Trainmaster	Chicago
M. D. CURRAN	Traveling Engineer	Chicago
E. L. FOREMAN	Asst. Trainmaster	Proviso
L. MACK	Asst. Trainmaster	Proviso

ENGINEERING DEPARTMENT

R. R. LAWTON	Division Engineer	Chicago
L. E. BEVILACQUA	Division Roadmaster	Chicago
N. H. MAAS	Roadmaster	Proviso
J. P. FEDELE	Roadmaster	Chicago
R. D. STOTKA	Roadmaster	Chicago
R. VERLEY	Roadmaster	Des Plaines
O. D. OLSON	B. & B. Supervisor	Chicago
A. N. DAVIDSON	Signal Supervisor	Chicago

CAR DEPARTMENT

A. J. CURCIO	Dist. Gen. Car Foreman	Proviso
S. SORCE	Dist. Gen. Car Foreman	Chicago

CHICAGO & NORTH WESTERN RAILWAY

GALENA DIVISION TIMETABLE No. 4

Effective October 26, 1969

AT 2:01 A. M.

CENTRAL STANDARD TIME

For the information and govern-
ment of employes only.

H. L. GASTLER, Vice President—Operations
J. W. ALSOP, Asst. Vice President—Operations
and General Manager
W. G. KRANZ, Asst. General Manager
E. A. BURKHARDT, Gen. Supt.—Transportation
R. C. CONLEY, Supt.—Transportation
A. H. MALECHA, Superintendent

**STAY ALERT—STAY ALIVE
SAFETY FIRST**

Suburban Subdivision—Westward

FIRST CLASS							Mile Posts	Timetable No. 4 October 26, 1969 STATIONS	Distance from Chicago	FIRST CLASS					
15	903	181	17	533	241	301				387	341	19	21	23	25
DAILY	DAILY	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily except Sunday	Daily ex. Sat. & Sun.				Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	DAILY	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.
A. M. 12.40			A. M. 5.10	A. M. 5.10			0.0	C...CHICAGO... 1.3	0.0	A. M. 6.20	A. M. 6.50	A. M. 7.20	A. M. 7.55		
							1.3	... Noble Street... 1.3							
							2.6	... Western Ave... 1.0							
s 12.49	-A. M.- 2.19		s 5.19	s 5.19			3.6	C...KEDZIE... 1.2		6.28	s 6.59	s 7.29	s 8.04		
s 12.51	s 2.21		s 5.21	s 5.21			4.8	... KEELER... 0.4			s 7.01		s 8.06		
12.52	2.22		5.22	5.22			5.2	... Kenton Ave... 0.3		6.31	7.02	7.31	8.07		
s 12.56	s 2.26		s 5.27	s 5.27			8.5	... OAK PARK... 0.4		s 6.36	s 7.06	s 7.36	s 8.11		
							8.9	... Lathrop Ave... 0.7							
							9.6	... River Forest... 0.3							
12.58	2.28		5.29	5.29			9.9	... VALE... 0.3		6.38	7.08	7.38	8.13		
s 1.00	s 2.30		s 5.30	s 5.30			10.2	... MAYWOOD... 0.9			s 7.10		s 8.15		
s 1.02	s 2.32		s 5.32	s 5.32			11.1	... Melrose Park... 0.8			s 7.12		s 8.17		
							11.9	... JN Interlocking... 0.7							
s 1.05	s 2.34		s 5.35	s 5.35			12.6	... BELLWOOD... 1.7			s 7.15		s 8.20		
s 1.08	s 2.37		s 5.38	s 5.38			14.3	... BERKELEY... 1.2			s 7.18		s 8.23		
							15.5	... HM INTERLOCKING... 0.2							
s 1.11	A 2.40 -A. M.-		s 5.41	s 5.41			15.7	... ELMHURST... 2.1		A 6.50 -A. M.-	s 7.21	A 7.50 -A. M.-	A 8.26 -A. M.-		
s 1.14			s 5.45	s 5.45			17.8	... VILLA PARK... 2.1			s 7.24				
s 1.18			s 5.49	s 5.49			19.9	... LOMBARD... 2.6			s 7.28				
s 1.22			s 5.54	s 5.54			22.5	... GLEN ELLYN... 1.4			s 7.32				
s 1.25							23.9	... COLLEGE AVE... 1.0			s 7.35				
s 1.28			s 5.59	s 5.59			24.9	... WHEATON... 2.6			s 7.38				
s 1.32							27.5	... WINFIELD... 2.0			s 7.42				
							29.5	... NI Interlocking... 0.5							
s 1.37			A 6.10 -A. M.-	s 6.10			30.0	... West Q.Chicago... 0.3			s 7.47				
							30.3	... CQ Tower JB... 1.8							
		A. M. 5.45			A. M. 6.20	A. M. 6.35	32.1	... WX Interlocking... 3.4		A. M. 6.55	A. M. 7.00				
A 1.45 A. M.		A 5.55 A. M.		A 6.18 A. M.	A 6.30 A. M.	A 6.50 A. M.	35.5	... D. GENEVA... Y		A 7.05 A. M.	A 7.10 A. M.	A 7.55 A. M.			

SEE FOOTNOTES PAGE No. 7.

Suburban Subdivision—Westward

FIRST CLASS								Timetable No. 4 October 26, 1969		FIRST CLASS					
441	535	27	29	991 8&0 10	31	33	35	STATIONS		37	39	41	993 8&0 6	43	537
Daily ex. Sat. & Sun.	Saturday & Sunday only	Daily ex. Sat. & Sun.	DAILY	DAILY	DAILY	Daily except Sunday	DAILY			Daily except Sunday	DAILY	Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	Sat. & Sun. only
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7.55	8.40	9.40	10.10	10.40	11.40	12.40			1.40	2.40	3.40	3.42	4.14	4.40
				10.18 A. M.									A 3.50 P. M.		
	s 8.04	s 8.49	s 9.49		s 10.49	s 11.49	s 12.49			s 1.49	s 2.49	s 3.49		s 4.23	s 4.49
	s 8.06	s 8.51	s 9.51		s 10.51		s 12.51			s 1.51		s 3.51		s 4.25	s 4.51
	8.07	8.52	9.52		10.52	11.52	12.52			1.52	2.52	3.52		4.26	4.52
	s 8.11	s 8.56	s 9.56		s 10.56	s 11.56	s 12.56			s 1.56	s 2.56	s 3.56		s 4.30	s 4.56
	8.13	8.58	9.58		10.58	11.58	12.58			1.58	2.58	3.58		4.33	4.58
	s 8.15	s 9.00	s 10.00		s 11.00	s 12.00	s 1.00			s 2.00	s 3.00	s 4.00		s 4.35	s 5.00
	s 8.17	s 9.02	s 10.02		s 11.02	s 12.02	s 1.02			s 2.02	s 3.02	s 4.02		s 4.38	s 5.02
	s 8.20	s 9.05	s 10.05		s 11.05	s 12.05	s 1.05			s 2.05	s 3.05	s 4.05		s 4.41	s 5.05
	s 8.23	s 9.08	s 10.08		s 11.08	s 12.08	s 1.08			s 2.08	s 3.08	s 4.08		s 4.44	s 5.08
	s 8.26	s 9.11	s 10.11		s 11.11	s 12.11	s 1.11			s 2.11	s 3.11	s 4.11		s 4.47	s 5.11
	s 8.29	s 9.14	s 10.14		s 11.14	s 12.14	s 1.14			s 2.14	s 3.14	s 4.14		s 4.50	s 5.14
	s 8.33	s 9.18	s 10.18		s 11.18	s 12.18	s 1.18			s 2.18	s 3.18	s 4.18		s 4.54	s 5.18
	s 8.37	s 9.22	s 10.22		s 11.22	s 12.22	s 1.22			s 2.22	s 3.22	s 4.22		s 4.58	s 5.22
	s 8.40	s 9.25	s 10.25		s 11.25	s 12.25	s 1.25			s 2.25	s 3.25	s 4.25		s 5.01	s 5.25
	s 8.43	s 9.28	s 10.28		s 11.28	s 12.28	s 1.28			s 2.28	s 3.28	s 4.28		s 5.04	s 5.28
	s 8.47	s 9.32	s 10.32		s 11.32	s 12.32	s 1.32			s 2.32	s 3.32	s 4.32		s 5.08	s 5.32
	s 8.52	s 9.37	s 10.37		s 11.37	A 12.38 P. M.	s 1.37			A 2.38 P. M.	s 3.37	s 4.37		s 5.15	s 5.37
	A. M. 8.45														
A	8.55 A. M.	A 9.00 A. M.	A 9.45 A. M.	A 10.45 A. M.	A 11.45 A. M.		A 1.45 P. M.				A 3.45 P. M.	A 4.45 P. M.		A 5.23 P. M.	A 5.45 P. M.

THREE OR MORE TRACKS
 DOUBLE TRACK
 THREE MAIN TRACKS
 3 MT CTC
 2 MT CTC

SEE FOOTNOTES PAGE No. 7.

Suburban Subdivision—Eastward

FIRST CLASS							Mile Posts	Timetable No. 4 October 26, 1969		Distance from Geneva	FIRST CLASS						
902	904	14	16	18	528	20		STATIONS									
DAILY	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Sat. & Sunday only	Daily ex. Sat. & Sun.		22	24		26	530	28	30	32		
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.			
	A 3.25	A 6.15	A 6.40	A 7.15	A 7.20	A 7.34	0	C...CHICAGO	35.5	A 7.37	A 7.40	A 7.50	A 7.50	A 7.54	A 8.11	A 8.16	
							1.3	... Noble Street	34.2								
							2.6	... Western Ave.	32.9								
-A. M.-	A 2.15	s 3.15	s 6.05	s 6.30	s 7.05	s 7.10	3.6	C...KEDZIE	31.9	s 7.27	s 7.30	s 7.40	s 7.40	s 7.44	s 8.01	s 8.06	
	s 2.13	s 3.13	s 6.02			s 7.07	4.8	... KEELER	30.7	s 7.24							
	2.12	3.12	6.01	6.27	7.02	7.06	5.2	... Kenton Ave.	30.3	7.23	7.27	7.37	7.37	7.40	7.55	8.02	
	s 2.08	s 3.08	s 5.57	s 6.23	s 6.57	s 7.02	8.5	... OAK PARK	27.0	s 7.18			s 7.32			s 7.57	
							8.9	... Lathrop Ave.	26.6								
							9.6	... River Forest	25.9	s 7.14						s 7.55	
	2.06	3.06	5.54	6.20	6.54	6.58	9.9	... VALE	25.6	7.12	7.22	7.32	7.29	7.34	7.50	7.54	
	s 2.05	s 3.05	s 5.53	s 6.19	s 6.53	s 6.57	10.2	... MAYWOOD	25.3	s 7.11					s 7.49		
	s 2.03	s 3.03	s 5.51	s 6.17	s 6.51	s 6.55	11.1	... Melrose Park	24.4	s 7.09					s 7.46		
							11.9	JN Interlocking	23.6								
	s 2.01	s 3.01	s 5.48	s 6.14	s 6.48	s 6.52	12.6	... BELLWOOD	22.9	s 7.06					s 7.43		
	s 1.58	s 2.58	s 5.45		s 6.45	s 6.49	14.3	... BERKELEY	21.2	s 7.03						s 7.48	
							15.5	HM INTERLOCKING	20.0								
	s 1.55	2.55	s 5.43	s 6.10	s 6.43	s 6.46	15.7	... ELMHURST	19.8	7.00	7.16	s 7.25	s 7.23	7.28	s 7.38	s 7.45	
		-A. M.-	s 5.39	s 6.06	s 6.39	s 6.42	17.8	... VILLA PARK	17.7	-A. M.-		s 7.20	s 7.19		s 7.33	s 7.41	
			s 5.35	s 6.02	s 6.35	s 6.38	19.9	... LOMBARD	15.6				s 7.15	s 7.23	s 7.29	s 7.37	
			s 5.31	s 5.58	s 6.30	s 6.34	22.5	... GLEN ELLYN	13.0		s 7.08		s 7.11	s 7.18		s 7.33	
			s 5.28	s 5.55	s 6.27	s 6.31	23.9	... COLLEGE AVE.	11.6		s 7.03		s 7.08	s 7.14		s 7.30	
			s 5.26	s 5.53	s 6.24	s 6.29	24.9	... WHEATON	10.6		s 7.00		s 7.06	s 7.11		s 7.27	
			s 5.22	s 5.49	s 6.20	s 6.25	27.5	... WINFIELD	8.0		s 6.54		s 7.02	s 7.05	s 7.15	s 7.23	
							29.5	NI Interlocking	6.0								
			5.18	5.45	s 6.15	6.21	30.0	West Chicago	5.5		s 6.49	6.55	s 6.58	7.00	s 7.10	7.18	
			-A. M.-	-A. M.-		-A. M.-	30.3	CQ Tower JB	5.2			-A. M.-	-A. M.-		-A. M.-		
							32.1	WX Interlocking	3.4								
	1.31				6.05		35.5	D...GENEVA	0		6.40		6.50		7.00		
	A. M.				A. M.						A. M.		A. M.		A. M.		

