

DIVISION OFFICERS

E. E. DEYO.....SuperintendentOelwein
 W. L. SMITH.....TrainmasterOelwein
 W. R. McCOLLOM....Terminal Trainmaster.....Chicago
 W. O. RUTHERFORD.Division Engineer.....Oelwein
 L. E. HARTMAN.....Road Foreman of Engines.....Oelwein
 J. M. REINES.....Chief DispatcherStockton
 L. O. ROSS.....Night Chief Dispatcher.....Stockton
 L. S. BEATTIE.....Train DispatcherStockton
 L. B. BLANN.....Train DispatcherStockton
 W. J. MURPHY.....Train DispatcherStockton
 C. K. COLE.....Relief Train Dispatcher.....Stockton
 R. E. HAGELBERG..Extra Train Dispatcher.....Stockton
 H. H. SUKOW.....RoadmasterStockton
 C. L. FINCH.....RoadmasterOelwein

LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Aurora, Ia.	DR. J. F. LOECK	42	42
Byron, Ill.	DR. J. ALBA JOHNSON	125	125
Byron, Ill.	DR. J. STUART MOFFATT	190-2	190-3
Chicago, Ill.	DR. OVERTON BROOKS 608 So. Dearborn St.	Har. 2441 Har. 2439	Wel. 8169
Chicago, Ill.	DR. J. D. KOUCKY 2753 West North Ave.	Brunswick 1200	Forest 3999
Chicago, Ill.	DR. EARL S. McROBERTS (Oculist) 55 East Washington St.	Cen. 6751	Greenleaf 4426
Chicago, Ill.	BARKER AMBULANCE SERVICE.	Seely 3444	
Dubuque, Ia.	DR. C. E. LYNN	736	330
Dubuque, Ia.	DR. FRANK J. PIEKENBROCK Dubuque Clinic	736	3126
Dyersville, Ia.	DR. E. F. MUELLER	286	208
Elizabeth, Ill.	DR. E. J. WILEY		
Freeport, Ill.	DR. C. L. BEST	Main 8	Main 9
Lamont, Ia.	DR. W. I. PARKER	26	11
Oelwein, Ia.	DR. D. W. WARD	199	199
Oelwein, Ia.	DR. R. J. GALVIN	158	607
Oelwein, Ia.	DR. G. M. THEIN (Oculist)	313	492
Oelwein, Ia.	DR. G. G. WARD (Dental Surgeon)	369	634
Pearl City, Ill.	DR. R. L. WALGREN	17	17
St. Charles, Ill.	DR. C. A. POTTER	167	2771
Stockton, Ill.	DR. G. D. RUNKLE	259	259
Sycamore, Ill.	DR. C. E. CLARK	120	120-2

CLAIM DEPARTMENT

G. N. REILLY, General Claim Agent, Chicago Ill.
 309 West Jackson Blvd.

J. H. HULSE, Claim Agent, Oelwein, Ia.
 Phone—Office 633 Residence 1187

L. L. SHECKLER, Asst. Claim Agent, Oelwein, Ia.
 Phone—Office 633 Residence 1257

CHICAGO GREAT WESTERN RAILROAD

ILLINOIS DIVISION

TIME TABLE

No. 59

Taking Effect at 12.01 a. m.

FRIDAY, MARCH 1, 1940

Superseding Time Table No. 58

Dated April 30, 1939

**FOR THE GOVERNMENT AND INFORMATION
 OF EMPLOYEES ONLY**

All rules and instructions contained herein supersede
 all rules and instructions inconsistent therewith.

