TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
00000000000	33 34 36 38 40 42 48 50 52 54	110.0 106.0 100.0 94.7 90.0 85.7 75.0 72.0 69.2 66.6 64.2	1 1 1 1 1 1 1 1	19 20 21 22 23 24 25 26 27 28 29	45.6 45.0 44.4 43.9 43.4 42.9 42.4 41.9 40.9 40.4
0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	58 0 1 2 3 4 5 6 7 8	62.0 60.0 59.0 58.0 57.1 56.2 55.3 54.5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	30 31 32 33 34 35 40 45	40.0 39.6 39.1 38.7 38.2 37.9 36.0 34.3 32.7
1 1 1	10 11 12 13 14 15 16 17	52.9 51.4 50.7 50.0 49.3 48.6 48.0 47.4 46.7	1 1 1 2 2 2 2 2 2 2 3 4 6	55 0 5 10 15 20 25 0	31.3 30.0 28.8 27.7 26.7 25.7 24.8 20.0 15.0

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

FOREMAN'S FORM U TRAIN ORDER CLEARANCE

RI	
(Occupation)	(Name)
	P, calling
(Train No.)	(after train answers giving
his identification):	
This is RI(Occup	
=	
in charge of the work l	petween MPand
MPTrain	Order No
	nd you may proceed past the ign and through the limits of
order at	
Where Rule 10(i)2	is authorized, Foreman will
onni me words, Trani	Order No"
	L ACKNOWLEDGMENT
OF FORM	L ACKNOWLEDGMENT U CLEARANCE ineer of RI Train
OF FORM	U CLEARANCE
OF FORM This is eng	U CLEARANCE ineer of RI Train (Direction)
OF FORM This is eng (Train No.) I may proceed past	U CLEARANCE ineer of RI Train (Direction) the red conditional stop sign
OF FORM This is eng (Train No.) I may proceed past and through the limits	(Direction) the red conditional stop sign of Order No.
OF FORM This is eng (Train No.) I may proceed past and through the limits between MP	(Direction) the red conditional stop sign of Order Noand MPat
OF FORM This is eng (Train No.) I may proceed past and through the limits between MP	(Direction) the red conditional stop sign of Order Noand MPat
This is eng (Train No.) I may proceed past and through the limits between MPrepeat. (Speed)	(Direction) the red conditional stop sign of Order No. and MPatatat
This is eng (Train No.) I may proceed past and through the limits between MP	(Direction) the red conditional stop sign of Order No. and MPat
This is eng (Train No.) I may proceed past and through the limits between MPrepeat. (Speed)	(Direction) the red conditional stop sign of Order No. and MPat

PREVENT INJURY



SAFETY FIRST

Chicago, Rock Island & Pacific Railroad



TIME TABLE

ILLINOIS DIVISION

No. 5

EFFECTIVE AT 12:01 A.M. CENTRAL STANDARD TIME

SUNDAY, MARCH 2, 1969

F. J. GARNER
Superintendent

G. H. VOSS Asst. Gen. Manager C. R. HURT Asst. Gen. Manager

W. F. THOMPSON General Manager

This Time Table for the exclusive use and guidance of Employes

10,000 3-2-69 B&O C&O N&W CMStP&P

OFFICERS-ILLINOIS DIVISION

Asst. Divn. Superintendent

Terminal Superintendent

Terminal Superintendent

Suburban Trainmaster

Suburban Trainmaster

Terminal Trainmaster

Trainmaster

Trainmaster

Trainmaster

Trainmaster

Trainmaster

Trainmaster

Trainmaster

Division Engineer

Safety Supervisor

Master Mechanic

Chief Dispatcher

Master Car Repairer

Assistant Master Mechanic

Assistant Master Mechanic

Terminal Master Mechanic

Road Foreman of Engines

Road Foreman of Engines

Road Foreman of Engines

Asst. Master Car Repairer

Asst. Master Car Repairer

Asst. Terminal Superintendent

Asst. Terminal Superintendent

M. R. Ewing C. J. Stack D. C. Weitzman B. L. Lowery W. J. O'Connor C. M. Pitts N. P. Simon K. H. Smith J. A. Pochran R. W. Libby S, R. Schreckengost R. E. Peacock R. J. Vinson C. E. Baker J. F. Forrest D. E. Messenger J. F. Broschart J. H. Stephenson R. S. Randolph W. H. Dozier P. C. Brock D. L. Hale B. B. Brenton, Jr. L. F. Lemkau P. A. Riggs T, F. Kelly B. M. Dobbels R. R. Scott J. L. Evans S. M. Globis R. R. Barcus J. F. Waddicar H, D. Day W. K. O'Brien P. E. Mankins C. L. Bostic M. E. Johnson P. S. Hagadus C. C. Tilton J. H. VanderBurg

