

### DIVISION OFFICERS

A. A. FREIBERGER	Superintendent	Oelwein
L. E. HARTMAN	Trainmaster	Oelwein
W. O. LEHR	Terminal Trainmaster	Chicago
B. J. VAUGHN	Chief Dispatcher	Oelwein
P. A. STENSTROM	Dispatcher	Oelwein
L. B. BLANN	Dispatcher	Oelwein
W. J. MURPHY	Dispatcher	Oelwein
C. K. COLE	Dispatcher	Oelwein
H. OAKLEY	Dispatcher	Oelwein
R. D. BEDGOOD	Relief Dispatcher	Oelwein
I. H. LATIMER	Dispatcher	Oelwein
J. F. MICHELS	Dispatcher	Oelwein
E. G. JORDAN	Extra Dispatcher	Oelwein
R. E. HAGELBERG	Extra Dispatcher	Oelwein
R. R. HURD	Extra Dispatcher	Oelwein
N. J. KJAR	Extra Dispatcher	Oelwein
W. O. RUTHERFORD	Division Engineer	Oelwein
HAROLD ALLEN	General Roadmaster	Oelwein
A. KRAUSMAN	Roadmaster	Dubuque
H. B. EVANS	Roadmaster	Stockton

### LIST OF SURGEONS

STATION	NAME	PHONE NUMBERS	
		OFFICE	RESIDENCE
Bellwood, Ill. . . . .	DR. EDMUND G. BRUST 154 Broadway Melrose Park, Ill.	Melrose Park 800	Melrose Park 803
Byron, Ill. . . . .	DR. R. F. DEARBORN	190R2	190R3
Chicago, Ill. . . . .	DR. E. H. ANDERSON 523 So. Cicero Ave.	Austin 7-2433	Village 8164 Austin 7-9446 (Oak Park)
Chicago, Ill. . . . .	DR. GEO. J. POPE Rm. 540, Trans. Bldg. 608 S. Dearborn St.	Wab. 2-3908	Van B 8-7081
Chicago, Ill. . . . .	DR. EARL S. MCROBERTS (Oculist) 55 East Washington St.	Cent. 6-6751	Greenleaf 4426
Chicago, Ill. . . . .	BARKER AMBULANCE SERVICE		Kedzie 3-2864
Chicago, Ill. . . . .	BERZ AMBULANCE SERVICE		Seeley 3-2400
Dubuque, Ia. . . . .	DR. C. E. LYNN	4000	330
Dubuque, Ia. . . . .	DR. FRANK J. PIEKENBROCK	4000	3126
Dyersville, Ia. . . . .	DR. B. C. LUEHRSMANN	6002	6003
Elizabeth, Ill. . . . .	DR. E. J. WILEY	48-R-6	48-R-7
Freeport, Ill. . . . .	DR. J. M. LINDEN	Main 8	Main 118
Hanover, Ill. . . . .	DR. E. F. GOLLOBITH	27-R-7	27-R-6
Oelwein, Ia. . . . .	DR. R. J. GALVIN	158	204
Oelwein, Ia. . . . .	DR. L. W. WARD	199	199
Oelwein, Ia. . . . .	DR. J. W. FELD (Dental Surgeon)	341	436
Oelwein, Ia. . . . .	DR. G. M. THEIN (Oculist)	313	492
Pearl City . . . . .	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. J. W. OVITZ	122	204

### CLAIM DEPARTMENT

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

L. L. SHECKLER, Claim Agent, Oelwein, Ia.  
Phone—Office 650 Ext. 18      Residence 1257

### OPERATING INSTRUCTIONS FOR MARS COMBINATION WHITE AND RED FIGURE "8" HEADLIGHT

#### WHITE LIGHT

To be used in figure "8" position whenever the standard locomotive headlight is in operation.

#### RED LIGHT

ON SINGLE TRACK—When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with third paragraph of Rule 99. When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track awaiting arrival of opposing train.