H. W. BURTNESS, Assistant to Trustees

E. E. DEYO, Superintendent

BETWEEN CHICAGO AND STOCKTON — FIRST DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940 STATIONS	WESTWARD							
				FIRST CLASS			SECOND CLASS				
				1 Passenger Daily	3 Passenger Daily Ex. Saturday	51 Time Freight Daily	53 Time Freight Daily	55 Time Freight Daily	101 Way Freight Mon., Wed. and Fri.	103 Way Freight Tues., Thurs., Sat.	
0.0		★	CHICAGO 7.3	8.15	11.00						
7.3	Yard	★	CHICAGO TRANSFER 3.0			AM 8.00	PM 6.30	PM 10.00	AM 7.50		
10.3		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK 1.3	s 8.37	s 11.25	8.10	6.40	10.10			
11.6		X	MAYWOOD 1.5								
13.1		T-X	BELLWOOD 3.7	8.42	11.32	8.40	6.50	10.40	f		
16.8	56	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7	8.48	s 11.38	8.50	7.01	10.50	8.20		
18.5			VILLA PARK 2.4		s 11.42						
20.9	30		LOMBARD 4.7	8.53	f 11.47	9.00	7.10	11.00	8.30		
25.6	70	D	GRETNA 5.1	8.59	f 11.55	9.10	7.20	11.10	8.40		
30.7	101	T-Y	INGALTON 5.2	9.05	f 12.03	9.40	7.50	11.20	f 9.00		
35.9	98	D-W	ST. CHARLES 1.4	s 9.13	s 12.16	9.50	8.00	11.40	9.15		
37.3	99		FOX RIVER 4.1	9.15	12.19	9.55	8.05	11.43	9.20		
41.4	63	N	WASCO 4.2	9.20	s 12.27	10.05	8.15	11.51	s 9.30		
45.6	118	D	LILY LAKE 3.0	9.25	f 12.35	10.15	8.25	12.01	s 9.40		
48.6	58	D	VIRGIL 2.7	9.29	s 12.40	10.20	8.30	12.06	s 9.50		
51.3	N 50 S 58		RICHARDSON 5.3	9.32	f 12.45	10.35	8.35	12.10	f 9.55		
56.6	E 138 W 49	B-C-K-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 5.2	s 9.43	s 1.01	11.00	9.00	12.35	10.20	6.30	
61.8	83		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection 2.3	9.50	f 1.09	11.10	9.20	12.45	Arrive	f 6.40	
64.1	56	D	CLARE 5.7	9.53	s 1.14	11.15	9.35	12.50	s 7.00		
69.8	76	D	ESMOND 5.1	10.00	s 1.25	11.25	9.45	1.00	s 7.15		
74.9	77		LINDENWOOD 3.5	10.06	s 1.35	11.34	9.54	1.09	s 7.25		
78.4	59	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0	f 10.11	f 1.42	11.41	10.00	1.16	s 7.40		
83.4	70		STILLMAN VALLEY 4.4	10.18	s 1.51	11.51	10.10	1.26	f 7.50		
87.8	E 78 W 59	B-K-O-T- W	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0	s 10.26	s 2.05	12.01	10.26	1.35	s 8.15		
93.8	76		MYRTLE 2.9	10.33	f 2.15	12.13	10.40	1.47	f 8.25		
96.7	50		EGAN 4.2	10.37	s 2.22	12.20	10.46	1.54	f 8.45		
100.9	76	D	GERMAN VALLEY 5.8	10.42	s 2.30	12.27	11.01	2.01	s 9.00		
106.7	N 99 S 72	D-N-W-Y	SOUTH FREEPORT 7.6	f 10.49	f 2.40	12.42	11.20	2.20	s 9.40		
114.3	90		BOLTON 5.7	10.58	f 2.50	12.57	11.35	2.35	f 9.55		
120.0	60	D	PEARL CITY 4.9	f 11.06	s 3.00	1.07	11.45	2.45	s 10.25		
124.9		N	End of Double Track KENT 6.2	11.13	s 3.10	1.17	11.55	2.55	s 10.50		
131.1		B-K-T-W-X	STOCKTON	s 11.28	s 3.25	1.40	12.20	3.25	s 11.50		
				1	3	51	53	55	101	103	