Kelly Yard Senior/Asst. Divn. Superintendent Kelly Yard Blue Island Kelly Yard Blue Island Kelly Yard Chicago Genl. Supervisor Suburban Operations Chicago Chicago Chicago Terminal Chicago Terminal Chicago Terminal Chicago Terminal Joliet Ottawa Peoria Kelly Yard Kelly Yard Kelly Yard Kelly Yard West Davenport Cedar Rapids Muscatine Kelly Yard Kelly Yard Kelly Yard Kelly Yard Kelly Yard Chicago Chicago Asst. Terminal Master Mechanic Suburban & Psgr. Chicago Terminal Road Foreman Engs., Subn. & Psgr. Blue Island Kelly Yard Kelly Yard Des Moines Kelly Yard Blue Island Master Car Repairer-Freight Equipment Blue Island Asst. Master Car Repairer-Freight Equipment Kelly Yard Chicago

TRAIN DISPATCHERS

V. R. Beeson, Asst. Chief Dispatcher G. R. Gibson, Relief Asst. Chief Dispatcher
F. A. Bayliss, Asst. Chief Dispatcher
T. F. Herzog, Asst. Chief Dispatcher
J. D. McDermet, Dispatcher
D. B. Yates, Dispatcher
C. C. Lamb, Dispatcher
H. B. Burress, Dispatcher
R. C. Fee, Dispatcher
G. R. Williamson, Dispatcher
J. F. Corder, Dispatcher
W. L. Vannatta, Dispatcher
M. G. Cobb, Dispatcher
G. W. Lindsey, Dispatcher
P. H. Hantsbarger, Dispatcher
C. D. Shields, Extra Dispatcher
M. C. Burkart, Extra Dispatcher

MAIN LINE WESTWARD

:			MA	IN LIE	4E #E	:> I WA	אט]
								FI	RST CL	ASS				
	SUBDIVISION 1	E		111	203	205	207	113	209	115	7	117	119	211
	STATIONS	ا يَّا	ے ا	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Psgr.	Sub.	Şub.	Sub.
	TIME TABLE NO. 5 March 2, 1969	Miles From Chicaso	Signs	Daily Except Mon. & *Holi- days	Daily	Daily Except Sun. & *Holi- days	Sun. & *Holi- days	Daily	Daily Except Sun. & *Holi- days	Daily Except Sun & *Holí- days	Daily	Daily	Daily Except Sat. Sun, & *Holi- days	Daily
	GOCHICAGO*TO.		яw	A.M. 12.25	A.M. 12.45	A.M. 6.45	A.M. 8.00	A.M. 8.05	A.M. 8.40	A.M. 9.05	A.M. 9.10	A.M. 10.05	A.M. 11.05	A.M. 11.20
	IC Crossing	1.1	TY											
	ENGLEWOOD	6.7		s12.38	s12.58	s6.58	s8.13	s8.18	g8.53	s9.18	s9.44	s10.18	s11.18	s11.33
	PRR Crossing	6.7												
	HAMILTON PARK	7.8	Ĺ											
	AUBURN PARK	8.6		s12.42	s1.01	s7,01	s8.16	s6.22	g8.56	ь9.21		s10.21	s11.21	s11.36
	GRESHAM*	9.8	Y	s12.45	sl.04	s7.04	\$8.19	s8.25	s8.59	99.24		s10.24	s11.24	s11.39
	SO. CHICAGO LINE JCT.	9.9		12.46 A.M				8.26 A.M		9.25 A.M		10.25	11.25 - A.M.	
	SO. CHICAGO LINE JCT.	10.0						71.107.		1		76.56		
	CRI&P Crossing	10.1			1.05	7.05	8.20		9.00		9.49			11.40
ĺ	0.6	b [10.5		_										
	LONGWOOD MANOR-95th St				s1.07	s7.07	a8.22		s9.02					s11.42
	LONGWOOD MANDR-99th St	111.4			s1.09	s7.09	s8.24		s9.04					s11.44
	PRR Crossing	12.0									9.52			
	WASHINGTON HEIGHTS)		:		sl.ll	s7.11	s8.26		s9,06					s11.46
	GIVINS					s7.14								s11.49
	2.8 BIBLUE ISLAND		RFWTY Yd		sl.17	s7.18	s8.31		ε9.12		9.58			s11.54
ا ۾ ا	/	1												
39-52	1.3	17.2			s1.20	67.20	s8.34					_,		s11.57
₹	MIDLOTHIAN	18.4			s1.22	s7.22	s8.36		s9.17					s11.59
₽	OAK FORESTP.	20.4			sl.26	s7.26	s8.40		s9.21		10.02			A.M. s12.04
18-12	TINLEY PARKP.	23.5			s1.31	s7.31	s8.45		s9.26		10.05			P.M s12.09
 	MOKENAP.	29.6			sl.38	s7.38	s8.52		s9.33		10,10			s12.16
406	NEW LENOXP.	34.0			sl.44	97.44	s8.58		s9.39		10.14			s12.22
₽	EJ&E Crossing) =P.	38.9												
400	1 ^	39.2												
Rules	GM&O & AT&SF Cr.) \$ 2P.	40.2		L]										
<u>«</u> (JJOLIET*TO.	40.2	RFWT Yd		s1.55 A.M.	s7.55 A.M.	s9.10 A.M.		s9.55 A.M.		g10.26 A.M.			s12.85 P.M.
MA)	(IMUM SPEED: Psgr. Trains 79 MPH exc	ept Su	burban Tı	rains han	dling co	nventic	nal equ	ipment :	70 MPH]