SEE FOOTNOTES PAGE No. 7.

Suburban Subdivision—Eastward

FIRST CLASS								Timetable No. 4 October 26, 1969	FIRST CLASS													
34	532	36	534	38	2	40	990 B&O 5	STATIONS	536	42	44	992 C&O 9	46	48	50							
Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sun. & Holidays	Daily ex. Sat. & Sun.	DAILY		Sat. & Sun. only	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	DAILY							
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.							
A 8.19	A 8.20	A 8.33	A 8.40	A 8.40	A 8.55	A 9.05	A 9.08	C... CHICAGO ... 1.3 Noble Street ... 1.3 Western Ave. ... 1.0	A 9.10	A 9.25	A 10.10	A 10.45	A 11.10	A 12.10	A 1.10							
							8.58 A. M.	C... KEDZIE ... 1.2 KEELER ... 0.4 KENTON AVE. ... 3.3 OAK PARK ... 0.4 Lathrop Ave. ... 0.7 RIVER FOREST ... 0.3 VALE ... 0.3 MAYWOOD ... 0.9 MELROSE PARK ... 0.8 JN INTERLOCKING ... 0.7 BELLWOOD ... 1.7 BERKELEY ... 1.2 HM INTERLOCKING ... 0.2 ELMHURST ... 2.1 VILLA PARK ... 2.1 LOMBARD ... 2.6 GLEN ELLYN ... 1.4 COLLEGE AVE. ... 1.0 WHEATON ... 2.6 WINFIELD ... 2.0	s 8.09	s 8.10	s 8.23	s 8.30	s 8.30	8.46	s 8.55	s 9.00	s 9.15	s 10.00	10.35 A. M.	s 11.00	s 12.00	s 1.00
								THREE OR MORE TRACKS														
8.06	8.07	8.21	8.27	8.26	8.43	8.52		DOUBLE TRACK		s 9.12				s 11.58								
	s 8.03	s 8.16	s 8.23		s 8.38	s 8.48		THREE MAIN TRACKS	8.57	9.11	9.57		10.57	11.57	12.57							
								2 MT CTC	s 8.53	s 9.07	s 9.53		s 10.53	s 11.53	s 12.53							
		s 8.13	f 8.20					3 MT CTC														
8.01	7.59	8.12	8.19	8.21	8.35	8.45		NI Interlocking ... 0.5 West Q. Chicago ... 0.3 CQ Tower JB ... 1.8 WX Interlocking ... 3.4	f 8.51	s 9.04	f 9.51											
		s 7.58	s 8.11	s 8.18				D... GENEVA ... Y	8.50	9.03	9.50		10.50	11.50	12.50							
		s 7.56	s 8.08	s 8.16					A. M.	s 9.02	s 9.49		s 10.49	s 11.49	s 12.49							
										s 8.47	s 8.59	s 9.47		s 10.47	s 11.47	s 12.47						
		s 7.53	s 8.05	s 8.13																		
		s 7.50		s 8.10																		
7.55	s 7.47	8.00 A. M.	s 8.08	s 8.14	8.30	s 8.38			s 8.39	8.50 A. M.	s 9.39		s 10.39	s 11.39	s 12.39							
	s 7.43		s 8.04	s 8.09		s 8.34							s 10.35	s 11.35	s 12.35							
	s 7.39		s 7.59	s 8.04		s 8.30							s 10.30	s 11.30	s 12.30							
s 7.46	s 7.35		s 7.55	s 7.59		s 8.26							s 10.26	s 11.26	s 12.26							
	s 7.32		s 7.52	s 7.55		s 8.23							s 10.23	s 11.23	s 12.23							
s 7.41	s 7.30		s 7.49	s 7.52		s 8.20							s 10.21	s 11.21	s 12.21							
	s 7.26		s 7.45	s 7.47		s 8.17							s 10.17	s 11.17	s 12.17							
s 7.33	s 7.22		7.40 A. M.	s 7.43	8.16	s 8.13							s 10.13	s 11.13	s 12.13							
7.24 A. M.	7.14 A. M.			7.35 A. M.	s 8.10 A. M.	8.05 A. M.			8.05 A. M.		9.05 A. M.		10.05 A. M.	11.05 A. M.	12.05 P. M.							

SEE FOOTNOTES PAGE No. 7.

Suburban Subdivision—Eastward

FIRST CLASS								Timetable No. 4 October 26, 1969 STATIONS	FIRST CLASS						
52	54	56	994 C&O 13	58	996 B&O 7	60	906		908	62	12	64	538	66	68
Daily except Sunday	DAILY	DAILY	Sunday only	Daily except Saturday	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.		Daily ex. Sat. & Sun.	DAILY	Sunday & Holidays only	Daily ex. Sat. & Sun.	Sunday only	Daily except Sunday	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
A 2.10	A 3.10	A 4.10	A 4.30	A 5.10	A 5.40	A 6.10	A 6.20	A 6.40	A 7.10	A 7.25	A 8.10	A 8.10	A 9.10	A 10.40	
			4.20		5.30 P. M.										
s 2.00	s 3.00	s 4.00	4.17 P. M.	s 5.00		s 6.00	6.10	6.30	s 7.00	7.17	s 8.00	s 8.00	s 9.00	s 10.30	
s 1.58	s 2.58	s 3.58				s 5.58					s 7.58	s 7.58		s 10.28	
1.57	2.57	3.57		4.57		5.57	6.07	6.27	6.57	7.14	7.57	7.57	8.57	10.27	
s 1.53	s 2.53	s 3.53		s 4.53		s 5.53			s 6.53	s 7.09	s 7.53	s 7.53	s 8.53	s 10.23	
1.50	2.50	3.50		4.50		5.50	6.02	6.22	6.50	7.06	7.50	7.50	8.50	10.20	
s 1.49	s 2.49	s 3.49		s 4.49		s 5.49			s 6.49		s 7.49	s 7.49	s 8.49	s 10.19	
s 1.47	s 2.47	s 3.47		s 4.47		s 5.47			s 6.47		s 7.47	s 7.47	s 8.47	s 10.17	
s 1.44	s 2.44	s 3.44		s 4.44		s 5.44			s 6.44		s 7.44	s 7.44	s 8.44	s 10.14	
s 1.41	s 2.41	s 3.41		s 4.41		s 5.41			s 6.41		s 7.41	s 7.41	s 8.41	s 10.11	
							5.55 P. M.								
s 1.39	s 2.39	s 3.39		s 4.39		s 5.39		6.15 P. M.	s 6.39	7.01	s 7.39	s 7.39	s 8.39	s 10.09	
s 1.35	s 2.35	s 3.35		s 4.35		s 5.35			s 6.35		s 7.35	s 7.35	s 8.35	s 10.05	
s 1.30	s 2.30	s 3.30		s 4.30		s 5.30			s 6.30		s 7.30	s 7.30	s 8.30	s 10.00	
s 1.26	s 2.26	s 3.26		s 4.26		s 5.26			s 6.26		s 7.26	s 7.26	s 8.26	s 9.56	
s 1.23	s 2.23	s 3.23		s 4.23		s 5.23			s 6.23		s 7.23	s 7.23	s 8.23	s 9.53	
s 1.21	s 2.21	s 3.21		s 4.21		s 5.21			s 6.21	s 6.53	s 7.21	s 7.21	s 8.21	s 9.51	
s 1.17	s 2.17	s 3.17		s 4.17		s 5.17			s 6.17		s 7.17	s 7.17	s 8.17	s 9.47	
1.13 P. M.	s 2.13	3.13 P. M.		s 4.13		s 5.13			s 6.13	6.47	7.13 P. M.	s 7.13	s 8.13	s 9.43	
	2.05 P. M.			4.05 P. M.		5.05 P. M.			6.05 P. M.	s 6.41 P. M.		7.05 P. M.	8.05 P. M.	9.35 P. M.	

FOOTNOTES SUBURBAN SUBDIVISION

Between Kedzie and Chicago C&O/B&O trains operate over C&NW tracks and are governed by C&NW rules, timetable and special instructions.

On Holidays suburban trains will run on Sunday schedules.

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

EASTWARD

- No. 994 will back from Kedzie to Chicago.
- No. 902 and No. 904 will carry employees only.
- No. 906 and No. 908 will not carry passengers.
- No. 44 will not stop at River Forest on Saturday, Sunday and Holidays.

WESTWARD

- No. 1 on Saturday will stop at Geneva.
- No. 41 on Saturday terminates at West Chicago.
- No. 45 will stop at Keeler to discharge employees only.
- No. 65 on Sunday terminates at West Chicago.
- No. 181, No. 241, No. 301, No. 321, No. 387 and No. 441 will not carry passengers.
- No. 903 will carry employees only.

Westward—Rockwell Subdivision—Eastward

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FIRST CLASS				Mile Posts	Timetable		Distance from Kedzie	FIRST CLASS				
5	9	13	7		No. 4			10	6	8		
B&O Psgr.	C&O Psgr.	C&O Psgr.	B&O Psgr.		October 26, 1969			B&O Psgr.	B&O Psgr.	C&O Psgr.		
DAILY	Daily except Sunday	Sunday only	DAILY	STATIONS		DAILY	DAILY	DAILY				
A. M. 8:40	A. M. 10:25	P. M. 4:05	P. M. 5:15	2.2	} Y	2.2	A. M. 10:25	P. M. 3:57	P. M. 6:13			
				2.0		2.0						
				1.9		1.9						
A 8:50	A 10:31	4:11	A 5:25	0.7		0.7	10:20	3:52	6:08			
A. M.	A. M.	A 4:16 P. M.	P. M.	0.0		0.0	A. M.	P. M.	P. M.			
990	992	994	996				991	993	995			
A. M. 8:58	A. M. 10:35	P. M. 4:20	P. M. 5:30	2.6	1.0	A. M. 10:18	P. M. 3:50	P. M. 6:06				
A 9:08	A 10:45	A 4:30	A 5:40	0.0	2.6	10:10	P. M. 3:42	P. M. 5:58				
A. M.	A. M.	P. M.	P. M.		3.6	A. M.	P. M.	P. M.				

Between Kedzie and Chicago C&O/B&O trains operate on the suburban subdivision.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS BETWEEN OGDEN AVE. AND KEDZIE AND BETWEEN ROCKWELL JCT. AND WESTERN AVE.

Between B&O Connection and Kedzie and between Rockwell Jct. and Western Ave., C&O/B&O trains, and trains of other railroads, operate over tracks of the C&NW and are governed by C&NW rules, timetable and special instructions.

DOUBLE TRACK

Between Ogden Ave. and Kedzie

Between B&O Connection and Taylor St., C&O/B&O trains in both directions operate over track No. 4, the eastward main track, and will be governed by hand signals from the switchtenders at B&OCT crossing and Taylor St.

Between Taylor St. and Rockwell Jct. the westerly track is track No. 3 and is the scale and industry track. The center track is track No. 1 and is the westward main track.

The easterly track is track No. 2 and is the eastward main track.

Rule D-83—A signal to proceed at B&O Connection and Rockwell Jct. will indicate that superior trains due have left unless otherwise instructed.

Rule 83 (B)—Does not apply on Rockwell Subdivision.

Rule 97—Does not apply on Rockwell Subdivision.

Rule D-151—On double track trains must keep to the left unless otherwise instructed.

Rule 505—Automatic block signal system is in operation between Rockwell Jct. and Kedzie.

Westward trains must stop before passing stop sign located at B&OCT crossing, and further movement will be governed by hand signal from switchtender.

Eastward trains must stop before passing stop sign located at Taylor St., and further movement will be governed by hand signal from switchtender.

Movements against the current of traffic between Taylor St. and Rockwell Jct. and/or Kedzie may be arranged by and between the switchtenders at Taylor

St. and Rockwell Jct. and the control operator at Kedzie. Such movements will be governed by hand signal or interlocking signal. Movements against the current of traffic must be made at Reduced Speed not exceeding 10 MPH.

Switchtender at B&OCT crossing will use GREEN hand and lantern signals to govern movements using C&NW tracks.

Switchtender at Taylor St. will use WHITE hand and lantern signals to govern movements using C&NW tracks.

Between Ogden Ave. and Kedzie trains and engines must proceed at Reduced Speed not exceeding 15 MPH, and must be prepared to stop short of switch not properly lined.

Trains handling "piggy-backs" must not exceed 5 MPH while passing under the CTA "L" bridge at Lake Street, and crew members must make visual observation to ascertain that such cars will clear the bridge.

EAST WYE

Between Rockwell Jct. and Western Ave.

Movements from Rockwell Jct. to East Wye will be governed by hand signal from switchtender at Rockwell Jct. when on duty. When switchtender is not on duty, permission must be obtained by phone from operator at Kedzie.