BETWEEN CHICAGO AND STOCKTON — FIRST DISTRICT

Miles from St. Paul	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940 STATIONS	EASTWARD										
				FIRST CLASS				SECOND CLASS						
				2 Passenger Daily Arrive AM	4 Passenger Daily Ex. Sunday Arrive PM	52 Time Freight Daily Arrive	54 Time Freight Daily Arrive	56 Time Freight Daily Arrive	58 Time Freight Daily Arrive	102 Way Freight Tue., Thur., Sat.	104 Way Freight Mon., Wed., Fri.			
424.8		★	CHICAGO 7.3											
417.5	Yard	★	CHICAGO TRANSFER 3.0 B. & O. C. T. Junction—Interlocked			PM 1.00	PM 11.00	AM 1.00	AM 3.00	PM 8.00				
414.5		T-X	FOREST PARK 1.3	s 8.20	s 7.13									
413.2		X	MAYWOOD 1.5		f 7.10									
411.7		T-X	BELLWOOD 3.7	8.14 101-51	7.07 53	12.30 PM	10.45 55	12.25 AM	2.30					
408.0	56	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7	s 8.09	s 7.01	11.50	10.21	11.57	2.05	7.40				
406.3			VILLA PARK 2.4		s 6.57									
403.9	30		LOMBARD 4.7	8.04	f 6.50	11.40	10.14	11.47	1.55	7.30				
399.2	70	D	GREYNA 5.1	7.59	f 6.43	11.30	10.06	11.30	1.45	7.20				
394.1	101	T-Y	INGALTON 5.2	7.53	f 6.36	11.20	9.57	11.20	1.35	6.55				
388.9	98	D-W	ST. CHARLES 1.4	s 7.45	s 6.28	11.10	9.48	10.55	1.20	6.40				
387.5	99		FOX RIVER 4.1	7.40	6.08	11.05	9.43	10.50	1.15	f 6.35				
383.4	63	N	WASCO 4.2	7.35	s 6.02	10.55	9.35	10.43	1.05	s 6.25				
379.2	118	D	LILY LAKE 3.0	7.30	f 5.55	10.45	9.25	10.35	12.55	s 6.15				
376.2	58	D	VIRGIL 2.7	7.26	s 5.49	10.40	9.15	10.30	12.50	s 6.05				
373.5	N 50 S 58		RICHARDSON 5.3	7.23	f 5.44	10.35	9.10	10.25	12.45	f 5.55				
368.2	E 138 W 49	B-C-K-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 5.2	s 7.15	s 5.36	10.20	9.00	10.15	12.35	5.45 PM	3.30	Arrive PM		
363.0	83		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection 2.3	7.03	f 5.23	9.58	8.32	9.50	12.15		f 3.20			
360.7	56	D	CLARE 5.7	7.00	s 5.20	9.53	8.27	9.35	12.10		s 3.15			
355.0	76	D	ESMOND 5.1	6.53	s 5.10	9.42	8.17	9.23	12.01		s 3.00			
349.9	77		LINDENWOOD 3.5	6.47	s 5.01	9.32	8.07	9.13	11.52		s 2.45			
346.4	59	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0	6.42	s 4.55	9.25	8.01	9.06	11.45		s 2.30			
341.4	70		STILLMAN VALLEY 4.4	6.35	s 4.45	9.14	7.50	8.55	11.34		f 2.10			
337.0	E 78 W 59	B-K-O-T- W	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0	s 6.29	s 4.37	9.05	7.41	8.46	11.25		s 1.55			
331.0	76		MYRTLE 2.9	6.17	f 4.26	8.52	7.30	8.35	11.14		f 1.25			
328.1	50		EGAN 4.2	6.13	s 4.20	8.45	7.25	8.30	11.09		f 1.15			
323.9	76	D	GERMAN VALLEY 5.8	6.08	s 4.12	8.37	7.17	8.22	11.01		s 1.05			
318.1	N 99 S 72	D-N-W-Y	SOUTH FREEPORT 7.6	f 6.01	f 4.03	8.27	7.07	8.12	10.49		s 12.42			
310.5	90		BOLTON 5.7	5.51	f 3.53	8.15	6.55	8.00	10.20		f 12.20			
304.8	60	D	PEARL CITY 4.9	f 5.45	s 3.45	8.05	6.45	7.50	10.10		s 12.10			
299.9		N	End of Double Track KENT 6.2	5.38	s 3.35	7.55	6.35	7.40	10.00		s 11.40			
293.7		B-K-T-W-X	STOCKTON	5.30 AM	3.25 PM	7.40 AM	6.20 PM	7.25 PM	9.45 PM		11.30 AM			
				2	4	52	54	56	58	102	104			