ON DOUBLE TRACK—When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display RED HEADLIGHT. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99, 102A and D-152.

# CHICAGO GREAT WESTERN RAILWAY

## ILLINOIS DIVISION

## TIME TABLE

# No. 12

Taking Effect at 12:01 a. m.

Wednesday, May 11, 1949

Superseding Time Table No. 11-A

Dated March 3, 1949

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

S. M. GOLDEN, Vice-President

A. A. FREIBERGER, Superintendent

## BETWEEN CHICAGO AND STOCKTON — FIRST DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 12 Effective May 11, 1949 STATIONS	WESTWARD								
				FIRST CLASS			SECOND CLASS					
				3 Passenger Daily			51 Time Freight Daily	55 Time Freight Daily	101 Way Freight Daily Ex. Sunday			
0.0		B-K	CHICAGO 7.3	B. & O. C. T. R. R. Time Table Governs	4.30			PM	PM	AM		
7.3	Yard	★	CHICAGO TRANSFER 3.0					1.00	10.00	6.00		
10.3		T-X	C. G. W. Junction—Interlocked FOREST PARK 1.3		s 4.55			1.10	10.10	f		
11.6		X	MAYWOOD 1.5		s 4.58					f		
13.1		D-N-X	BELLWOOD 3.7		5.01			1.40	10.35	f		
16.8	38	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7		s 5.07			102 1.50	10.45	f 6.53		
18.5			VILLA PARK 2.4		s 5.11					f		
20.9	28		LOMBARD 4.7		f 5.16			2.00	10.55	f 7.38		
25.6	68	D	GRETNA 5.1		f 5.24			2.10	11.15	f 8.00		
30.7	99	D-N-Y	INGALTON 5.2		f 5.32			2.25	11.25	s 8.15		
35.9	96	D-W	ST. CHARLES 1.4		s 5.43			2.50	11.35	s 8.40		
37.3	97		FOX RIVER 4.1		5.45			2.55	11.40	8.45		
41.4	61	D	WASCO 4.2		s 5.52			3.05	11.50	s 9.05		
45.6	116	D	LILY LAKE 3.0		s 6.00			3.12	12.01	s 9.18		
48.6	56	D	VIRGIL 2.7		s 6.05			3.17	12.06	s 9.45		
51.3	98		RICHARDSON 5.3		f 6.10			3.28	12.10	f 9.55		
56.6	E 136 W 47	B-C-K-T- W-X-Y	SYCAMORE C. & N. W. Crossing—Interlocked 5.2		s 6.24			3.35	12.30	102 10.25 AM		
61.8	81		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection 2.3		f 6.31			3.48	12.40	52 Arrive		
64.1	54	D	CLARE 5.7		s 6.36			3.53	12.55			
69.8	125	D	ESMOND 5.1		s 6.46			4.08	1.05			
74.9	75		LINDENWOOD 3.5		s 6.55			4.11	1.15			
78.4	57	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0		s 7.02			4.22	1.22			
83.4	68		STILLMAN VALLEY 4.4		s 7.10			4.48	1.34			
87.8	E 76 W 73	B-K-O-T- W	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0		s 7.22			5.05	1.44			
93.8	74		MYRTLE 2.9		f 7.32			5.20	1.55			
96.7	48		EGAN 4.2		s 7.37			5.27	2.02			
100.9	74	D	GERMAN VALLEY 5.8		s 7.44			5.35	2.10			
106.7	N 97 S 70	D-W-Y	SOUTH FREEPORT 7.6		f 7.52			5.45	2.22			
114.3	88		BOLTON 5.7		f 8.02			6.00	2.37			
120.0	58	D	PEARL CITY 4.9		s 8.11			6.10	2.47			
124.9		N	End of Double Track—Spring Switch KENT 6.2		s 8.21			6.20	2.57			
131.1		B-K-T-W-X	STOCKTON		s 8.34			6.40 PM	3.25 AM			
					3			51	55	101		