Movements from East Wye through Western Ave. interlocking will be governed by signal indication displayed by interlocking dwarf signal. This dwarf signal and a derail are located at the east end of East Wye, controlled by control operator at Western Ave.

Movements from Western Ave. to East Wye will be governed by signal indication at Western Ave. interlocking.

Movements from East Wye to Rockwell Subdivision must stop at stop sign located at Rockwell Jct., and further movement will be governed by hand signal from switchtender when on duty. When switchtender is not on duty, permission must be obtained by phone from operator at Kedzie.

Between Rockwell Jct. and Western Ave. all trains and engines must proceed at Reduced Speed not exceeding 10 MPH.

Train and engine movements on the Rockwell Subdivision and on the East Wye are also governed by Special Instructions and Additional Speed Restrictions contained in this timetable.

Westward—Clinton Subdivision—Eastward

FIRST CLASS				Mile Posts	Distance from Geneva	Timetable No. 4		Capacity of Sidings	Distance from Clinton	FIRST CLASS			
		11	1			October 26, 1969				2	12		
		Sun. & Holidays only	Daily ex. Sun. & Holidays			STATIONS				Daily ex. Sun. & Holidays	Sun. & Holidays only		
		P. M.	P. M.							A. M.	P. M.		
		s 9.11	d 5.42			D. GENEVA	Y	101.6		As 8.10	As 6.41		
				35.5	0.0	1.7							
				37.2	1.7	3.4	GX INTERLOCKING	99.9					
				40.6	5.1	1.6	LA FOX	96.5					
				42.2	6.7	1.8	LX INTERLOCKING	94.9					
				44.0	8.5	3.4	ELBURN	93.1					
				47.4	11.9	3.2	MEREDITH	116 89.7					
				50.6	15.1	4.8	MAPLE PARK	86.5					
				55.4	19.9	0.1	CORTLAND	81.7					
				55.5	20.0	2.4	CO INTERLOCKING	81.6					
				57.9	22.4	0.4	YD INTERLOCKING	79.2					
		s 9.41	s 6.12	58.3	22.8	4.7	DQ DE KALB	78.8	s 7.35	s 6.05			
				63.0	27.5	1.3	MA INTERLOCKING	74.1					
				64.3	28.8	3.5	MALTA	115 72.8					
				67.8	32.3	1.9	HX INTERLOCKING	69.3					
				69.7	34.2	3.6	CRESTON	67.4					
				73.3	37.8	1.5	RX INTERLOCKING	63.8					
		s 10.03	s 6.34	74.8	39.3	4.2	Q ROCHELLE	62.3	s 7.10	s 5.40			
				79.0	43.5	3.0	FLAGG	58.1					
				82.0	46.5	1.7	AE INTERLOCKING	55.1					
				83.7	48.2	4.3	ASHTON	150 53.4					
				88.0	52.5	4.9	FRANKLIN GROVE	49.1					
				92.9	57.4	5.0	NA-NACHUSA	44.2					
		s 10.31	s 7.02	97.9	62.4	5.1	D DIXON	39.2	s 6.40	s 5.10			
				103.0	67.5	1.3	NQ INTERLOCKING	34.1					
		10.39	7.10	104.3	68.8	0.8	CQ NELSON	32.8	6.32	5.02			
				105.1	69.6	4.1	NJ INTERLOCKING	32.0					
				109.2	73.7	0.3	QX INTERLOCKING	27.9					
		s 10.50	s 7.20	109.5	74.0	3.4	DQ STERLING	27.6	s 6.26	s 4.56			
				112.9	77.4	1.9	GALT	24.2					
		10.57	7.27	114.8	79.3	3.8	AGNEW	22.3	6.19	4.49			
				118.6	83.1	5.2	ROUND GROVE	95 18.5					
		s 11.07	s 7.37	123.8	88.3	3.8	D MORRISON	13.3	s 6.10	s 4.40			
				127.6	92.1	9.3	UNION GROVE	9.5					
		11.25	7.55	0.1	101.4	0.2	CQ SECOND ST. TOWER	0.2	5.56	4.26			
		A 11.30 P.M.	A 8.00 P.M.	0.3	101.6		CLINTON	0.0	A. M. 5.55	P. M. 4.25			

SEE FOOTNOTES PAGE No. 7.

Westward—South Pekin Subdivision—Eastward

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SECOND CLASS			Mile Posts	Distance from Nelson	Timetable No. 4		Distance From South Pekin	Capacity of Sidings	THIRD CLASS					
383	381	387			October 26, 1969				386	388	380			
DAILY	DAILY	DAILY			STATIONS				DAILY	DAILY	DAILY			
			0.0	0.0	CQ.....	NELSON.....	93.5							
A. M.	P. M.	P. M.			DT	NELSON YARD.....	92.8		A	A. M.	P. M.			
12.30	12.30	6.00	0.7	0.7		NELSON JCT.....	90.6		A	4.10	A	7.25	A	4.10
12.40	12.40	6.10	2.9	2.9		VAN PETTEN.....	86.6			4.05	7.20	4.05		
12.46	12.46	6.16	6.9	6.9		D.....	HAHNAMAN.....	81.8	100	3.58	7.15	3.58		
12.53	12.53	6.23	11.7	11.7		D.....	NORMANDY.....	76.8		3.51	7.08	3.51		
1.00	1.00	6.30	16.7	16.7		D.....	MANLIUS.....	69.5	150	3.44	7.01	3.44		
1.10	1.10	6.40	24.0	24.0		D.....	LANGLEY.....	63.3		3.34	6.54	3.34		
1.18	1.18	6.48	30.2	30.2		D.....	BUDA.....	59.1	38	3.26	6.46	3.26		
1.25	1.25	6.55	34.4	34.4		D.....	BUDA JCT.....	57.8		3.19	6.39	3.19		
1.27	1.27	6.57	35.7	35.7		D.....	MORSE.....	52.8		3.17	6.37	3.17		
1.34	1.34	7.04	40.7	40.7		D.....	STORAGE.....	48.6	215	3.10	6.30	3.10		
1.40	1.40	7.10	44.9	44.9		D.....	BROADMOOR.....	46.8		3.04	6.24	3.04		
1.43	1.43	7.13	46.7	46.7		DQ.....	CAMP GROVE.....	42.2		3.01	6.21	3.01		
1.50	1.50	7.20	51.3	51.3		D.....	SPEER.....	35.7	100	2.54	6.14	2.54		
1.59	1.59	7.29	57.8	57.8		D.....	AKRON.....	29.9		2.45	6.05	2.45		
2.09	2.09	7.39	63.6	63.6		D.....	PIIONEER.....	21.4		2.35	5.55	2.35		
³⁸⁶ 2.21	³⁸⁰ 2.21	7.51	72.1	72.1		D.....	POTTSTOWN.....	16.4		³⁸³ 2.21	5.43	³⁸¹ 2.21		
2.33	2.33	8.03	77.1	77.1		D.....	LIMESTONE.....	15.3		1.38	5.08	1.38		
2.35	2.35	8.05	78.2	78.2		D.....	MOLITOR JCT.....	13.5		1.36	5.06	1.36		
2.40	2.40	8.10	80.0	80.0		D.....	PEORIA JCT.....	13.2		1.31	5.02	1.31		
³⁸⁸ 2.41	2.41	10.10	0.0	80.3		D.....	KEYSTONE SWITCH.....	10.3		1.30	³⁸³ 5.01 2.15	1.30		
			2.9	83.2		D.....	SOMMER.....	7.5	126	1.17	2.02	1.17		
2.54	2.54	10.23	5.7	86.0		CQ.....	SOUTH PEKIN.....	0.0		A	A. M.	P. M.		
A 3.10	A 3.10	A 10.40	13.2	93.5						1.00	1.45	1.00		

Trains and engines operating on P&PU tracks are governed by timetable and rules of the P&PU.

Trains and engines operating on CB&Q tracks Buda Jct. to Wyoming are governed by timetable and rules of the CB&Q.

BETWEEN PEORIA JCT. AND MOLITOR JCT.

All train and engine movements will be made on signal indications which supersede the superiority of trains between these points.

For movements from Adams Street Yard, a member of the crew must communicate with the train dispatcher for permission to enter the South Pekin Subdivision at Peoria Jct. Crews desiring such permission will identify themselves and will specify route to be used.

For movement from the Peoria Subdivision desiring to enter the South Pekin Subdivision at Molitor Jct., a member of the crew must communicate with the train dispatcher and will identify himself and specify the route to be used. Eastward trains from Peoria Subdivision must contact train dispatcher at South Pekin identifying themselves and specify route desired before leaving Maxwell.

BETWEEN P&PU CONNECTION (MP 3.75) AND PT CROSSING (MP 5.8), SOMMER

P&PU and TP&W trains and engines operate between MP 3.75 and MP 5.8.

All trains and engines must proceed at Restricted Speed.

When an eastward train or engine is stopped at absolute signal at PT crossing, if signal does not change to a more favorable aspect after gate has been placed across the PT track, member of the crew must communicate with train dispatcher for authority to proceed beyond the interlocking limits. The restrictions imposed by the aspects displayed by eastward absolute signal at PT crossing govern eastward trains and engines between PT crossing and westward absolute signal located at MP 3.75.

Westward—L&M Subdivision—Eastward

THIRD CLASS			SECOND CLASS		Mile Posts	Distance from South Pekin	Timetable No. 4		Distance from Madison	Capacity of Sidings	THIRD CLASS											
565	567	563	383	381			October 26, 1969				564	380	566	386	562							
I.C. Freight	I.C. Freight	I.C. Freight					STATIONS				I.C. Freight		I.C. Freight		I.C. Freight							
DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY						
			A. M.	P. M.	13.2	0.0	CQ SOUTH PEKIN Y	135.5														
			4.30	3.30			13.1		150			A. M.			P. M.							
			4.53	3.53	26.3	13.1	ALLEN	122.4				A	6.45		A	5.45						
			5.04	4.04	34.0	20.8	LUTHER	114.7					6.17			5.17						
			5.11	4.11	38.3	25.1	HUBLY	110.4					6.01			5.01						
			5.19	4.19	43.9	30.7	SWEETWATER	104.8					5.53			4.53						
			5.24	4.24	47.1	33.9	CULVER	101.6					5.46			4.46						
			5.31	4.31	51.4	38.2	DQ BARR	97.3	215				5.41			4.41						
			6.00	5.00	63.3	50.1	ARCHER	85.4	75				5.31			4.31						
			6.15	5.15	70.7	57.5	LICK	78.0					4.49			3.49						
			6.29	5.29	77.2	64.0	COMPRO	71.5					4.39			3.39						
					82.5	69.3	VIRDEN JCT.	66.2					4.29			3.29						
			6.41	5.41	83.3	70.1	VIRDEN	65.4	215				4.20			3.20						
			6.49	5.49	87.4	74.2	GIRARD	61.3					4.12			3.12						
					90.8	77.6	NILWOOD	57.9														
					99.7	86.5	WOMAC	49.0														
			7.45	6.45	111.7	98.5	DQ BENLD Y	37.0	120				2.10			2.01						
			7.59	6.59	116.0	102.8	MINE 14 SWITCH	32.7					1.57			1.28						
			8.10	7.10	119.2	106.0	CQ DECAMP JCT. Y	29.5					1.47			1.18						
			8.19	7.19	123.3	110.1	WORDEN	25.4					1.37			1.08						
			8.28	7.28	127.9	114.7	LOVE	20.8	100				1.27			12.58						
			8.40	7.40	134.2	121.0	EDWARDSVILLE	14.5	70				1.13			12.44						
-A. M.-	-A. M.-	-P. M.-	8.55	7.55	139.1	125.9	C GLEN	9.6				-A. M.-	A	1.32	-A. M.-	A	6.25	-P. M.-	A	3.57		
			3.27	6.32	143.5	130.3	STALLINGS	5.2	184				1.23			12.53				12.24		
			3.36	6.54	146.5	133.3	COCHEM	2.2					1.23			12.43				6.11		
			3.42	7.00	148.1	134.9	L&M JCT.	0.6					1.18			12.35				5.48		
			3.45	7.03	148.7	135.5	CQ MADISON Y	0.0					1.16			12.31				5.46		
A	A	A	3.50	7.05									1.15			12.30				5.45		
A. M.	A. M.	P. M.											A. M.			A. M.				P. M.		
																					12.01	
																					P. M.	
																						3.40
																						P. M.

IC trains and engines operate between Glen and Madison and are governed by C&NW timetable and rules.

Between Madison and Bridge Jct., trains and engines operate over the tracks of the IT and are governed by timetable and rules of that railroad.

Auxiliary track at Cochem will be used exclusively by IC trains and engines.

Between Bridge Jct. and Q tower, C&NW trains and engines are governed by rules and special instructions of the TRRA.

Westward trains must communicate with operator at LeClaire tower (Edwardsville) to ascertain whether they have signal to proceed beyond LeClaire tower. If not, trains must stop before blocking street crossings in Edwardsville.