BETWEEN STOCKTON AND OELWEIN — SECOND DISTRICT

Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 59 Effective March 1, 1940 STATIONS	WESTWARD							
				FIRST CLASS			SECOND CLASS				
				1 Passenger Daily	3 Passenger Daily Ex. Saturday	51 Time Freight Daily	53 Time Freight Daily	55 Time Freight Daily	103 Way Freight Tue., Thur., Sat.	105 Way Freight Tue., Thurs., Sat.	
131.1		B-K-T-W-X	STOCKTON 7.5	PM 11.28	AM-55 3.25	PM 1.40	AM 12.20	AM-3 3.25	AM 11.50		
138.6			WOODBINE 4.7	11.37	s 3.38				f 12.05		
143.3	61	D	ELIZABETH 3.3	f 11.43	s 3.48				s 12.30		
146.6	53	D-W	NORTH HANOVER 3.3	11.48	s 3.56	2.10			s 12.45		
149.9			RODDEN 2.2		s 4.02				f 12.55		
152.1			WINSTON End of Double Track 0.6	11.57	f 4.10				f 1.05		
152.7		T	FAN HOUSE 0.9								
153.6			RICE End of Double Track 1.8	AM 12.01	f 4.14	2.30			f 1.15		
155.4	38		AIKEN 3.2		f 4.17				f		
157.6		T-W	End of Double Track GALENA JCT. 0.5	12.06	f 4.21	2.40	1.20	4.35	s 1.40		
158.1		T-K	PORTAGE 12.8								
170.9		T-K	EAST CABIN 1.0								
171.9		T	DUBUQUE JCT. 0.2	12.26	4.41	3.10	1.50	5.05	2.10		
172.1		X	C. M. St. P. & P. Crossing DUBUQUE 2.1	s 12.33	s 4.51						
174.2	68	B-C-K-O-T-W-X	FAIR GROUND End of Double Track 5.9	12.41	f 4.59	3.45	2.25	5.45	2.20 PM	AM 7.30	
180.1	70		DURANGO 2.9	12.51	s 5.09	4.15	2.40	6.00	Arrive	f 7.50	
183.0	51		BUDD 4.9	12.56	f 5.14	4.25	2.47	6.08		f 8.05	
187.9	E 70 W 82	C-D-N-W-X	GRAF 3.7	1.10	s 5.25	4.55	3.10	6.30		s 8.45	
191.6	63		KIDDER 4.4	1.17	f 5.32	5.10	3.36	6.40		f 9.00	
196.0	N 53 S 61		FARLEY 6.5	1.26	f 5.43	5.30	3.55	7.05		f 9.20	
202.5	N 51 S 57	D-N-W	DYERSVILLE 5.0	f 1.36	s 5.57	5.45	4.15	7.20		s 10.10	
207.5		D	PETERSBURG 3.1		f 6.07					f 10.30	
210.6	N 63 S 60		ALMORAL 4.6	1.46	f 6.12	6.00	4.35	7.35		f 10.40	
215.2	82	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked 5.1	f 1.52	s 6.22	5.58 6.15	4.45	7.45		s 11.15	
220.3	81	W	THORPE 5.0	2.00	s 6.30	6.30	4.55	7.55		f 11.30	
225.3	50		DUNDEE 5.1	2.07	s 6.39	6.40	5.05	8.05		s 11.50	
230.4	90	D-W	LAMONT 4.8	f 2.15	s 6.50	6.50	5.20	8.20		PM-4 s 12.16	
235.2	66	T	End of Double Track AURORA 4.5	2-52 2.22	s 7.00	7.00	5.30	106 8.30		s 12.50	
239.7	43	D	STANLEY 6.1	2.30	s 7.10					s 1.20	
245.8	Yard	★	C. R. 1 & P. Crossing—Interlocked OELWEIN	2.45	7.30	7.30	6.00	9.00		1.45 PM Arrive	
				1	3	51	53	55	103	105	