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions.

- (g) No. 209 stops at Englewood and Auburn Park except Saturdays.
- (g) No. 7 Joliet receive for points where scheduled to stop.

===		_	_		N LIN	E WE	STWAR	D							
		7	_	T					FIR	ST CLA	SS				
			l	ŀ	121	123	213	125	215	127	217	501	129	219	131
	SUBDIVISION 1	6			Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Şub.	Sub.
	STATIONS TIME TABLE NO. 5 March 2, 1969	Miles Fr	Chicago	Signs		Daily Except Sat. Sun. & *Holi- days	Daily Except Sun. & *Holi- days	Daily	Sat. Only	Daily	Daily Except Sat. Sun. & *Holi- days	Sun. & *Holi- days	Daily Except Sun. & *Holi- days	Sun' I	Daily Except Sat. Sun. & *Holi- days
	GOCHICAGO*TO.)	†	0	nw n	P.M. 12.20	P.M. 1,05	P.M. 1.20	P.M. 2.05	P.M. 2.35	P.M. 3.05	P.M. 3.30	P.M. 4.05	P.M. 4.08	P.M. 4.35	P.M. 4.40
	—— 1.1 —————	F	1.1												
	IC Crossing	\vdash	_		s12.33		s1.33	s 2.18	s2.48	g3.18	s3.43	s4.18	s4.21	s4.48	s4.53
	5.6ENGLEWOOD	┝	6.7	<u> </u>		1,18	\vdash		<u> </u>						
		\vdash	6.7		 -		s1.35	£2,21			s3.46		s4.24		s4.56
	HAMILTON PARK	⊢	7.8		s12.36	 	s1.38	s2.24	s2.51	g3.21	s3.49	94.21	s4.27		s4.59
	AUBURN PARK	⊢	8.6		- -	s1.24	61.41	s2.27	s2.54	s3.24	s3.52	в4.24	s4.30	1	s5.02
	GRESHAM	\vdash	9.8	Y	s12.39		B1.41	2.28	-	3.25	 	4.25	4.31		5.03
	GRESHAM JCT	F	9,9			P.M.	-	-P.M	 	- ₽.M	 	P.M	P.M		P.M
	SO, CHICAGO LINE JCT ALL I		LO.0		₩		1.42		2.55	- -	3.53		\vdash	4.54	
		ㅂ누	10.1	<u> </u>	₩	ļ — -	+		+	- -		<u>├</u> .			
	0.6	e 🗀	10.3		-	+ -	51.44		s2.57		s3.55			s4.56	ļ
		Ç -	10.9	 	∦	╁	s1.46		s2.59		s3.57			s4.58	
	LONGWOOD MANOR-YYTH >1	\$ -	11.4		₩	 	1 31.20			 	 				
	/L Fa >	`E -	12.0	+-	╫	+-	s1.48	 -	s3.01	1-	s3.59		T^-	s5.00	
	WASHINGTON HEIGHTS. JA	Σ٢	12.0	-	∦ — −		s1.51	├	g3.04	 	s4.02		Γ-	g5.02	
	2.8	⊦ید	12.9	DE WTS	 	+	g1.56		s3.09	+-	s4.07	T		s5.07	
	0.0	面上	15.7	Yd	-	 	31.50	├-	1	t^-	+	P.M. 4.49	1		T^{-}
~ (WESTERN AVENUE JCT	뉡	15.9	+-	₩-		s1.58	┼	s3.12	+-	s4.10	s4.51	+-	\top	
39-52	1.3ROBBINS	₽ŀ	17.2		₩—	+-	s1.38	+-	93,15	+-	s4.13	84.54	1	\$5.12	!
Z P	2.0 ————————	∢∖	18.4		-	+-	+-	+-	s3.19	+-	84.17	+-		s5.17	,
₽	OAK FORESTP.		20.4	+-	₩-	+	s2.05	1-	s3.24	+-	s4.22	+	+	s5.2	$\overline{}$
18-12	TINLEY PARKP.		23.	+-	₩-	+-	s2.10	+	+	+	64.29	' 	+-	s5.28	_
₹ <	MOKENAP.		29.	+	╁		s2.17	-	s3.31	1-	s4.35	1	+	s5.3	
406 N	NEW LENOXP.		34.		₩-	 	s 2.23	╁—-	s3.37	+-	+ 4.00	1 30.11	+-	1 30.5	+
۰.	EJ&E Crossing		38.	+-	₩-		+-	+-	+	+-	-	+-	+	+-	1-
8	MC Crossing		39.	+-	-	+-	-	+-		+-	+	+-	+	+	1-
Rules	I GMAD & AT&SFCr / TO PI		40.			 	+-	 -	s3.47	,	64.4	5 85.2	5	в5.4	7
 لا	JJOLIET*TO.	<u></u>	40.	2 RFWT Yd		_L_	s2.3		P.M.		P M			P.M	