Westward—Stockton Subdivision—Eastward

				Timetable No. 4 October 26, 1969 STATIONS			
			Mile Posts	Distance from Chicago		Distance from Galena Jct.	Capacity of Sidings
			10.3	10.3	..... FOREST PARK	147.3	A
			11.6	11.6	..... MAYWOOD	146.0	
			13.1	13.1	..... BELLWOOD	144.5	
			16.8	16.8	..... ELMHURST	140.8	43
			18.5	18.5	..... VILLA PARK	139.1	
			20.9	20.9	..... LOMBARD	136.7	
			25.6	25.6	D..... CAROL STREAM	132.0	
			30.7	30.7	D..... INGALTON	126.9	87
			32.3	32.3	..... WEST CHICAGO JCT.	125.3	
			35.9	35.9	D..... ST. CHARLES	121.7	
			41.4	41.4	..... WASCO	116.2	65
			45.6	45.6	..... LILY LAKE	112.0	52
			48.6	48.6	..... VIRGIL	109.0	
			56.6	56.6	DQ..... SYCAMORE	101.0	222
			59.3	59.3	..... FIVE POINTS	98.3	
			64.1	64.1	..... CLARE	93.5	
			69.8	69.8	D..... ESMOND	87.8	138
			74.9	74.9	..... LINDENWOOD	82.7	
			78.4	78.4	..... HOLCOMB	79.2	55
			83.4	83.4	..... STILLMAN VALLEY	74.2	
			87.8	87.8	DQ..... BYRON	69.8	
			96.7	96.7	..... EGAN	60.9	
			100.9	100.9	D..... GERMAN VALLEY	56.8	
			106.7	106.7	..... SOUTH FREEPORT	50.9	222
			114.3	114.3	..... BOLTON	43.3	
			120.0	120.0	..... PEARL CITY	37.6	
			124.9	124.9	..... KENT	32.7	
			131.1	131.1	D..... STOCKTON	26.5	
			138.6	138.6	..... WOODBINE	19.0	
			143.3	143.3	D..... ELIZABETH	14.3	
			146.6	146.6	..... NORTH HANOVER	11.0	222
			153.6	153.6	..... RICE	4.0	
			157.6	157.6	..... GALENA JCT.	0.0	

Stockton Subdivision trains must communicate with the West Chicago yard office before entering the Freeport Subdivision.

WESTWARD **STAUNTON SUBDIVISION** EASTWARD

Distance from Decamp Jct.		Timetable No. 4 October 26, 1969 STATIONS	Distance from Mt. Olive	
0.0	CQ.....	DECAMP JCT.....	7.8	A
1.0		STAUNTON.....	6.8	
5.6		KARNES.....	2.2	
7.8		MT. OLIVE.....	0.0	

A

Eastward Staunton Subdivision trains must communicate with train dispatcher before entering L&M Subdivision.

WESTWARD **ST. CHARLES SUBDIVISION** EASTWARD

Distance from Geneva		Timetable No. 4 October 26, 1969 STATIONS	Distance from St. Charles	
0.0	D.....	GENEVA.....	2.1	A
2.1		ST. CHARLES.....	0.0	

A

Eastward St. Charles Subdivision trains must communicate with train dispatcher before entering Suburban Subdivision.

WESTWARD **AURORA SUBDIVISION** EASTWARD

Distance from Geneva		Timetable No. 4 October 26, 1969 STATIONS	Distance from Aurora	
0.0	D.....	GENEVA.....	8.2	A
2.7		BATAVIA.....	5.5	
5.1		NORTH AURORA.....	3.1	
8.2		AURORA.....	0.0	

A

Eastward Aurora Subdivision trains must communicate with train dispatcher before entering Suburban Subdivision.

WESTWARD **CHURCHILL SUBDIVISION** EASTWARD

Distance from Churchill		Timetable No. 4 October 26, 1969 STATIONS	Distance from Seatonville Jct.	
0.0		CHURCHILL.....	4.9	A
2.8		LADD.....	2.1	
3.0		LADD JCT.....	1.9	
4.9		SEATONVILLE JCT.....	0.0	

A

Between Ladd and Seatonville Jct., track will be used jointly by the PC and C&NW. PC rules govern.

C&NW crews must obtain permission to operate over PC trackage between Churchill and Seatonville Jct. by calling PC from phone in box at Churchill. Dial 1-447-2292.

WESTWARD **SPRING VALLEY SUBDIVISION** EASTWARD

Mile Posts		Distance from De Kalb		Timetable No. 4 October 26, 1969 STATIONS	Distance from Spring Valley	Capacity of Sidings
21.1	4.3	DQ.....	SYCAMORE.....	33		
26.0	0.0	DQ.....	DE KALB.....	50.7	31	A
31.8	5.4		ELVA.....	45.3	23	
35.2	8.8		McGIRR.....	41.9		
38.9	12.8		CB&Q CROSSING.....	37.9		
46.2	20.1		ROLLO.....	30.6		
52.4	26.3		EARLVILLE.....	24.4		
60.1	33.9		TRIUMPH.....	16.8		
63.8	37.6	D.....	TROY GROVE.....	13.1		
66.6	40.5		DIMMICK.....	10.2		
71.3	43.0		CHURCHILL.....	5.7		
71.9	45.6		LA SALLE JCT.....	5.1		
76.9	50.7		SPRING VALLEY.....	0.0		

A

Class "AAA" and Class "AA" engines, except GP-7 type engines, must not operate on Spring Valley Subdivision between De Kalb and Spring Valley. Stockton Subdivision trains must contact agent De Kalb for permission to enter Spring Valley Subdivision.

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

Between La Salle Jct. and Churchill the main track will be used jointly by the LS&BC and C&NW.

Between CB&Q Crossing at Earlville and 0.5 mile east of Earlville, the main track will be used jointly by the CB&Q and the C&NW. Rule 93 (Revised) governs.

Spring Valley Subdivision trains must communicate with train dispatcher before entering Clinton Subdivision.

SPEED RESTRICTIONS

16

LOCATION	Restrictions	LOCATION	Restrictions
	Miles per Hour		Miles per Hour
	All Trains		All Trains
SOUTH PEKIN SUBDIVISION		STAUNTON SUBDIVISION	
Maximum speed, miles per hour, all trains	48	Maximum speed, miles per hour, all trains	10
MP 2.9 to 3.5 Over spring switch and to approach signal for spring switch Eastward	30	SPRING VALLEY SUBDIVISION	
MP 3.5 to 4.3 Between westward approach signal and westward absolute signal, CB&Q Interlocking, 4.2 miles west of Nelson	40	BETWEEN SYCAMORE AND SPRING VALLEY	
MP 4.4 Over CB&Q crossing	40	Maximum speed, miles per hour, all trains	40
MP 14.6 Over CB&Q crossing 3.0 miles west of Hahnaman	40	MP 21.1 to 25.1 Between Sycamore and CMStP&P crossing 1.0 mile east of DeKalb	10
MP 22.9 Through spring switch, entering or leaving east end of siding, Manlius	25	MP 25.1 CMStP&P crossing 1.0 mile east of DeKalb	Stop
MP 44.4 Through spring switch, entering or leaving east end of siding, Storage	25	MP 25.1 to 26.0 Between CMStP&P crossing 1.0 mile east of DeKalb and DeKalb	10
MP 46.5 Through spring switch, entering or leaving west end of siding, Storage	25	DeKalb Lincoln Highway crossing	Stop
MP 70.8 At Signal 141, east of Pioneer Westward	35	DeKalb Lincoln Highway crossing to Taylor Street	10
MP 71.6 Over spring switch, east end of double track, Pioneer, Eastward	25	MP 27.2 to 41.0 Between Taylor Street DeKalb and 0.8 mile west of Shabbona Grove	15
MP 71.6 to 77.1 Between Pioneer and Pottstown Eastward	25	MP 51.0 to 64.3 Between 1.4 miles east of Earlville and 0.5 mile west of Troy Grove	15
MP 77.1 Over spring switch, west end of double track, Pottstown Eastward	25	MP 64.3 to 66.5 Between 0.5 mile west of Troy Grove and Dimmick	25
MP 80.0 Molitor Jct., within interlocking limits: Straight Route	30	MP 66.6 IC Crossing, Dimmick, within interlocking limits	20
MP 80.3 Peoria Jct., within interlocking limits: Diverging Route	15	MP 66.7 to 75.4 Between Dimmick and east switch Shaft #2	25
MP 80.3 Peoria Jct., within interlocking limits: Straight Route	30	MP 75.4 to 76.9 Between east switch Shaft #2 and Spring Valley	10
MP 80.3 Peoria Jct., within interlocking limits: Diverging Route	20	BETWEEN CHURCHILL AND LADD	
MP 5.7 Over PT crossing, Sommer	20	Maximum speed, miles per hour, all trains	20
MP 8.7 to 9.0 Over Bridge 1731, Illinois River	25	ST. CHARLES SUBDIVISION	
MP 9.7 At eastward approach signal to Illinois River Bridge No. 1731 Eastward	25	Maximum speed, miles per hour, all trains	10
MP 12.5 Over spring switch, east of South Pekin, Reduced Speed, not exceeding	20	MP 35.7 Junction with C&NW, Geneva	Stop
L&M SUBDIVISION		MP 36.2 State St., Geneva	Stop
BETWEEN SOUTH PEKIN AND DECAMP JCT.		MP 37.0 Van Sloklen's Crossing	Stop
Maximum speed, miles per hour, all trains	48	MP 37.8 Prairie Street	Stop
MP 14.5 Over spring switch west end of yard, South Pekin, Reduced Speed, not exceeding	20	AURORA SUBDIVISION	
MP 27.6 Through spring switch, entering or leaving west end of siding, Allen	25	Maximum speed, miles per hour, all trains	10
MP 34.2 Over IC crossing, Luther, within interlocking limits	40	MP 35.7 Junction with C&NW, Geneva	Stop
MP 48.3 Through spring switch, entering or leaving east end siding, Barr	25	MP 41.5 State St., North Aurora	Stop
MP 50.6 to 52.1 Between westward and eastward approach signals, C&IM crossing, Barr	30	PEORIA SUBDIVISION	
MP 84.0 Through spring switch, entering or leaving west end of siding, Virden	25	Maximum speed, miles per hour, all trains	35
MP 112.2 IT crossing 0.5 mile west of Benld	Stop	MP 487.8 to 483.5—Peoria to Maxwell	15
MP 119.2 DeCamp Jct., within interlocking limits	20	MP 472.3—Elm Mine tracks	10
BETWEEN DECAMP JCT. AND GLEN		MP 452.9 to 451.8—On curves	15
Maximum speed, miles per hour, all trains	40	MP 451.8 to 450.7—On curves	25
MP 119.2 Over DeCamp Jct. Switch	20	MP 438.8 to 434.4—On curves	30
MP 123.5 Over IT crossing, Worden	20	MP 425.3 to 424.4—Monmouth, over CB&Q crossing and around curves	20
MP 133.5 to 134.4 Between Troy Road and Chapman Street, Edwardsville	20	MP 399.0 to 397.5—Over Blackhawk and Mississippi River Bridges	10
MP 135.1 Over IT crossing, Edwardsville	20	MP 372.6—CB&Q Crossing, Winfield, within interlocking limits	20
MP 136.3 to 138.8 Edwardsville	30	MP 302.8 to 300.8—Oskaloosa, over street crossings	10
BETWEEN GLEN AND L&M JCT.		STOCKTON SUBDIVISION	
Maximum speed, miles per hour, all trains	48	Maximum speed, miles per hour, all trains	35

ADDITIONAL SPEED RESTRICTIONS

(A) The speed of a train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) Trains handling wrecking derricks or scale test cars must not exceed speed indicated below:

SUBDIVISIONS	Wrecking	Scale Test
	Derricks MPH	Cars MPH
Suburban and Clinton	35	30
South Pekin and L&M	25	30
Other Subdivisions	25	20

Wrecking derricks and scale test cars will be handled only upon specific instructions from Chief Train Dispatcher. Scale test cars are to be placed in train next ahead of caboose. Exception: Scale test car CNWX 263627 is not restricted in speed, but must be handled next ahead of caboose.

(C) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

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

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

The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 MPH.

(E) Trains handling loaded "Magor" air dump cars 11715 to 11913 inc., odd numbers, must not exceed 45 MPH. Empty cars can be handled at timetable speed.

(F) Trains handling cars as indicated must not exceed speed below:

Loaded ore cars	30 MPH
Empty ore cars	40 MPH
Hopper cars loaded with ore	40 MPH
Gondola cars loaded with ore	40 MPH
Unit coal and grain trains	40 MPH

(G) Trains handling the following yard engines in tow must not exceed a speed of 35 MPH:

11 to 15 inc., 90, 93, 101, 102, 1007 to 1015 inc., 1027 to 1035 inc., 1077 to 1079 inc., 1083 to 1099 inc., 1223 to 1236 inc., 1248 to 1267 inc.