C. B. & Q. R. R. RULES WILL GOVERN

I. C. R. R. RULES WILL GOVERN

BETWEEN STOCKTON AND OELWEIN — SECOND DISTRICT

Miles from St. Paul	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940 STATIONS	EASTWARD							
				FIRST CLASS			SECOND CLASS				
				2 Passenger Daily	4 Passenger Daily Ex. Sunday	52 Time Freight Daily	54 Time Freight Daily	56 Time Freight Daily	58 Time Freight Daily	104 Way Freight Mon., Wed., Fri.	106 Way Freight Mon., Wed., Fri.
293.7		B-K-T-W-X	STOCKTON 7.5	s 5.30	s 3.25	AM 7.40	PM 6.20	PM 7.25	PM 9.45	s 11.30	
286.2			WOODBINE 4.7	5.14	s 3.11					s 10.30	
281.5	61	D	ELIZABETH 3.3	f 5.06	s 3.01					s 10.10	
278.2	53	D-W	NORTH HANOVER 3.3	4.59	s 2.52					s 9.40	
274.9			RODDEN 2.2		s 2.46					f 9.20	
272.7			WINSTON End of Double Track 0.6	4.51	2.42					f 9.10	
272.1		T	FAN HOUSE 0.9								
271.2			RICE End of Double Track 1.8	4.46	⁵¹ 2.37					f 9.00	
269.4	38		AIKEN 2.2		f 2.35					f	
267.2		T-W	End of Double Track GALENA JCT. 0.5	4.41	s 2.32	6.30	5.10	6.15	8.35	s 8.45	
266.7		T-K	PORTAGE 12.8	C. B. & Q. R. R. RULES WILL GOVERN							
253.9		T-K	EAST CABIN 1.0	I. C. R. R. RULES WILL GOVERN							
252.9		T	DUBUQUE JCT. 0.2	4.21	2.11	6.00	4.40	5.45	8.10	8.10	
252.7		X	C. M. St. P. & P. Crossing DUBUQUE 2.1	s 4.20	s 2.00						Arrive
250.6	88	B-C-K-O- T-W-X	FAIR GROUND End of Double Track 5.9	³ 4.09	¹⁰⁶ s 1.54	⁵⁵ 5.45	4.30	5.35	8.00	8.00 AM	PM-4 1.25
244.7	70		DURANGO 2.9	3.59	s 1.43	5.25	⁵¹ 4.15	5.15	7.45		f 1.10
241.8	51		BUDD 4.9	3.54	f 1.38	³ 5.14	4.07	5.07	7.37		f 12.57
236.9	E 70 W 82	C-D-N-W-X	GRAF 3.7	3.45	s 1.30	5.00	3.55	⁵¹ 4.55	7.25		s 12.45
233.2	63		KIDDER 4.4	⁵³ 3.36	f 1.23	4.41	3.36	4.36	7.06		f 12.10
228.8	N 53 S 61		FARLEY 6.5	3.28	f 1.15	4.30	3.25	4.25	6.55		PM f 11.59
222.3	N 51 S 57	D-N-W	DYERSVILLE 5.0	f 3.20	s 1.04	⁵³ 4.15	3.10	4.10	6.40		s 11.40
217.3		D	PETERSBURG 3.1		f 12.54						f 10.40
214.2	N 63 S 60		ALMORAL 4.6	3.10	f 12.49	4.00	2.55	3.55	6.25		f 10.25
209.6	82	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked 5.1	3.05	s 12.43	3.50	2.45	3.45	⁵¹ 6.15		s 10.15
204.5	81	W	THORPE 5.0	2.58	f 12.33	3.40	2.35	3.35	6.05		f 9.45
199.5	50		DUNDEE 5.1	2.52	s 12.25	3.30	2.25	3.25	5.55		s 9.30
194.4	90	D-W	LAMONT 4.3	2.46	s ¹⁰⁵ 12.16	3.20	2.15	3.15	5.45		s 9.00
189.6	66	T	End of Double Track AURORA 4.5	¹ 2.40	s 12.06	¹ 3.10	2.05	3.05	5.35		⁵⁵ s 8.30
185.1	43	D	STANLEY 6.1	2.34	s 11.56						s 8.00
179.0	Yard	★	C. R. I & P. Crossing—Interlocked OELWEIN	2.25 AM	11.45 AM	2.30 AM	1.30 PM	2.30 PM	5.00 PM		7.30 AM
				2	4	52	54	56	58	104	106

BETWEEN SYCAMORE AND DE KALB — FIRST DISTRICT (Freight Service Only)

WESTWARD			Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 59		EASTWARD		
Engines operating between Sycamore and DeKalb will not require train orders but will move under control.			56.6	E 138 W 49	B-C-K-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 4.7 C. M. St. P. & P. Crossing DE KALB JUNCTION C. & N. W. Crossing 1.3		Engines operating between Sycamore and DeKalb will not require train orders but will move under control.		
			61.3			DE KALB				
			62.6		X					

SPECIAL INSTRUCTIONS

- (1). Watch inspectors (see Rule 2) are located as follows:

LOCATION	NAME
Byron, Ill.	J. A. OSBORN
Chicago, Ill.	THE BALL R. R. TIME SERVICE, Brechner & McCoy, 58 E. Washington St.
Chicago, Ill.	CHAS. H. BERN, LaSalle St. Station
Chicago, Ill.	A. M. GRENFENSON, 719 S. Pulaski Rd.
Chicago, Ill.	M. GOLDBLATT, 12 N. Cicero Ave.
Dubuque, Ia.	E. L. SCHEPPELE
Oelwein, Ia.	RATHBUN'S
Stockton, Ill.	C. D. ROSS
Sycamore, Ill.	WETZEL BROS.

- (2). Register Stations:

Chicago	All First Class Trains
Chicago Transfer	All Trains Except First Class
Sycamore	Nos. 101-102-103 and 104
East Cabin	All Trains by Form 367
Fair Ground	All Trains—See Note (1)
Aurora	All Westward Trains—See Note (1)
Oelwein	All Trains—See Note (2)

Note (1). All trains may register by Form 367 except when displaying signals for a following section.

Note (2). All first class and passenger trains "WI" office; all other trains, "BA" office.

- (3). Auxiliary Lines:

Sycamore	DeKalb Branch.
Oelwein	Iowa Division.

See Rules 14-F and 14-G.

(4). EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (See Rule 71).

(4-A). EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND CLASS TRAINS.

- (5). Conditional stops:

All trains will stop at any point to discharge pay passengers holding tickets routed through Chicago, St. Paul, Minneapolis, Omaha, Kansas City, St. Joseph or Des Moines.