BETWEEN CHICAGO AND STOCKTON — FIRST DISTRICT

Miles from St. Paul	Car Capacity Sidings	SIGNS	TIME TABLE		EASTWARD						
			No. 12		FIRST CLASS			SECOND CLASS			
			Effective May 11, 1949		4			52	58	102	
STATIONS		Passenger Daily	Arrive AM		Arrive	Arrive	Way Freight Daily Ex. Sunday	Arrive			
424.8		B-K	CHICAGO 7.3	B. & O. C. T. R. R. Time Table Governs	11.00						
417.5	Yard	★	CHICAGO TRANSFER 3.0				AM 11.59	AM 3.00	PM 2.00		
414.5		T-X	C. G. W. Junction—Interlocked FOREST PARK 1.3		s 10.30						
413.2		X	MAYWOOD 1.5	s 10.26							
411.7		D-N-X	BELLWOOD 3.7	10.23		11.30	2.10				
408.0	38	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7	f 10.17		11.05	1.50	f 1.40			
406.3			VILLA PARK 2.4	s 10.13							
403.9	28		LOMBARD 4.7	f 10.06		10.55	1.42	f 1.30			
399.2	68	D	GRETNA 5.1	f 9.58		10.45	1.35	f 1.20			
394.1	99	D-N-Y	INGALTON 5.2	f 9.50		10.35	1.25	f 1.10			
388.9	96	D-W	ST. CHARLES 1.4	s 9.35		10.23	1.15	f 12.59			
387.5	97		FOX RIVER 4.1	9.31		10.18	1.10	f 12.35			
383.4	61	D	WASCO 4.2	s 9.25		10.12	1.03	s 12.25			
379.2	116	D	LILY LAKE 3.0	s 9.18		10.05	12.55	s 12.15			
376.2	56	D	VIRGIL 2.7	s 9.12		10.00	12.50	s 12.01			
373.5	98		RICHARDSON 5.3	f 9.07		101 9.55	12.45	f 11.40			
368.2	E 136 W 47	B-C-K-T- W-X-Y	SYCAMORE C. & N. W. Crossing—Interlocked 5.2	s 9.00		9.45	12.30	11.15			
363.0	81		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection 2.3	f 8.44		9.25	12.10				
360.7	54	D	CLARE 5.7	s 8.40		9.22	12.05				
355.0	125	D	ESMOND 5.1	s 8.30		9.13	11.55				
349.9	75		LINDENWOOD 3.5	s 8.20		9.05	11.45				
346.4	57	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0	s 8.14		8.59	11.37				
341.4	68		STILLMAN VALLEY 4.4	s 8.03		8.48	11.25				
337.0	E 76 W 73	B-K-O-T- W	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0	s 7.55		8.40	11.15				
331.0	74		MYRTLE 2.9	f 7.45		8.30	11.04				
328.1	48		EGAN 4.2	s 7.39		8.26	10.57				
323.9	74	D	GERMAN VALLEY 5.8	s 7.32		8.20	10.50				
318.1	N 97 S 70	D-W-Y	SOUTH FREEPORT 7.6	f 7.23		8.12	10.42				
310.5	88		BOLTON 5.7	f 7.13		8.01	10.31				
304.8	58	D	PEARL CITY 4.9	s 7.05		7.52	10.22				
299.9		N	End of Double Track—Spring Switch KENT 6.2	s 6.55		7.42	10.15				
293.7		B-K-T-W-X	STOCKTON	6.45 AM		7.30 AM	10.00 PM				
				4		52	58	102			