Trains handling other yard engines in tow must not exceed a speed of 45 MPH.

(H) A train moving against the current of traffic in double or three or more track territory must not exceed 20 MPH at any point, and must not exceed 10 MPH through turnouts and over highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed 10 MPH approaching the terminals between which the reverse movement is being made.

(I) Movements into or out of the east end of California Avenue coach yard may be made with streamliner, bi-level, or other cars 85 feet in length provided the movement is made to or from the North Yard lead onto or from C&NW main track No. 4 and such movements must not exceed 5 MPH until clear of Western Avenue Interlocking.

(J) The speed of back-up movements of trains must not exceed 10 MPH over Lake Street, Clinton Street and Kedzie interlockings, into and out of California Avenue coach yard.

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

(K) **BOYS HOME SIDING**

Do not exceed 10 MPH while operating on track serving the Boys Home.

(L) **ELBURN**

Do not exceed 5 MPH on Elburn Packing Co. track.

(M) **NELSON**

Movements over Dixon-Rock Falls black-top crossing must not exceed 10 MPH on westward main track or 20 MPH on eastward main track, from the time the circuit is actuated until the engine or leading car has passed over this crossing.

(N) **ROCKFORD**

Do not exceed 10 MPH on old KD Line at Rockford.

SPECIAL INSTRUCTIONS

RULE M (Additions)

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

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

POSITIVE BLOCK

Definitions:

POSITIVE BLOCK—Where only one train is allowed in a block.

POSITIVE BLOCK IN ADVANCE OF MOVEMENT—Where no train or engine is allowed in a block in advance of a specified movement.

- (1) When a train or engine is moved under positive block in advance of movement, authority for the movement must not be issued until the train dispatcher is assured that the block to and including the last named station in advance of the movement is clear.
- (2) No train or engine may occupy the track upon which the movement is to be made at any point within the block to and including the last named station in advance of a train or engine moving under positive block protection.
- (3) When practicable, authority for movement under positive block protection must be given by train order; the train order must first be issued to other trains and engines affected and to operators on duty.

POSITIVE BLOCK (Continued)

- (4) When not practicable to issue train order authority for movement under positive block protection, verbal authority will be given and instructions must be repeated by conductor or engineer to insure correct understanding. Before issuing verbal authority, the train dispatcher must issue verbal instructions to other trains and engines affected, and to operators on duty, and instructions must be repeated to insure correct understanding.

RULE 1

STANDARD TIME

Clocks showing Central Standard Time are located at:

Chicago	Operator's office.
40th Street	Engineers' room.
	Yard office.
Wood Street	Yard office.
	East end yard 5.
Proviso	Diesel Ramp.
	Operator's office.
West Chicago	Yard office.
Geneva	Operator's office.
De Kalb	Operator's office.
Sycamore	Agent's office.
Stockton	Operator's office.
Oskaloosa	Operator's office.
Monmouth	Operator's office.
Rochelle	Agent's office.
Nelson	Operator's office.
Freeport	Freight office.
Rockford	Freight office.
Belvidere	Freight office.
East Elgin	Freight office.
South Pekin	Train dispatcher's office.
	Yard office.
Benld	Operator's office.
Madison	Operator's office.

RULE 5 (Modified)

The numbers of the trains to be met or passed, shown in small figures adjoining schedule, will not be shown on Suburban Subdivision.

RULE 6 (Revised)

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

- A—Arrive
- s—Regular stop
- f—Flag stop to receive or discharge traffic.
- d—Stop to receive or discharge revenue passengers (see timetable footnote)

RULE 6 (A) (Revised)

The following letters when placed in the station column indicate:

- C—Train order office open continuously
- D—Train order office open as specified by special instructions
- Q—Radio installation
- Y—Yard Limits

RULE 8 (k)

Conductors or trainmen giving lantern signals as prescribed by Rule 8 (a) through 8 (g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

RULES 12, 14, 14 (A) AND TRAIN ORDER FORM Y

Flags and lights prescribed by Rules 12, 14, 14 (A) and train order Form Y will be displayed as follows:

- (a) **ON SINGLE TRACK.**—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) **ON DOUBLE TRACK AND TWO MAIN TRACK CTC.**—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) **ON THREE OR MORE TRACKS.**—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; for inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 15 ENGINE WHISTLE SIGNALS

(e) In the application of Rule 15 (e) westward trains using track No. 2 between Chicago and WX Interlocking will sound whistle signal 15 (g) preceding 15 (e) when recalling flagman.

RULE 15 ORDINANCES—SOUNDING WHISTLE

No railroad company shall cause or allow the whistle of any engine to be sounded within the City of Chicago; between Chicago and Winfield, inclusive; nor within the corporate limits of Elburn, Dixon and Morrison, except that whistle must be sounded for the County Farm crossing located between Wheaton and Winfield.

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right-of-way; when two or more trains are meeting or passing in the vicinity of crossings at grade; for train communication; when the view is restricted by weather, curvature of the track, or any other unusual conditions, or whenever a situation of danger or potential danger arises which danger may be lessened or eliminated by the sounding of the horn or whistle.

RULE 19

In the application of Rule 19, where electric markers are provided they must be used.

RULE S-71 SUPERIOR DIRECTION

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

RULE D-83

Rule D-83 does not apply at Noble Street; Western Avenue; Kedzie; Kenton Avenue; Vale; JN Interlocking; HM Interlocking; NI Interlocking and Nelson. At these stations, a signal indication authorizing an inferior train to proceed will indicate that all first class trains due have left, unless otherwise instructed by the train dispatcher.

RULE 83 (A)**REGISTER STATIONS**

Chicago (a)	West Yard (b)	Oskaloosa
Proviso (b)	Glen (e)	Monmouth
DeKalb (c)	Belvidere	Sycamore
Rochelle (c)	Rockford	South Pekin
Nelson Yard (c)	Freeport	Bend
Sterling (c)	Forest Park (e)	Madison (f)
Clinton (d)		

- (a) Chicago is a register station for eastward passenger trains only.
- (b) Proviso and West Yard are register stations for freight trains only.
- (c) DeKalb, Rochelle, Sterling, and Nelson Yard are register stations only for trains originating and terminating.
- (d) Clinton is a register station for passenger trains only.
- (e) Trains will register by register ticket.
- (f) IC trains will register at Madison by register ticket.

RULE 83 (B)**CLEARANCE**

(a) Unless otherwise provided, trains will not be required to obtain a Clearance at initial subdivision station when same is a non-communicating office or the office is closed.

(b) Rule 83 (B) does not apply at Kedzie.

(c) Rule 83 (B) does not apply at Geneva, except as follows:

Westward trains originating at West Chicago yard must obtain a Clearance at Geneva when office is open. When office is closed, Clearance must be obtained at Tower JB.

Eastward first class trains, except No. 2 and No. 12, must obtain a Clearance at Geneva when communicating office is open.

(d) Eastward Suburban Subdivision trains, originating at West Chicago yard, must obtain a Clearance at Tower JB. This will permit operator at Tower JB to accept train orders for such trains without displaying a stop indication on train order signal.

(e) Westward Freeport Subdivision and westward Stockton Subdivision trains must obtain a Clearance at Tower JB.

(f) At Belvidere a red disc in the first window west of the door on the north side of the yard office, and at Freeport a red disc in the center bay window of the operator's office, will be used as a train order signal. Trains must obtain a Clearance when red disc is displayed. Crews originating or turning at, or passing through, Belvidere or Freeport, must ascertain if red disc is displayed.

(g) Trains must obtain a Clearance at DeCamp Jct.

(h) Westward trains must obtain a Clearance at Glen.

(i) Trains entering South Pekin Subdivision from CE&Q Ry. at Buda Jct. must obtain a Clearance at Buda Jct.

(j) Trains entering South Pekin Subdivision from Peoria Subdivision at Molitor Jct. must obtain a Clearance at Molitor Jct. This does not apply to movements to or from Adams Street yard via Peoria Jct.

(k) Rule 83 (B) does not apply to Spring Valley Subdivision trains at DeKalb.

RULE 84 (A) (New Rule)

Trainmen operating on complete push-pull trains, when train is ready to proceed, will close all the doors, which will actuate a light in the engineer's cab. When the engineer receives this starting light, train will proceed without a hand signal. If for any reason this procedure cannot be followed, such as malfunctioning doors, ice and snow accumulations, passengers opening doors, etc., to avoid delay to train proceed signal may be given by communicating buzzer or hand signal.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and third class trains, extra trains and engines must move within yard limits at Reduced Speed unless the main track is known to be clear.

SPECIAL INSTRUCTIONS

RULE 93 (Revised)—Continued

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at Reduced Speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

RULE 97 TRAIN ORDERS

Rule 97 does not apply between the following stations:

Forest Park and West Chicago	Sycamore and DeKalb
Geneva and Aurora	DeCamp Jct. and Mt. Olive
Geneva and St. Charles	Jct. Switch and W. Elgin
Churchill and Seatonville Jct.	

Between Chicago and Geneva, in double track or three or more track territory, extra trains may be run without Form G or Form H train orders.

In other double track, or three or more track territory, extra trains, except those carrying passengers, may be run without Form G or Form H train orders.

RULES 98, 98(A) AND 98(B) CROSSINGS, JUNCTIONS AND DRAWBRIDGES (Not Interlocked)

C&NW	West Chicago, Geneva, DeKalb, Jct. Switch, Sycamore and Oskaloosa.
CMS&P	At MP 24.9, Spring Valley Sub-division.
CB&Q	Agnew.
CB&Q	Sterling 0.2 mile west of station.
CB&Q	0.5 mile east of Earlville.
PC	Churchill.
LS&BC	La Salle Jct.
CB&Q	Buda Jct.
IT	Benld.
C&NW	DeCamp Jct., Staunton Subdivision.
CB&Q	Monmouth.

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

"Trainmen will call A&S supervisor in Superintendent's office from the telephone located at the crossing, and obtain permission to make crossing over A&S tracks. If permission is granted, both gates which are normally set against train movement over the crossing on the spur track and which display a red light will be unlocked and set against A&S movement. Signals on the A&S at the crossing will then display stop indication in both directions. Crews will then wait one and one half minutes before proceeding over crossing. Proceed over crossing, reset and lock both gates against crossing movement on spur track. On return movement out of Koppers Plant the same procedure will be followed."

(b) C&NW West Chicago.

Crossing gates are normally set against old Freeport Subdivision main track. Movements on the old Freeport main track will stop short of the crossing gates and if there is no conflicting movement will line the gates against movement on the new Freeport main track and will proceed over the crossing. When movement is completed the gates must be restored to normal position and locked.

RULE 99**THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.**

(1) Protection against following trains as required by Rule 99 is not necessary between Freeport and Belvidere on the Freeport Subdivision, on the Spring Valley Subdivision, between Monmouth and Oskaloosa on the Peoria Subdivision, and between Sycamore and Galena Jct. on the Stockton Subdivision.

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed by train order to protect against the following train. If it is not practical to do so, the following train must be instructed to protect against the train ahead. The following forms of train orders will be used:

If it is not practical to contact the train ahead, the following train must be given a train order in this form: "Extra 1707 West protect against Extra 1709 West occupying main track between and without flag protection".

If it is practical for the train ahead to provide protection, both trains must be given a train order in the following form: "Extra 1709 West protects against Extra 1707 West between and after 10:15 AM".

(2) On the Freeport Subdivision between Belvidere and West Chicago second and third class trains, extra trains and engines may occupy the main track at Stations between station-one-mile signs protecting against scheduled trains only, and extra trains must approach and operate between station-one-mile signs prepared to stop expecting to find the main track occupied between the station-one-mile signs.

(3) Where there are yard limit signs or where the trackage has been designated as within yard limits, Rule 93 (Revised) is in effect.

When trackage is indicated by yard limit signs as being within yard limits and designated in Timetables, general orders or train orders as being within yard limits, Rule 93 (Revised) will govern. To designate new or additional territory as being within yard limits by general order or train order, the following form will be used: "Effective .. (time) .. (date) .., the territory between and (or including) is designated as yard limits and Rule 93 (Revised) will apply."

When Items 1, 2 and 3 are not applicable on certain portions of trackage over which an assignment operates, the crew can be relieved of providing protection by train orders in the following form:

- "Eastward trains between H and F, except Extra 1709 East, wait at H until 11:01 P.M."
- "Engine 1707 run extra C to A has right over all trains between B and A, 9:15 A.M. until 12:01 P.M."
- "Extra 1730 West has right over all trains between A and C, 6:01 P.M. until 11:01 P.M."
- "Engine 1730 run extra A to D and return to A has right over all trains between A and D, from .. (time) .. until .. (time) .."
- Run late or wait orders may be used for overdue or delayed regular trains.

Under the provisions of B, C and D, Extra trains have exclusive rights between the points designated between the times specified.