No. 1 will stop at any station to receive pay passengers for Rochester, South St. Paul, St. Paul, Minneapolis or any station on the Iowa Division.

No. 2 will stop at any station to discharge pay passengers from points on the Minnesota Division.

Flag stops as shown in schedules of No. 1 and No. 2 will be made to receive or discharge revenue passengers only, except that No. 1 will stop at Elizabeth and Dyersville to discharge returning livestock caretakers.

- (6). The following letters shown in column of signs opposite stations indicate:

B—	Bulletin Books and Boards.
C—	Coal.
D—	Day Telegraph or Telephone Office.
K—	Standard Clocks.
N—	Night Telegraph or Telephone Office.
O—	Turn Table.
T—	Continuous Telegraph or Telephone Office.
W—	Water Station.
X—	Yard Limit Station.
Y—	Wye.

(7). Passenger trains taking siding for other trains will pull entirely into clear before slowing up for brakeman to board train.

(7-A). At Wilkinson, C. M. St. P. & P. crossing is protected by automatic signals.

Eastward train taking siding will not pass Home signal until switch is set and lower signal indicates "PROCEED". (See Rule 601-F.)

Westward train will not pull out of siding until switch is set and dwarf signal indicates "PROCEED". (See Rule 601-F.)

With Home signal at "STOP" and no conflicting movement evident, a member of the crew will immediately open release box and comply with instructions posted therein.

(7-B). Normal position of spring switch at end of double track, Kent, is for westward track.

All eastward trains will be governed by color-light type signal No. 125-0 having two indications (See Rules 601-D and 601-E) and westward trains will be governed by color-light type signal No. 124-9 having three indications (See Rules 501-A, 501-B, 501-C). These signals govern route over switch and block section to next automatic block signal.

WHEN SIGNAL 125-0 DOES NOT INDICATE "PROCEED" THE SPRING SWITCH MUST BE LINED OVER BY HAND BEFORE MAKING AN EASTWARD MOVEMENT FROM EASTWARD TRACK.

Should eastward trains from eastward track at Kent or westward trains from westward track at Jeff be stopped before entire train has passed through the spring switch at end of double track, NO REVERSE MOVEMENT SHALL BE MADE NOR SLACK PERMITTED TO RUN BACK UNTIL SWITCH IS LINED OVER BY HAND AND LOCKED IN REVERSE POSITION.

Whenever a spring switch has been lined over by hand and after the train has completely cleared the switch, the conductor (or engineer, if there be no conductor) must see that the switch is restored to and locked in normal position.

Movements over spring switches must not be made contrary to signal indication except by authority of Caution Card Form 384 issued by Train Dispatcher, and not then until some member of crew shall have examined switch points and it is known that the switch is properly set and track unobstructed.

(7-C). Between Winston and Rice electrically controlled signal system will govern and signal indications will supersede Time Table Superiority; they do not dispense with the use or observance of other signals which may be required.

In case of failure of electrically controlled signal system trains will be moved under the direction of Train Dispatcher.

(7-D). C. G. W. and M. & O. trains using house track and siding at Oneida will protect against each other.

(7-E). Unless otherwise ordered, when trains meet at Aurora the westward train will have right on the single main track up to the switch at the end of the double track. (See Rules 88, 89, 90 and 90-A.)

(7-F). Normal position of spring switch at end of double track, Jeff, is for eastward track.

Eastward trains will be governed by signal 247.8 and westward trains, except M. C. & F. D. line, will be governed by signal No. 247.7. These signals govern route over the switch and block section to next automatic block signal.

REVERSE MOVEMENTS WILL BE MADE AS PROVIDED IN RULE 7-B.

(7-G). Eastward first class trains from M. C. & F. D. line will use first crossover from No. 1 track to eastward main track, protecting against movements on eastward main track.

Westward M. C. & F. D. line first class trains will use eastward main track Oelwein passenger station to crossover to No. 1 track at Jeff, as prescribed by Rule 93.

Trains arriving from M. C. & F. D. line must approach crossover at west end of No. 1 track at Jeff prepared to stop, expecting to find other trains using crossover.

(8). While using tracks of other companies trainmen and enginemen will be governed by the rules and time tables of such companies.

(8-A). On C. B. & Q. track between Galena Junction and Portage, trains do not require clearance or train order but will be governed by position of semaphore at Galena Junction or Portage and the train order signal at Galena Junction.

(8-B). The following Illinois Central rules govern use of the track between Dubuque Junction and Portage:

Two Tracks: Between East Cabin and Portage:

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

Between Dubuque Junction and Portage trains may run without train orders.

Between Dubuque Junction and Portage, trains will display signals as provided by train orders of their respective roads.

Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks; their indications supersede timetable superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

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

Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

On two or more tracks, trains may pass "STOP AND PROCEED" signals without stopping, proceeding at a speed of not to exceed 15 miles per hour.

(8-C). Trains and yard engines using the Chicago Junction Railway tracks in the territory between 15th Street and approximately Western Avenue on the north, Brighton Park to Lake Avenue and 42nd Street on the west, and to 49th Street on the south, MUST MOVE UNDER ABSOLUTE CONTROL, AND WITH THE CURRENT OF TRAFFIC at all times, expecting to find other trains occupying the same tracks, connecting tracks and railroad crossings, without markers, lights or flag protection. In the event of accident the responsibility rests with the approaching train. "Under Control" means to be able to stop within the range of vision.

(9). All movements must stop and be flagged over following street crossings: Fox River—Elgin Road on new hole track; Sycamore—State Street to Edwards Street, inclusive; DeKalb—Pleasant Street to Sixth Street, inclusive.

(10). In normal position, gate at C. M. St. P. & P. crossing, DeKalb Jct., is set and locked across the C. M. St. P. & P. track and yellow light displayed from top of gate post. C. G. W. trains will approach crossing prepared to stop, but may proceed over the crossing without stopping at a speed of not to exceed fifteen (15) miles per hour providing the crossing is unobstructed and gate properly set in normal position.

(11). Speed Restrictions:

MOTOR TRAINS, 10 MILES PER HOUR, ALL OTHER TRAINS, 20 MILES PER HOUR APPROACHING AND PASSING OVER RAILROAD CROSSINGS PROTECTED BY AUTOMATIC SIGNALS.

FREIGHT TRAINS, NOT TO EXCEED 25 MILES PER HOUR OVER OTHER RAILROAD CROSSINGS.

LIGHT ENGINES, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 35 MILES PER HOUR.

ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICK X-200, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 45 MILES PER HOUR; OTHER STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR.

L-1-b CLASS ENGINES HAULING PASSENGER TRAINS, MAXIMUM SPEED AUTHORIZED FOR PASSENGER TRAINS BUT NOT TO EXCEED 45 MILES PER HOUR ON CURVES. OTHER CLASSES OF FREIGHT ENGINES, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS.

TEXAS TYPE ENGINES, 5 MILES PER HOUR THROUGH CROSSOVERS, TURNOUTS, AND SHARP CURVES ON SIDINGS AND OTHER TRACKS.

WITHIN OELWEIN YARD LIMITS ON MAIN TRACK, PASSENGER TRAINS 25, FREIGHT TRAINS 15 MILES PER HOUR. ALL TRAINS WILL NOT EXCEED 10 MILES PER HOUR THROUGH TURNOUTS, EXCEPT AT JEFF—PASSENGER TRAINS 25, FREIGHT TRAINS 20 MILES PER HOUR.

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	60	45
Over Junction switches, Forest Park.....	10	10
Eastward and Westward tracks between Elmhurst and Forest Park.....	50	35
Over Fox River bridge.....	45	35
Texas type engines over Fox River bridge..	20	20
DeKalb Branch	15	15
DeKalb branch, from Anaconda south plant to end of 60-lb. rail.....	10	10
Between DeKalb Jct. and DeKalb depot....	6	6
Over C. B. & Q. crossing, Holcomb.....	25	25
Over Rock River bridge at Byron and curve just east of that bridge.....	25	25
Between Mile Post 102-15 and Mile Post 110	50	35
Westward trains at end of double track, Kent	25	25
Westward track between Kent and Stockton	45	30
Eastward and westward tracks between Mile Posts 134 and 135.....	50	35
Westward track between Rodden and Galena Junction	50	35
At ends of double track, Winston and Rice	20	10
Winston tunnel	20	20
Eastward thru tunnel with fan operating...	10	10
Over Bridge 153-24, one-half mile east of Rice	20	20
Eastward track between Galena Junction and Fan House	50	35
Over junction switches at Galena Jct.....	10	10
Over Galena River bridge 171.64.....	10	10
Between Fair Ground and Farley.....	35	25
Over C. M. St. P. & P. crossing, Oneida...	35	20
On curve west of Dundee station.....	40	30
Westward track between Mile Posts 238 and 242	25	25
Westward track between Mile Post 242 and Oelwein	50	35
Eastward trains at end of double track, Aurora, Fair Ground, Kent and Elmhurst..	20	10

(11-A). Illinois Central speed restrictions between Portage and East Cabin:

	Miles Per Hour
Passenger trains with passenger engines, passenger engines running light or with caboose.....	60
Passenger trains with freight engines.....	40
Dispatch, local freight and mixed trains.....	40
Freight engines running light or with caboose.....	40
All other trains, including work.....	40
Engines not equipped with trucks, eight-wheel locomotive cranes, or trains handling them.....	15
Engines backing up light or with cars.....	15
All trains moving over crossover, junctions and siding switches unless board at switch authorizes greater speed	10
Derricks	25
Between East Cabin and Dubuque Jct., all trains.....	10

Texas type engines must not exceed 15 miles per hour over the following bridges:
 W-172-19 in westward main two miles east of Menominee.
 W-172-20 in eastward main two miles east of Menominee.
 W-174-06 in westward main at Menominee.