## BETWEEN STOCKTON AND OELWEIN — SECOND DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 12 Effective May 11, 1949 STATIONS	WESTWARD					
				FIRST CLASS		SECOND CLASS			
				3 Passenger Daily		51 Time Freight Daily	55 Time Freight Daily		
131.1		B-K-T-W-X	STOCKTON 7.5	PM 8.34		PM 6.40	AM 3.25		
138.6			WOODBINE 4.7	s 8.46					
143.3		D	ELIZABETH 3.3	s 8.55					
146.6	51	D	NORTH HANOVER 1.3	s 9.02					
147.9			STAUFFER End of Double Track—Spring Switch 2.0	9.04		7.15	3.58		
149.9			RODDEN 3.7	f 9.07					
153.6	10		RICE 1.8	f 9.15					
155.4	36		AIKEN End of Double Track—Spring Switch 2.2	f 9.18		7.35	4.20		
157.6		T-W	End of Double Track GALENA JCT.—Interlocked 0.5	f 9.23		7.40	4.25		
158.1		T-K	PORTAGE—Interlocked 12.8						
170.9		T-K	EAST CABIN—Interlocked 1.0						
171.9		T	DUBUQUE JCT.—Interlocked 0.2	9.43		8.10	4.55		
172.1		X	C. M. St. P. & P. Crossings—Gates and Signals DUBUQUE 2.1	s 9.51					
174.2	86	B-C-K-O- T-W-X	FAIR GROUND End of Double Track—Interlocked 5.9	f 9.59		<sup>58</sup> 8.20	<sup>52-4</sup> 5.25		
180.1	68		DURANGO 2.9	s 10.09		8.45	5.40		
183.0	49		BUDD 4.9	10.14		8.55	5.47		
187.9	E 68 W 80	C-W	GRAF 3.7	s 10.25		9.05	6.07		
191.6	61		KIDDER 4.4	f 10.32		9.15	6.17		
196.0	N 51 S 59		FARLEY 6.5	f 10.43		9.35	6.37		
202.5	N 49 S 55	D-W	DYERSVILLE 5.0	s 10.57		9.50	6.52		
207.5		D	PETERSBURG 3.1	s 11.07					
210.6	104		ALMORAL 4.6	f 11.12		10.05	7.07		
215.2	80	T	ONEIDA C. M. St P. & P. Crossing—Interlocked 5.1	s 11.22		10.15	7.17		
220.3	79	W	THORPE 5.0	f 11.30		10.25	7.26		
225.3	48		DUNDEE 5.1	s 11.39		10.32	7.35		
230.4	88	D	LAMONT 4.8	s 11.50		10.40	7.45		
235.2		D	End of Double Track—Spring Switch AURORA 4.5	s 11.59		10.50	7.55		
239.7			STANLEY 6.1	s 12.09					
245.8	Yard	★	C. R. i & P. Crossing—Interlocked OELWEIN	12.30 AM Arrive		11.15 PM Arrive	8.15 AM Arrive		
				3		51	55		