The above provisions do not apply to work extras. Work extras will be governed by Form H train orders and Rule 93 (Revised) where applicable.

RULE 101 (C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

RULE 103 (E)

Rule 103 (E) does not apply on C&NW Railway and affiliated lines.

RULE 103 (F)

Crossing protection controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

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

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

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

Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Public crossings at grade must not be blocked unless absolutely necessary and every effort must be made to permit vehicular traffic to proceed when safety permits.

RULE 104 (G) (New Paragraph)

Engines must not be operated over live rails of track scales.

SPECIAL INSTRUCTIONS

20

RULE 104 (H)	SPRING SWITCHES
NELSON JCT.	At west end of double track; normal position is for eastward movements.
MANLIUS.	At east end of siding; normal position is for the main track.
STORAGE.	At both ends of siding; normal position is for main track.
PIONEER.	At east end of double track; normal position is for westward movements.
POTTSTOWN.	At west end of double track; normal position is for eastward movements.
ADAMS ST. YARD.	At C&NW connection with P&PU main track; normal position is for P&PU main track.
SOUTH PEKIN YARD.	1. At east end of South Pekin yard; normal position is for westward trains to enter yard lead. 2. At the junction of the load yard lead, and the empty yard lead at west end of South Pekin yard; normal position is for the load yard lead.
ALLEN.	At west end of siding; normal position is for the main track.
BARR.	At east end of siding; normal position is for the main track.
VRDEN.	At west end of siding; normal position is for the main track.
JN INTERLOCKING.	At east end of track 4, located 315 feet east of 25th Ave., Melrose Park; normal position is for main track.
MAXWELL.	Normal position is for main track.
ELM.	East leg of Wye; normal position is for main track.

RULE 104 (J)
 Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow posts will identify the location of fouling points.

RULE D-107 (Addition)
 When two passenger trains are nearing a station from the same or opposite directions at the same time and only one of them is scheduled to stop, the train to stop must reduce speed to let the other pass the station before it arrives. When two trains going in the same or opposite directions arrive at a station and both are scheduled to stop, the less important train will not go to platform until the other train has departed.

Between Chicago and Geneva, Chicago and Harvard and Chicago and Kenosha, except on track elevation or depression where tracks are separated by fences, trains will not enter a station with main tracks separated by fences at which a passenger train in the same or opposite direction is standing or at which it is stopping to receive or discharge passengers until first bringing train to a stop, after which they may proceed slowly and with caution through such station platform limits. Where but one inter-track fence is located it will be considered as an inter-track fence for all main tracks at such station.

When a train is starting from a station, or is "lying-back" to permit a train in the opposite direction to enter the station first, the train starting from the station or "lying-back" will blink the headlight twice as an indication to the approaching train that the latter may enter or pass through the station in accordance with Rule D-107.

Freight trains must not obstruct the free passage of passengers between passenger station platforms or street crossings when passenger trains are due.

RULE 109 (Addition) BULLETIN BOARDS
 General Orders supersede any rules or special instructions with which they conflict.

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

Trainmaster's notices, Master Mechanic's notices, bulletins, circulars, etc., containing other instructions or matters of information will also be posted on the same bulletin boards.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

CHICAGO TERMINAL DIVISION LOCATIONS	
Chicago.	Conductors' room Trainmen's room Backup foremen's room
40th Street.	Welfare room, east end Crawford Ave. Welfare room, west end Chicago Ave. Enginemen's room, Bldg. M-2 Diesel ramp, Bldg. M-19-A
Proviso.	Operator's office Crew caller's office Diesel ramp Yard 1, yard office Yard 5, east end, yard office Yard 9, yard office Top of Hump, yard office Middle, yard office
California Ave.	Locker room, welfare building
Wood Street.	Yard office
State Street.	Yard office
Irondale.	Agent's office

GALENA DIVISION LOCATIONS	
West Chicago.	Yard office
De Kalb.	Agent's office; welfare room
Rochelle.	Agent's office
Sterling.	Welfare room
Nelson.	Yard office; hotel
Clinton.	Passenger station; yard office
Belvidere.	Welfare room
Rockford.	Agent's office
Freeport.	Agent's office
Elgin.	Agent's office
Sycamore.	Agent's office
Stockton.	Operator's office
Middle Grove.	Operator's office
Monmouth.	Operator's office
Oskaloosa.	Operator's office
South Pekin.	Welfare room; yard office
Benld.	Welfare room; agent's office
Edwardsville.	Welfare room
Madison.	Operator's office

- RULE D-151 MAIN TRACKS**
- (a) **SINGLE TRACK** is in operation between:

West Chicago and Freeport	Geneva and Aurora
Sycamore and Spring Valley	Churchill and Seatonville Jct.
Nelson Jct. and Pioneer	DeCamp Jct. and Mt. Olive
Pottstown and Madison	Molitor Jct. and Oskaloosa
Geneva and St. Charles	Forest Park and Galena Jct.
 - (b) **DOUBLE TRACK** is in operation between:

Vale and HM Interlocking
NJ Interlocking and Second Street Tower
Nelson Yard and Nelson Jct.
Pioneer and Pottstown
Ogden Ave. and Kedzie

 On double track, trains must keep to the left.
 - (c) **THREE MAIN TRACKS** are in operation between:

Harding Ave. and Lathrop Ave.
HM Interlocking and NI Interlocking
 - (d) **FOUR MAIN TRACKS** are in operation between:

Clinton Street and Kedzie
Lathrop Ave. and Vale
NQ Interlocking and NJ Interlocking
 - (e) **FIVE MAIN TRACKS** are in operation between:

Kedzie and Harding Ave.

 - (f) **TWO MAIN TRACK CTC** is in operation between:

WX Interlocking and NQ Interlocking

 - (g) **THREE MAIN TRACK CTC** is in operation between:

NI Interlocking and WX Interlocking

SPECIAL INSTRUCTIONS

RULE D-151—Continued

CURRENT OF TRAFFIC ON THREE OR MORE TRACKS

Three tracks beginning with the south track as No. 1, are numbered consecutively to the north except between Lathrop Ave. and Vale where track A-1 is the south track.

(a) CLINTON STREET AND KEDZIE

TRACK No. 1—Westward scheduled movements and extra trains carrying passengers.

TRACK No. 2—Eastward scheduled movements and extra trains carrying passengers.

TRACK No. 3—Westward unscheduled movements.

TRACK No. 4—Eastward unscheduled movements.

(b) KEDZIE AND HARDING AVENUE

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

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

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

TRACK No. 4—Eastward unscheduled movements.

TRACK No. 5—Eastward unscheduled movements.

(c) HARDING AVENUE AND KENTON AVENUE

TRACK No. 1—Westward movements.

TRACK No. 2—Eastward movements.

TRACK No. 3—Eastward freight movements.

Eastward passenger train movements may be made on track No. 3 from Kenton Avenue to Harding Avenue upon receiving signal indication and train will operate at Restricted Speed. Before such a movement is authorized by the train dispatcher, arrangements must be made between the switchtender at Harding Avenue and the train dispatcher.

(d) KENTON AVENUE AND LATHROP AVENUE

TRACK No. 1—Westward movements.

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

TRACK No. 3—Eastward movements.

(e) LATHROP AVENUE AND VALE

TRACK No. A-1—Westward movements.

TRACK No. 1—Westward movements.

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

TRACK No. 3—Eastward movements.

(f) HM INTERLOCKING AND NI INTERLOCKING

TRACK No. 1—Westward movements.

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

TRACK No. 3—Eastward movements.

Crossover movements to or from track No. 2 are prohibited, except as permission is granted by authority of the train dispatcher.

A dispatchers telephone circuit is in service between HM Interlocking and Tower JB, and telephones are installed opposite the center switches of each set of main track crossovers to center track, and connected into this circuit.

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

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

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

(g) NQ INTERLOCKING AND NELSON

TRACK No. 1—Movements in either direction on signal indication.

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

TRACK No. 3—Movements in either direction on signal indication.

TRACK No. 4—Movements in either direction on signal indication.

(h) NELSON AND NJ INTERLOCKING

TRACK No. 1—Movements in either direction on signal indication.

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

TRACK No. 3—Movements in either direction on signal indication.

TRACK No. 4—Eastward movements.

MOVEMENT AGAINST THE CURRENT OF TRAFFIC

RULE D-151 (A) (New Rule)

On the portions of the Suburban Subdivision specified below, movement against the current of traffic may be arranged by control operators upon authority of and as directed by the train dispatcher.

(a) CLINTON STREET AND NOBLE STREET

Movement against the current of traffic on tracks No. 1, No. 2, No. 3 and No. 4 may be made on signal indication.

(b) NOBLE STREET AND WESTERN AVENUE

Movement against the current of traffic on tracks No. 3 and No. 4 may be made on signal indication.

(c) WESTERN AVENUE AND KEDZIE

Movement against the current of traffic on track No. 3 may be made on signal indication.

Movement against the current of traffic on tracks No. 1, No. 2 and No. 4 may be made as per Rule 151(A) above.

(d) KEDZIE AND HM INTERLOCKING

Trains or engines may be operated against the current of traffic between Kedzie and HM Interlocking under positive block interlocking to interlocking in advance of movement. Such movement will be authorized by the train dispatcher and effected by the train dispatcher and/or operators and switch-tenders. Such movements against current of traffic will be made at Restricted Speed on signal indication without train orders. Before proceeding, instructions must be repeated to the train dispatcher by the conductor or engineer to insure full understanding.

Between Harding Avenue and Kedzie, movements against the current of traffic on Tracks Nos. 3, 4 and 5 may be made as arranged by and between the switchtender at Harding Avenue and the Operator at Kedzie Interlocking.

Between Kenton Ave. and Harding Ave., movements against the current of traffic on Track No. 3 may be made as arranged by and between the switch-tender at Harding Avenue and the train dispatcher.

RULE 207 (A)

Train orders when copied on typewriter or duplicating machines must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unconcealed at all times and each one kept in a clip-board.

RULE 213 (A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

RULE 219

Between Geneva and Chicago, Clearance for suburban trains only need not be OK'd by the train dispatcher.

RULE 221 (A)

In ABS and CTC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless Clearance is received. When delivering train orders and Clearances in this manner a restricting indication only, as prescribed by Rule 240N, will be used to advance train or engine to the point of delivery.

RULES 222 (D) and 222 (E)

Color light train order signals must be lighted continuously, day and night, when office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when communicating office is open. Semaphore type train order signals will not be lighted when communicating office is closed.

RULE 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, number of train or engine, and name of station or siding.

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

"Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at Reduced Speed not exceeding _____ MPH unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag"

When a train or engine finds a red flag displayed to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations (Example—MP 80 to MP 80.5).

RULE 240P

The indications of the markers shown in Rule 240P apply only when the signal to which they are attached displays a stop and proceed aspect as shown in Rule 240B.

RULE 265 CTC TERRITORY

CTC is in operation between NI Interlocking and NQ Interlocking. The beginning of this territory is identified by signs reading "Begin CTC" and the end of this territory identified by signs reading "End CTC".

When given permission to pass a signal displaying stop indication or after passing a signal displaying stop and proceed, restricting, or permissive indication and clear train control is received, train or engine may proceed at authorized speed; however, must not exceed 40 MPH approaching the next signal until engineer can observe indication of the signal.

OPERATION OF SUBURBAN TRAINS AT GENEVA

When a westward suburban train stops at Geneva and is to return eastward on the same track, the train must stop with the east end of the train west of Third Street crossing.

RULES 280 TO 282 (A)

HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC SWITCH LOCKS

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

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement from main track to siding or cross over to an adjacent main track the leading truck of engine or car must be less than 75 ft. from switch.

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

Chicago and Western Ave. TRACKS Nos. 1, 2, 3 and 4
Western Ave. and Kenton Ave. TRACKS Nos. 1 and 2
Kenton Ave. and Lathrop Ave. TRACKS Nos. 1, 2 and 3
Lathrop Ave. and Vale TRACKS Nos. A-1, 1, 2 and 3
Vale and HM Interlocking
Pioneer and Peoria Jct.
Glen and Madison
Forest Park and Galena Jct.
Maxwell and Molitor Jct.

RULE 512 (A)

A switch must not be opened to permit a movement to a main track when the semaphore arm is horizontal or the disc is visible in the indicator box at the switch, except under protection as per Rule 99.

RULE 513 (Addition)

This will not relieve employes from promptly and properly protecting the movement.

RULES 520 TO 539

The following tracks are ATC equipped:

Chicago to Western Ave. TRACKS Nos. 1, 2, 3 and 4
Western Ave. to Kenton Ave. TRACKS Nos. 1 and 2
Kenton Ave. to Lathrop Ave. TRACKS Nos. 1, 2 and 3
Lathrop Ave. to Vale TRACKS Nos. A-1, 1, 2 and 3
Vale to Clinton All main tracks

(a) Between Chicago and Kedzie, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with train control device cut out due to failure en route, may be operated without train control in effect, being governed by signal indication, not exceeding Restricted Speed.