(12). Texas type engines, when doubleheaded, must be spaced at least ten (10) car lengths.

(12-A). Texas type engines must not be operated on tracks:

- Lombard—passing track.
- Wasco—House track.
- Virgil—House track.
- Richardson—House track west of stock chute.
- Sycamore—Track 4.
- Esmond—House track west of stock chute.
- Clare—House track west of stock chute.
- Lindenwood—House track.
- Byron—All tracks south of main track.
- Winston—Wood spur.
- Dubuque—I. C. interchange track.

(12-B). Engines heavier than K-2 class must not be run over DeKalb branch.

(13). Agents and Operators (with card Form 874, ready for use), must take a position on station platform and closely observe all passing trains, signalling trainmen or enginemen to stop if anything noticed that might imperil the safety of the train or employees. Card Form 874 shall be properly filled out and handed to rear end when a hot box, a flat wheel, a brake beam dragging, etc., is noticed. If nothing irregular is detected, a proceed signal must be given.

All employees at work in yards and between stations must also inspect passing trains.

When trains are entering or leaving sidings and when pulling away from coal and water stations and at other places where prac-

ticable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals shall indicate whether or not train movement has the appearance of being normal.

Train and engine employees must be on the alert to receive, transmit and act promptly on these signals.

(14). Precautions to be taken to insure safe train operation during and following severe storms.

OPERATORS—Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait until advised track is safe.

TRAIN DISPATCHER—On receipt of report of storm notify trains likely to be affected; see that the Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track; get all information necessary to protect safe movement of trains quickly as possible. If necessary have Operator call Section Foreman.

(15). At interlocking plants within territory where automatic block is not in operation, and from which interlocking plant a train order signal is operated, the train order signal must not be changed from "STOP" to "PROCEED" until after home signal governing the interlocking route shall first be made to give the "PROCEED" indication.

(16). Viaducts and trolley wires over the various foreign tracks in Chicago and vicinity, used by C. G. W. trains and yard engines, will not clear a man on top or side of car.

Overhead bridges at Bellwood and Galena Jct. will not clear man on top or side of car.

(17). Motormen are prohibited from employing any unauthorized device or means for making ineffective the "Dead-man Control" of motor units so equipped.

(18). ADDITIONAL STATIONS:

	Location	Capacity
North Glen Ellyn.....	M. P. 23.3	7—connected both ends
Five Points	M. P. 59.3	15—connected east end
Bruceville	M. P. 110.2	11—connected east end
Wood spur, Winston.....		25—connected east end
Frith's Spur	M. P. 175.9	17—connected west end

NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN

STATION	WEEK DAYS	SUNDAYS	HOLIDAYS
CHICAGO		8:00 AM to 4:00 PM	12:01 AM to 4:00 PM
ELMHURST	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM
GRETNA	7:45 AM to 4:45 PM		
ST. CHARLES	7:00 AM to 12 Noon and 1:00 PM to 4:30 PM		
WASCO	6:15 PM to 3:15 AM		
LILY LAKE	8:45 AM to 5:45 PM		
VIRGIL	8:45 AM to 5:45 PM		
CLARE	7:45 AM to 4:45 PM		
ESMOND	8:30 AM to 5:30 PM		
GERMAN VALLEY ..	8:00 AM to 5:00 PM		
So. FREEPORT	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM
PEARL CITY	7:45 AM to 4:45 PM		
KENT	6:30 PM to 3:30 AM	6:30 PM to 3:30 AM	6:30 PM to 3:30 AM
ELIZABETH	7:45 AM to 4:45 PM		
No. HANOVER	8:00 AM to 5:00 PM		
GRAF	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM
DYERSVILLE	9:00 AM to 5:00 PM and 11:59 PM to 7:59 AM		11:59 PM to 7:59 AM
PETERSBURG	6:15 AM to 3:15 PM		
LAMONT	6:30 AM to 3:30 PM		
STANLEY	7:00 AM to 4:00 PM		