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH
Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions.

- (g) No. 125 stops at Hamilton Park except Saturdays, Sundays and Holidays.
 (g) No. 127 stops at Englewood and Auburn Park Sundays and Holidays only.
 (g) No. 219 stop at Givens on Saturdays only.

MAIN LINE WESTWARD

		T						FII	RST CLA	\SS				
		_		303	133	135	137	139	221	305	223	141	143	5
	SUBDIVISION 1 STATIONS	E o	2	Sub.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	5ub.	Sub. Exp.	Súb. Exp.	Sub. Exp.	Þsgr.
	TIME TABLE NO. 5 March 2, 1969	Miles From Chicago	Signs	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holl- days	Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Sat.	Sat.	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Daily
	GOCHICAGO*TO.)	0	RW	P.M. 4.50	P.M. 4.55	P.M. 5.00	P.M. 5.05	P.M. 5.08	P.M. 5.11	P.M. 5.14	P.M. 5.16	P.M. 5.18	P.M. 5.28	P.M. 5.38
	C Crossing	1.1	TY											
	ENGLEWOOD	6.7		s5.03			s5.18		s5.24	s5.27				s5.40
	PRR Crossing	6.7			5.08	5.13		5.21			5.29	5.31	5.41	
	HAMILTON PARK	7.8		s5.06			_							
	AUBURN PARK	8.6		s5.08			s5.22			s5.32				
		9.8	Y	s5.11			s5.25			s5.35		<u> </u>		<u> </u>
	GRESHAM JCT	9.9			5.14 D.M	5.19 D.M	5.26 P.M	5.27 P.M.				5.37 P.M	5.47 P.M.	
	50. CHICAGO LINE JCT.	10.0			_ F .W1	F .10.	1	1				1 1131	- 11.21	<u>L</u> _
	SO. CHICAGO LINE JCT.	10.1		5.12					5.30	5.36	5.35	<u> </u>		5.5
	SO. CHICAGO LINE JCT.	10.3												
	LONGWOOD MANOR-95th St	10.9		s5.14	ļ .	L				s5.38		<u> </u>		
	LONGWOOD MANOR-99th St	11.4		s5.16						в5.40				ļ
	PRR Crossing	12.0	<u> </u>	<u> </u>		<u></u>			5.33		5.38			5.5
	WASHINGTON HEIGHTS) ₹	12.0		s5.19	ļ.—		_	-		s5.43				
	GIVINS	ກົ 12,9 ຮ	D.D.Brown	s5.22	<u> </u>	<u> </u>	<u> </u>	ļ		s5.46		<u> </u>		_
	0.2 li	15.7	RFWTY Yd	s5.28 P.M	<u> </u>		ļ		5.36	s5.54 - P.M	5.42	ļ. —		6.0
١ĺ					↓		L							
	ROBBINS	17.2	L	<u> </u>	<u> </u>			ļ. -		<u> </u>		_		
	MIDLOTHIAN	`—		<u>. </u>	↓		ļ		<u> </u>		s5.47			6.0
:	3.1 3.1	20.4	 -	_	-	<u> </u>		-	5,40		s5.52 s5.58			6.0
:	TINLEY PARKP.	23.5	 -	-				-	5.43 s5.49		s6.07	 	 -	6.3
₹		29.6	 	-	↓		_	├ —	_					6.1
	NEW LENOXP.	34.0	_	_	-	 -	-		s5.54		s6.13		 - -	0.1
2	BJ&E Crossing	38.9	 	_	-	-	-		 		-	 		
	MC Crossing	39.2	 	-		-			 -		_		 	
	JJOLIET*TO.	40.2	RFWT		+-		-		s6.08		s6.24	 	<u> </u>	s 6.2
. (40.2	1	Yd "			1		l	P.M.		P.M.	<u> </u>		P.M