(b) Between Kedzie and Elmhurst, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with train control device cut out due to failure en route, may be operated without train control in effect at a speed not exceeding 40 MPH, being governed by automatic block signal indications and a positive block established in advance of the movement. In connection with the movements described in this paragraph, a Stop and Proceed signal, Rule 240B, shall be considered a Stop signal, Rule 240A, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings when Rule 608 is in effect, Rule 509 will also apply.

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

(d) Between Kedzie and Nelson when movements are made with engines not equipped with train control or in the event of train control failure, conductor or engineer will communicate with the train dispatcher by the quickest available means of communication and further movement of the train or engine will be as directed by the train dispatcher.

The train dispatcher is authorized to establish and direct positive manual block, in advance of the movement, interlocking to interlocking or station to station.

Such movements under positive manual block may be authorized and made without train orders. Before proceeding, instructions must be repeated by conductor or engineer to insure correct understanding.

(e) Between Nelson and Clinton when movements are made with engines not equipped with train control or in the event of train control failure, they must be protected by positive manual block in advance of such movements, and crews must obtain permission to proceed and be governed by instructions of the train dispatcher. At the first open communicating station crews must obtain Clearance indicating the block is clear to next communicating station. Movements must not exceed Restricted Speed until the train dispatcher has been contacted and his instructions received.

(f) Sperry rail detector cars, except when testing, must operate under the same instructions applicable to movements made with engines not equipped with train control.

(g) Between Chicago and West Chicago, in the event of train control failure on a passenger train in suburban service equipped with radio, the crew must immediately report the failure to the train dispatcher by radio. The train dispatcher is authorized to establish positive block in advance of the movement without train orders. The train dispatcher will instruct the crew by radio on what basis to proceed, in accordance with Rule 533 (A) or (B). After positive block is established in advance of the movement, the train dispatcher will issue authority to the train in the following form: "You may proceed under positive block protection _____ to _____." These instructions must be repeated by the engineer to insure correct understanding.

(h) Between Elmhurst and Clinton, when train control device becomes inoperative on engine, movement must be made in accordance with Rule 533, or as directed by special instructions issued by proper authority.

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

LAKE STREET Tracks 1 to 5, inclusive, starting 200 feet west of Bridge "A", extending westward 100 feet.

ELMHURST Track No. 1 just west of York Street and extending to signal. Signal must indicate proceed to get ATC test.

MP 94.5—Westward—1.6 miles west of Nachusa on tracks 1 and 2.

MP 113.6—Eastward—1.2 miles east of Agnew on eastward track.

DEKALB—Eastward—Connecting track from Spring Valley Subdivision.

SPECIAL INSTRUCTIONS

RULES 605 TO 612

MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES,
AND JUNCTIONS

CMSiP&P	Chicago River drawbridge Low Line.
C&NW	Lake St.
C&NW	Clinton Street
C&NW	Noble Street
CMSiP&P	Western Ave.
C&NW	Kedzie
*C&NW	Kenton
*C&NW	Lathrop Ave.
*C&NW	Vale
*C&NW	JN Interlocking
*C&NW	HM Interlocking
*C&NW	NI Interlocking
EJ&E	Tower JB
EJ&E	West Chicago
*C&NW	WX Interlocking
*C&NW	GX Interlocking
*C&NW	LX Interlocking
*C&NW	CO Interlocking
*C&NW	YD Interlocking
*C&NW	MA Interlocking
*C&NW	HX Interlocking
*C&NW	RX Interlocking
*C&NW	AE Interlocking
*C&NW	NA Nachusa
*C&NW	NO Interlocking
C&NW	Nelson
***C&NW	NJ Interlocking
CB&Q	Sterling
Mississippi River	Clinton
***CMSiP&P and C&NW	Second St. Interlocking
CMSiP&P	B-35 Interlocking
B&OCT	Forest Park
CB&Q	Galena Jct.
CB&Q	4.0 Miles West of Mc Girr (See paragraph c)
CB&Q	Earlville
IT, N&W	DeCamp Jct.
IT	Edwardsville
IT	Worden (See paragraph a)
IC	Glen
A&S	Madison
**C&NW	Peoria Jct. } See note below
**C&NW	Molitor Jct. }
Illinois River Drawbridge	4.4 miles east of South Pekin
Mississippi River Drawbridge	Keithsburg
*Interlockings controlled by train dispatcher at Chicago	
**Interlockings controlled by train dispatcher at South Pekin	
***NJ Interlocking controlled by operator at Nelson	
****B-35 Interlocking controlled by CMSiP&P operator at Spaulding	

RULE 613

AUTOMATIC INTERLOCKINGS

CB&Q	Rochelle
CMSiP&P	East Clinton
CMSiP&P	Freeport
CB&Q	Molitor Jct.
C&IM	Barr
IC	Dimmick
CB&Q	1.8 miles east of Van Petten
CB&Q	3.0 miles west of Hahnman
PT	Sommer (See paragraph b)
IC	Luther
IC	Elmhurst
CMSiP&P	2.2 miles east of Clare
CB&Q	Holcomb
CMSiP&P	Byron
CMSiP&P	Hedrick
CMSiP&P	Linby
CRI&P	Morning Sun
CB&Q	Monmouth
CB&Q	Winfield, Iowa

(a) IT Worden

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

(b) PT Sommer

When a train has been stopped by the absolute signal and no conflicting movement is evident, a member of the crew must proceed to the crossing and if gate is not in position for movement on C&NW, must place it across the PT track.

(c) CB&Q CB&Q Crossing

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

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

(d) MAXWELL—PEORIA

Eastward trains must contact train dispatcher at South Pekin identifying themselves and route desired before leaving Maxwell.

RULE 614

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the absolute signal. A return movement into the interlocking limits must be made only on signal indication, except as provided by Rule 613.

RULE 713 (F) BAD ORDER CARS

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

RULE 713 (G) INSPECTION OF TRAINS

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

Hot journals	}	By Day	—Nose held with one hand and the other hand pointed toward passing train.
		By Night	—Lamp swung vertically in a small circle; lamp to be held by guard wire.
Brakes sticking	}	By Day	—Hands shoved in sliding motion out from body.
		By Night	—Same signal with lamp.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible.

If nothing irregular is noted, proceed signal must be given to rear end of passing train.

Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

RULE 714 (Revised) HOT BOXES

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

In the event a hot box of any kind develops on a passenger car, this car must be set out at the first available point, to avoid the possibility of an accident. When this is done, the train dispatcher must be notified promptly of all particulars, so that arrangements can be made for repairs.

RULE 714 (A) HOT BOX DETECTORS

Location of hot box detectors and indicators will be indicated in timetable special instructions. Three lunar white lights in a vertical row indicates that no abnormal journals were detected. Three lunar white lights in a horizontal row indicates an abnormal journal has been detected; train will stop at designated location and a member of the crew will call train dispatcher for instructions.

RULE 714 (A) HOT BOX DETECTORS—Continued

Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

(a) Hot box detector is located on track 2, Clinton Subdivision, at MP 46.3. Indicator is located for westward trains at MP 48.5. When lunar indicators are in horizontal row, westward trains will stop at Meredith. Eastward trains will be stopped by interlocking signal.

(b) Hot box detector is located on track 1, Clinton Subdivision, at MP 61.7. Westward trains will be stopped by HX Interlocking signal. Eastward trains will be stopped by CO Interlocking signal.

(c) Hot box detector is located on track 2, Clinton Subdivision, at MP 87.6. Indicator is located for eastward trains at MP 85.0. When lunar indicators are in horizontal row, eastward trains will stop at Ashton. Westward trains will be stopped by interlocking signal.

(d) Hot box detector located on South Pekin Subdivision at MP 42.2. Indicator is located for westward trains at MP 45.0. When lunar indicators are in horizontal row trains will stop at Broadmoor. Indicator is located for eastward trains at MP 39.5. When lunar indicators are in horizontal row trains will stop at Buda.

(e) Hot box detector is located on L&M Subdivision at MP 68.1. Indicator is located for westward trains at MP 70.8. When indicators are in horizontal row trains will stop at Lick. Indicator is located for eastward trains at MP 64.0. When indicators are in horizontal row trains will stop at Archer.

RULE 808 (G)

High-cube cushion underframed cars, tri-level cars, bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car.

Single empty ore hoppers must not be handled between the cars listed above account danger of being lifted off center when moving through turnouts.

RULE 901
In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

ADDITIONAL SPECIAL INSTRUCTIONS**(A) ELMHURST**

Passenger trains detraining passengers from track No. 2 will use York Street crossing.

(B) GLEN ELLYN

Westward suburban trains making station stop will stop with marker opposite cab of engine as follows:

- 2, 3 or 4 car train, first marker.
- 5, 6 or 7 car train, second marker.
- 8 or 9 car train, third marker.

(C) STERLING AND AGNEW

CB&Q trains operate between Sterling and Agnew and are governed by C&NW timetable and rules. CB&Q train and engine movements must stop before entering C&NW tracks and obtain permission through operator at Sterling to proceed.

(D) OCCUPYING MAIN TRACK AT TERMINALS

Suburban trains must not occupy main track at initial station in advance of their schedule leaving time longer than actually necessary and train must be protected as prescribed by Rule 99.

(E) OPERATION OF BI-LEVEL PASSENGER CARS

- (1) Bi-level passenger cars must not be operated between Noble Street and North Pier.
- (2) Bi-level passenger cars may be operated in the districts listed below at Reduced Speed, prepared to stop on hand signal:
Wye track at Fulton St., close side clearance of bridge girders;
St. Charles Air Line, close side clearance of bridge girders at bridges S-1645, Clark St.; S-1646, Dearborn St.; and S-1647, State St.
- (3) Bi-level passenger cars will be operated through Western Avenue Interlocking on straight routes of the four main tracks crossing the main tracks of the CMStP&P. Crossover movements are permitted through the interlocked crossovers for the following routes:
From track 4 to track 3 . . . East of crossing.
From track 3 to track 4 . . .
From track 2 to track 1 or . . .
From track 1 to east wye of . . . West of crossing.
Rockwell Street line . . .

(F) AIR BRAKE RULE 401—PROVISO

Proviso is a designated terminal for the application of Air Brake Rule 401.

CHICAGO PASSENGER TERMINAL

Special instructions governing train operation east of Bridge D and east of Bridge K:

1. (a) Trains, engines, switch movements or back-up movements into Chicago Station must enter the train shed at Reduced Speed not exceeding 5 MPH. On back-up movements, back-up men will indicate by 1 long sound of the communicating signal that engineer should close throttle and permit stop to be made by back-up hose service application of the brakes.

(b) When movement is made over Lake St. Interlocking by engines without cars, consisting of one or more units with engine cab on both ends, operation must be controlled from engine cab in direction movement is being made.

(c) When engines are to be coupled to a passenger train or cars, they will stop not less than twenty (20) feet from the cars and will couple to train on proper hand signal.

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

- a. The first dwarf signal governing westward movements from each of the train shed tracks.
- b. The second dwarf signal governing westward movements from track No. 16.
- c. The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

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

Westward movement of a train or engine from the train shed tracks must not be made without an indication to proceed on the dwarf signal marked with TWO stars, except when a train or engine extends west of one or more dwarf signals, westward movement must not be made unless an indication to proceed is displayed on the first dwarf signal east of the west end of train or engine governing movement on the track it occupies.

Westward movement of a train or engine from the pockets on lead tracks 1 and 6 must not be made without a proceed indication on the dwarf signal marked with TWO stars.

When the indication displayed by the starting signal cannot be observed due to train or engine extending beyond the starting signal, engineer or trainman will be governed by the ONE star lunar white marker. When the ONE star marker is illuminated it indicates that the signal to which it is attached displays an indication to proceed to the next signal and that the route is lined to the next signal.

3. Train line steam pipes must not be blown out in the Chicago station or over interlockings.

4. Engine bell must be rung continuously while train is moving between Bridge D or Bridge K and Chicago station.

5. All trains entering the Chicago station will make a special running brake test, as prescribed in Air Brake Rule 425, approaching Bridge D or Bridge K, to know that the brakes on train are functioning properly.

Employees handling back-up movements into the Chicago station will make a running brake test, as prescribed by rules and special instructions, by use of the valve on back-up hose or its equivalent, approaching Bridge D or Bridge K, to know that the brakes are functioning properly.

6. Back-up movements out of Chicago station must not be started until the engineman has received the proper signal as per Rule 16 (c) and in addition hand signal as per Rule 8 (d) from trainman or back-up man.

When hand signal as per Rule 8 (d) cannot be seen or is impracticable to give, trainman or back-up man will give communicating signal Rule 16 (c) and will repeat this signal after a ten second interval. After receipt of second signal as per Rule 16 (c) back-up movement will be made.

7. Between Bridge K or Bridge D and the Chicago station, the first paragraph of Rule 17 does not apply and instead trains and engines will display a dim headlight.