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

I. C. R. R. RULES WILL GOVERN

C. B. & Q.  
R. R.  
I. C. R.  
R. R.

**BETWEEN STOCKTON AND OELWEIN — SECOND DISTRICT**

Miles from St. Paul	Car Capacity	SIGN	TIME TABLE		EASTWARD					
			No. 12		FIRST CLASS		SECOND CLASS			
			Effective May 11, 1949		4		52	58		
		STATIONS	Passenger Daily		Time Freight Daily	Time Freight Daily				
293.7		B-K-T-W-X	STOCKTON	s 6.45	AM 7.30	PM 10.00				
286.2			WOODBINE	s 6.30						
281.5		D	ELIZABETH	s 6.20						
278.2	51	D	NORTH HANOVER	s 6.10						
276.9			STAUFFER End of Double Track—Spring Switch	6.05	6.40	9.31				
274.9			RODDEN	f 6.02						
271.2	10		RICE	5.54						
269.4	36		AIKEN End of Double Track—Spring Switch	f 5.50	6.15	9.06				
267.2		T-W	GALENA JCT.—Interlocked	s 5.46	6.10	9.00				
266.7		T-K	PORTAGE—Interlocked	C. B. & Q. R. R. RULES WILL GOVERN						
253.9		T-K	EAST CABIN—Interlocked	I. C. R. R. RULES WILL GOVERN						
252.9		T	DUBUQUE JCT.—Interlocked	5.26	5.40	8.30				
252.7		X	C. M. St. P. & P. Crossings—Gates and Signals DUBUQUE	s 5.25						
250.6	86	B-C-K-O-T-W-X	FAIR GROUND End of Double Track—Interlocked	s 5.12	5.25	8.15				
244.7	68		DURANGO	s 5.02	5.12	7.55				
241.8	49		BUDD	4.56	5.04	7.47				
236.9	E 68 W 80	C-W	GRAF	s 4.47	4.53	7.35				
233.2	61		KIDDER	f 4.40	4.45	7.16				
228.8	N 51 S 59		FARLEY	f 4.32	4.34	7.05				
222.3	N 40 S 55	D-W	DYERSVILLE	s 4.20	4.24	6.50				
217.3		D	PETERSBURG	s 4.08						
214.2	104		ALMORAL	f 4.03	4.12	6.30				
209.6	80	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked	s 3.57	4.04	6.18				
204.5	79	W	THORPE	f 3.44	3.56	6.08				
199.5	48		DUNDEE	s 3.36	3.48	5.58				
194.4	88	D	LAMONT	s 3.27	3.38	5.48				
189.6		D	End of Double Track—Spring Switch AURORA	s 3.19	3.30	5.40				
185.1			STANLEY	s 3.10						
179.0	Yard	★	C. R. 1 & P Crossing—Interlocked OELWEIN	3.00 AM	3.10 AM	5.00 PM				
				4	52	58				

WESTWARD				Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 12		EASTWARD			
									Effective May 11, 1949			
							STATIONS					
Chicago and Northwestern Railway Time Table Governs				56.6		B-C-K-T-W-X	SYCAMORE C. & N. W. Crossing—Interlocked		Chicago and Northwestern Railway Time Table Governs			
				62.6		X	6.0 DE KALB					

## SPECIAL INSTRUCTIONS

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

LOCATION	NAME
Berwyn, Ill. ....	E. R. MILLER & SON, 6235 Cermak Rd.
Chicago, Ill. ....	THE BALL R. R. TIME SERVICE, C. W. BRECHNER, 6 N. Michigan
Chicago, Ill. ....	CHAS. H. BERN, LaSalle St. Station
Chicago, Ill. ....	LEXINGTON JEWELERS, 719 S. Pulaski Rd.
Chicago, Ill. ....	M. GOLDBLATT, 12 N. Cicero Ave.
Chicago, Ill. ....	S. D. SLAVIN, 4158 W. Madison St.
Dubuque, Ia. ....	E. L. SCHEPPELE
Oelwein, Ia. ....	SIBBING JEWELRY
Stockton, Ill. ....	ROBERT MCMASTERS, 111 W. Front St.
Sycamore, Ill. ....	WETZEL BROS.

**(2). Register Stations:**

Chicago .....	All First Class Trains
Chicago Transfer .....	All Trains Except First Class
Sycamore .....	Nos. 101-102 and DeKalb Branch
Portage .....	All Trains by Form 367
East Cabin .....	All Trains by Form 367
Fair Ground .....	All 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:**

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), EXCEPT No. 101 IS SUPERIOR TO No. 102**

(5). All trains starting from Chicago, Grand Central Station must secure clearance card, Form 389 and train order register check at CGW Junction Tower, Forest Park. [See Rule 83(c)].