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

9. Trains and engines must not approach closer than 10 feet to the bumping post on any track in the Chicago station.

10. Cars exceeding a height of 16' 0" above top of rail must not be operated on any track in the Chicago station.

SPECIAL INSTRUCTIONS

CLEARANCE AND WEIGHT LIMIT

Maximum weight, width and height of loaded or empty cars that will pass in safety over the Galena Division.

Maximum Gross Weight of Car and Lading	Routes	Limit of Load Measurement			
		Height above Top of Rail			
		8' Width	9' Width	10' Width	11' 6" Width
	For Points Between	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Note "O"					
263,000	Proviso and Clinton St.	*16 8	16 8	16 8	16 8
263,000	Noble St. and Clinton St. (Low Line) See Note "B"	15 7	15 7	0 0	0 0
263,000	Clinton St. and North Pier (Low Line) See Note "F"	*15 6	15 6	15 6	15 6
263,000	Clinton St. and Division St. (Low Line) See Note "M"	*15 0	15 0	15 0	15 0
251,000	Kedzie and Wood St.	*16 8	16 8	16 8	16 8
251,000	Wood St. and St. Charles Air Line Bridge	18 0	18 0	18 0	18 0
315,000	Proviso and West Chicago	19 0	19 0	19 0	19 0
315,000	West Chicago and Nelson	19 0	19 0	19 0	19 0
315,000	Nelson and Clinton	19 0	19 0	19 0	18 0
315,000	Nelson and Peoria	19 1	18 11	18 5	17 5
315,000	Peoria and E. St. Louis (Madison Yd.)	19 9	19 3	18 9	18 0
263,000	DeCamp Jct. and Mt. Olive	22 0	22 0	22 0	22 0
263,000	De Kalb and Sycamore	22 0	22 0	22 0	22 0
220,000	De Kalb and Ladd	22 0	22 0	22 0	22 0
263,000	Ladd and Seatonville	22 0	22 0	22 0	22 0
220,000	Churchill and Spring Valley	18 5	18 5	18 5	18 5
210,000	Geneva and Aurora	22 0	22 0	22 0	22 0
263,000	Geneva and St. Charles	22 0	22 0	22 0	22 0
263,000	West Chicago and Belvidere	19 0	19 0	19 0	19 0
210,000	Belvidere and Freeport	16 1	16 1	15 8	15 8
251,000	Jct. Switch and Lake Geneva	16 5	16 5	16 5	16 5
263,000	Forest Park and Stockton	18 5	18 5	18 5	18 5
263,000	Stockton and Dubuque	16 8	16 3	15 9	14 6
263,000	Oskaloosa and Monmouth	19 3	18 8	18 1	17 3
315,000	Monmouth and Middle Grove	20 0	20 0	20 0	20 0
315,000	Middle Grove and Farmington	18 7	18 7	18 7	18 7
315,000	Farmington and Peoria	19 6	18 11	18 5	17 6

Loads exceeding 220,000 lbs. gross weight, must have wheels of 36 inch diameter or be on cars with six or more axles.

The following cars must have written clearance authority from Chief Train Dispatcher before movement:

1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
2. Loaded or empty cars exceeding 11 feet 6 inches wide.
3. Cars of 35 feet or less in length, except ore cars.
4. Cars under 40 feet in length having a gross weight over 221,000 lbs.
5. Cars of greater weights and dimensions than shown for the line specified in the above table.

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 3 ft. 1 in. above top of rail on the Kedzie to Wood St. Line and to 2 ft. 0 in. on all other lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Proviso and Clinton St.	5 ft. 8 in.
Clinton St. and North Pier (Low line)	3 ft. 3 in.
Clinton St. and Division St. (Low line)	3 ft. 6 in.
Kedzie and Wood St.	5 ft. 6 in.
Proviso and West Chicago	3 ft. 6 in.

NOTE "B": Loads 11 feet wide can be handled from 2 ft. 6 in. above top of rail to 15 ft. 7 in. above top of rail.

NOTE "F": Loads going through headhouse of Navy Pier must not exceed height of 15'0".

NOTE "O": Cars having maximum gross weight over 263,000 pounds to 315,000 pounds uniformly loaded and at least 64'-8" over strikers may be carried on two axle trucks with axle spacing of 6'-0" and 38 inch diameter wheels or three axle trucks.

Clearance in Rockford:

Bridges at 1st Street	17 ft. 1 in.
2nd Street	19 ft. 0 in.
3rd Street	19 ft. 4 in.
Kishwaukee Street	16 ft. 1 in.
Whitman Street on K. D. Line	22 ft. 5 in.

A shipment 16 ft. 2 in. or less above top of rail, but not to exceed 8 ft. 4 in. in width may be moved over the center track under Bridge S-1603 between Lake St. and Maypole Ave.

Trainmen and yardmen must know and will be held responsible, that cars do not exceed above weight, width and height before placing them in trains or hauling them over division.

ENGINE RESTRICTIONS

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896, inc. and 921-929, inc.; SD-45 units 901-920, inc. and 937-977, inc.; and U-30-C units 930-936, inc., must not be operated on trackage approved for cars having gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

COMPANY SURGEONS

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CHICAGO TERMINAL DIVISION

Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, Psg. Term. (6:30 A.M.—5:00 P.M., C.S.T. Daily except Saturday, Sunday & Holidays)	Thomas A. Speer, M. D., Medical Director	332-2121	
		J. K. Stack, M. D., Chief Surgeon	332-2121	944-0988
		Passavant Hospital, Emergency Room, 303 E. Superior St.	944-4200	
	9029 S. Western Ave.	G. F. Kruse, M. D.	238-2006	
	7147 West Higgins Road	J. M. Lally, M. D.	631-0081	631-0081
DES PLAINES	1300 Prairie Ave.	H. F. Heller, M. D.		824-1808
ELMHURST	Du Page Memorial Hospital, 315 Schiller 120 S. Kenilworth Ave.	Arthur P. LeBeau, M. D.	833-1400	
			834-3282	
EVANSTON	810 Ridge Terrace	J. P. Grier, M. D.	475-4658	
MAYWOOD	Joslyn Clinic, 1908 St. Charles Road	A. E. Joslyn, M. D.	344-5300	
MELROSE PARK	Westlake Community Hospital, 1225 Superior St.		681-3000	
NORTH LAKE	Westgate Medical Center, 212 E. North Ave.	D. E. Hockman, M. D.	562-2200	
OAK PARK	1011 Lake Street 6525 W. North Ave.	J. B. Moles, M. D.	386-1167	848-9727
		C. J. White, M. D.	386-0696	369-7859
WILMETTE	522 Poplar Drive	L. E. Mee, M. D. (Emergency 251-4220)	251-0098	251-0532

GALENA DIVISION

BELVIDERE	213 S. State	B. E. O'Malley, M. D.	544-3731	544-3949
	1101 N. State St.	P. M. Dommer, M. D.	544-3112	544-2608
	824 Van Buren St.	J. J. Steinkamp, M. D.	544-3742	544-2907
BENLD	215 E. Central	D. J. Zerbolio, M. D.	835-4353	835-4814
BYRON	220 W. Blackhawk Dr.	R. F. Dearborn, M. D.	234-2611	234-2551
CLINTON, IOWA	503 Wilson Bldg.	*J. R. Jowett, M. D., Dist. Surgeon	242-4525	242-1575
	334 Fifth Ave.	G. M. Ellison, M. D.	242-7225	242-4541
	P. O. Box 3057, Springdale Drive	R. L. Drury, M. D.	243-2511	242-7868
	P. O. Box 3057, Springdale Drive	D. H. Weber, M. D.	243-2511	242-0335
*CLINTON DISTRICT SURGEON MAY BE CALLED TO ANY PLACE BETWEEN CLINTON AND NELSON				
DE KALB	De Kalb Medical Center, 901 N. First	*D. J. Ladd, M. D., Dist. Surgeon	756-4849	756-4220
	De Kalb Medical Center, 901 N. First	R. G. McAllister, M. D.	756-5112	756-5105
	De Kalb Medical Center, 901 N. First	G. C. Graham, M. D.	756-6611	756-5904
*DEKALB DISTRICT SURGEON MAY BE CALLED TO ANY PLACE BETWEEN CORTLAND, NACHUSA, SYCAMORE AND SHABBONA GROVE				
DIXON	221 Crawford Ave.	*W. L. Stitzel, M. D., Dist. Surgeon	284-3954	284-2957
	101 W. First St.	E. S. Murphy, M. D.	288-1481	288-3171
*DIXON DISTRICT SURGEON MAY BE CALLED TO ANY PLACE BETWEEN NACHUSA AND NELSON				
EDWARDSVILLE	117 W. Linden	W. E. Delicate, M. D.	656-3015	656-4618
	117 W. Linden	J. C. Collins, M. D.	656-3015	656-1048
FARMINGTON	Farmington, Ill.	J. M. Reed, M. D.	245-2416	245-2416
FREEPORT	306 State Bank	R. J. Hyslop, M. D.	232-1161	232-7310
	7 E. Stephenson St.	J. M. Linden, M. D.	232-3131	232-1234
GIRARD	205 S. Third St.	H. A. Finney, M. D.	2555	2555
GLEN ELLYN	526 Crescent Blvd.	J. C. Morrow, M. D.	469-0149	469-0321
GRANITE CITY	1820 Delmar	W. W. Bowers, M. D.	876-2308	876-2369
HANOVER	Hanover, Ill.	R. E. Speer, M. D.	591-3622	591-3623
LITCHFIELD	318 Madison St.	C. H. Sihler, M. D.	324-2129	324-2737
MONMOUTH	120 North "A" Street	J. B. Ebersole, M. D.	734-2109	734-6124
	120 North "A" Street	Wilson Taylor, M. D.	734-2109	734-7417
MT. OLIVE	Box 248	F. B. Warner, M. D.	999-4751	999-3581
MORRISON	109 W. Main St.	I. Vandermyde, M. D.	772-2522	772-4110
OSKALOOSA	1225 "C" Avenue East	R. M. Collison, M. D.	672-2571	673-6153
	1225 "C" Avenue East	N. L. Saxton, M. D.	672-2571	673-7783
	1225 "C" Avenue East	S. A. Smith, M. D.	672-2571	673-7685

COMPANY SURGEONS

GALENA DIVISION—Continued

Location	Address	Name	Office Phone	Home Phone
PEKIN	115 S. Capitol St.	*G. C. Colson, M. D., Dist. Surgeon	346-1102	346-8465
	115 S. Capitol St.	R. C. Wherry, M. D.	346-1102	346-3916
	429 Elizabeth	A. H. Claycomb, M. D.	346-2234	346-6026
	115 S. Capitol St.	W. B. Werner, M. D.	346-1102	346-8901
	313 S. Capitol St.	C. A. Nelson, M. D.	346-4015	346-0372
PEORIA	1101 Main St.	A. J. Novotny, M. D.	673-4335	674-4155
	101 S. Adams St.	E. C. Burhans, M. D.	674-5202	691-0110
	Medical & Surgical Clinic 100 N. E. Randolph Ave.	Charles Branch, M. D.	685-5231	
		Hugh E. Cooper, Jr., M. D.		
ROCHELLE	324 Lincoln Highway	A. R. Bogue, M. D.	562-2826	562-2079
	324 Lincoln Highway	L. T. Koritz, M. D.	562-2818	562-4430
	400 May Mart Dr.	D. E. Hinderliter, M. D.	562-6469	562-2181
ROCKFORD	2500 N. Rockton	A. C. Kraft, M. D.	965-7172	399-9222
SPRINGFIELD	413 W. Monroe St.	J. G. Meyer, Jr., M. D.	528-0441	527-7575
SPRING VALLEY	207 E. St. Paul St.	H. J. Jacobs, M. D.	2-2621	2-5551
STAUNTON	103 E. Main St.	J. W. Ubben, M. D.	625-2220	625-3324
	409 E. Olive St.	A. C. Goff, M. D.	625-2120	625-2230
ST. CHARLES	606 S. Riverside Dr.	J. L. Rogers, M. D.	584-2400	584-0471
STERLING	108 W. 4th St.	C. J. Mueller, M. D.	625-8444	625-1852
	217 First Ave.	D. E. Scott, M. D.	625-0454	625-0141
STOCKTON	323 N. Main	L. A. Rachuy, M. D.	947-2100	947-3423
SYCAMORE	204 W. Elm St.	J. W. Ovitz, M. D.	895-2184	895-3350
WEST CHICAGO	123 Galena	W. C. Perkins, M. D.	231-0260	231-0426 231-1309

*PEKIN DISTRICT SURGEON MAY BE CALLED TO ANY PLACE BETWEEN NELSON AND MADISON

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated.

Switch Crews must function as a team. Clear signals properly given are important; talk it over—prevent Rough Handling—it can be done.

Sec- onds	40	50
	Foot Car	Foot Car
	Miles Per Hour	Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5