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

- B—Bulletin 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).** 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-A). Spring switches are in use at end of double track Aurora, Aiken, Kent and Stauffer. Normal position of the switches at Aurora, Aiken and Kent are for westward trains. Normal position of spring switch at Stauffer is for eastward trains. Use of spring switches will be governed by signal indications and following instructions:

Three-position color light type signals are in use located in advance of spring switches for approaching trains in either direction. (See Rules 501-A, 501-B and 501-C.) Signal indications as follows:

COLOR	INDICATION	NAME
Red	Stop	Stop Signal
Yellow	Approach next signal pre- pared to stop	Approach Signal
Green	Proceed	Clear Signal

When signals indicate "STOP", trains must stop before reaching switch and movement 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 operated and secured switch by hand for the movement to be made. When switch has been operated by hand and after the train has completely cleared the switch the conductor (or engineer if there be no conductor) must see that switch is restored to and locked in normal position.

Should an eastward train at Aurora, Aiken or Kent, or a westward train at Stauffer, be stopped before entire train has cleared spring switch, REVERSE MOVEMENT SHALL NOT BE MADE NOR SLACK PERMITTED TO RUN BACK UNTIL SWITCH IS LINED OVER BY HAND AND LOCKED IN REVERSE POSITION.

Eastward signal 235-20 at Aurora, eastward signal 155-44 at Aiken and eastward signal 124-70 at Kent, located on south side of main tracks, will govern movement of eastward trains on either main track to single track.

Westward signal 148-05 at Stauffer governs movement of westward trains on either main track to single track.

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

(7-E). 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 Fourteenth District, 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-A.

(7-F). Eastward first class trains from Fourteenth District will use first crossover from No. 1 track to eastward main track, protecting against movements on eastward main track.

Westward Fourteenth District 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 Fourteenth District must approach crossover at west end of No. 1 track at Jeff prepared to stop, expecting to find other trains using crossover.

(7-G). Freight trains and light engines arriving from Eleventh and Fourteenth Districts must head into yard at Jeff.

(8). While using tracks of other companies trainmen and enginemen will, unless otherwise provided, 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 do not require the use 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 at reduced speed.

Trains may pass "STOP AND PROCEED" signals without stopping, proceeding at restricted speed thru entire block, expecting to find train in block, broken rail, obstruction, or switch not properly lined.

(8-C). Trains and yard engines using Chicago Junction Railway tracks will be governed by Chicago Junction Railway rules and Special Instructions; MUST MOVE UNDER CONTROL, AND WITH CURRENT OF TRAFFIC, expecting to find other trains occupying tracks without markers, lights or flag protection. Responsibility for accidents rests with the approaching train.

(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.

**(11). Speed Restrictions: General**

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

STEAM ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR. SCALE TEST CAR RESTRICTED TO MOVEMENT IN WAY FREIGHT TRAINS ONLY.

FREIGHT ENGINES HANDLING PASSENGER TRAINS, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS.

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

AT CHICAGO TRANSFER, ALL TRAINS AND YARD ENGINES, NOT TO EXCEED TEN MILES PER HOUR THROUGH YARD TRACKS OR TURNOUTS.

WITHIN OELWEIN YARD LIMITS ON MAIN TRACK, PASSENGER TRAINS 25, FREIGHT TRAINS 15 MILES PER HOUR. ALL TRAINS, NOT TO EXCEED 10 MILES PER HOUR THROUGH YARD TRACKS OR 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
Between M.P. 21 and M.P. 25.....	45	30
Over Fox River bridge.....	45	35
Texas type engines over Fox River bridge..	20	20
DeKalb Branch, Sycamore and DeKalb yards .....	10	6
Over C. B. & Q. crossing, Holcomb.....	25	25
Over Rock River bridge at Byron and curve just east of that bridge.....	25	25
Over C. M. St. P. & P. Crossing, Byron..	35	25
Between west switch Byron and east switch Myrtle .....	55	40
Eastward Trains at end of double track—Aurora, Aiken and Kent.....	20	20
Eastward and westward tracks between Mile Posts 133 and 135.....	50	35
Westward Trains at end of double track—Stauffer .....	20	20
Winston tunnel .....	20	20
Over junction switches at Galena Jct.....	10	10
Over Galena River bridge 171.64.....	10	10
Dubuque—over C. M. St. P. & P. Crossings	15	15
Between Dubuque and Fair Grounds.....	25	20
Between Fair Ground and Farley.....	35	25
Union and Chestnut Streets—Dyersville...	35	35
Over C. M. St. P. & P. crossing, Oneida...	35	20
On curve west of Dundee station.....	40	30
Westward track between Mile Post 242 and Oelwein .....	50	35
Eastward trains at end of double track, Fair Ground and Elmhurst.....	20	10

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

	Miles Per Hour
Passenger engines with passenger trains, caboose or light .....	70
Passenger trains with freight engines.....	45
Dispatch, local freight and mixed trains.....	45
All other trains, including work.....	45
Eight wheel locomotive cranes on own wheels.....	30
Engines without trucks and engines backing up.....	25
All trains moving over crossover, junctions and siding switches unless board at switch authorizes greater speed .....	15
Derricks .....	30
Between East Cabin and Dubuque Jct., all trains.....	10

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

Texas type engines must not be operated on tracks:

- Dubuque—I. C. Interchange track
- Byron—All tracks south of Main track.
- Fox River—South Moline track and New Hole track.
- St. Charles—Old Hole track.
- Gretna—Coal track.
- Maywood—All tracks south of Main track.

Engines heavier than 400 class must not use yard tracks at DeKalb.

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

**(15). 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.

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

**ADDITIONAL STATIONS:**

	Location	Car Capacity	Connected
NORTH GLEN ELLYN	2.3 miles east of Gretna.....	7	both ends
CAMPBELL'S SPUR	.1 mile east of Ingalton.....	15	east end
FIVE POINTS	2.5 miles east of Wilkinson.....	15	east end
WINSTON	1.5 miles east of Rice.....	25	both ends
FRITH'S SPUR	1.7 miles west of Fair Ground... 17		west end

**NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN**

STATION	WEEK DAYS	SUNDAYS	HOLIDAYS
ELMHURST .....	7:00 AM to 4:00 PM .....	7:00 AM to 4:00 PM .....	7:00 AM to 4:00 PM
GRETNA .....	8:00 AM to 5:00 PM .....		
INGALTON .....	10:00 AM to 6:00 PM and 8:00 PM to 4:00 AM ..	10:00 AM to 6:00 PM and 8:00 PM to 4:00 AM .....	10:00 AM to 6:00 PM and 8:00 PM to 4:00 AM
ST. CHARLES .....	7:45 AM to 4:45 PM .....		
WASCO .....	8:00 AM to 5:00 PM .....		
LILY LAKE .....	7:45 AM to 4:45 PM .....		
VIRGIL .....	8:45 AM to 5:45 PM .....		
CLARE .....	7:45 AM to 4:45 PM .....		
ESMOND .....	8:45 AM to 5:45 PM .....		
GERMAN VALLEY .....	7:45 AM to 4:45 PM .....		
So. FREEPORT .....	7:45 AM to 4:45 PM .....		7:45 AM to 4:45 PM
PEARL CITY .....	7:45 AM to 4:45 PM .....		
KENT .....	8:45 PM to 5:45 AM .....	8:45 PM to 5:45 AM .....	8:45 PM to 5:45 AM
ELIZABETH .....	7:45 AM to 4:45 PM .....		
No. HANOVER .....	8:00 AM to 5:00 PM .....		
DYERSVILLE .....	7:45 AM to 4:45 PM .....		
PETERSBURG .....	8:00 AM to 5:00 PM .....		
LAMONT .....	7:45 AM to 4:45 PM .....		
AURORA .....	7:45 AM to 4:45 PM .....		7:45 AM to 4:45 PM

**SAFETY FIRST**

**SAFETY ALWAYS**