MAXIMUM SPEED: Pagr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions.

MAIN LINE WESTWARD													
	Ī		 -				FIR	ST CLA	\SS				
		1	225	145	11	227	147	149	229	151	1 TOFC	153	231
SUBDIVISION 1 STATIONS	F 9	su	Sub.	Sub.	Psgr.	Sub.	Sub.	Sub.	Sub.	Şub.	Mail Mixed	Sub.	Sub.
TIME TABLE NO. 5 Morch 2, 1969	Miles From Chicago	Signs	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Daily	Daily	Daily Except Sun. & *Holi- days	Daily	Daily Except Sat. Sun. & *Holi- days	Daily Except Sun, & *Holi- days	Daily	Daily Except Sat, Sun, & *Holi- days	Daily
		RW	P.M.	P.M. 5.52	P.M. 6.15	P.M. 6.18	P.M. 6.30	P.M. 7,10	P.M. 7.30	P.M. 8.10	P.M. 9.01	P.M. 9.10	P.M. 9.15
GOCHICAGO*TO. ————————————————————————————————————		TY	5.40	3.32	0.13	0.10	0.00	1120	1.00				
	6.7	-	s5.53		s6.28	g6.31	s6.43	g7.23		s6.23		s9.23	s9.28
ENGLEWOOD			30.00	6.05					7.43		\vdash		
	7.8						g6.46			g8.26	-		
HAMILTON PARK	8.6		<u> </u>	s6.09			s6.49	g7.26		s8.29		s9.26	
1.2 **	9.8	Υ	s5.59	s6.12	-	s6.37	s6.52	s7.29	s7.49	s8.32		s9.29	g9.34
GRESHAM JCT	9.9			6.13			6.53	7.30		8.33		9.30	
0.1	10.0			⊢ P.M			P.M	P.M	ļ	⊢P.M		- P.M	
SO. CHICAGO LINE JCT APP S	10.1		6.00		6.33	6.38			7.50				9.35
SO, CHICAGO LINE JCT	10.3												
LONGWOOD MANOR-95th St	10.9		g6.02			s6.40			87.52				s9.37
LONGWOOD MANOR-99th 51,	11.4		s6.04	<u> </u>		s6.42		<u> </u>	s7.54		<u> </u>		s9.39
O.6PRR Crossing	12.0				6.35	ļ		L _	<u> </u>				
	12.0		s6.06			s6.44	<u> </u>		s7.56		ļ ·		s9.41
GIVINS	12.9	D DWWW	s6.09			s6.47			\$8.01		9.30	 -	s9.49
BIBLUE ISLAND	15.7	RFWTY Yd	s6.14	<u> </u>	6.40	s6.52	<u> </u>	 -	\$8.01	-	7.30	! 	37.47
· · · · · · · · · · · · · · · · · · ·	15.9		ļ		ļ <u> —</u>	 	 				<u> </u>		s9.52
8 ROBBINS	17.2		s6.17	—	 	g6.55	├ —	<u> </u>	s8.03	-	 	\vdash	99.55
≥	18.4		s6.20	╁	6,44	s6.58	-	 	98.10	—-	+		a9.59
2OAK FOREST	20.4	-	\$6.24	+-	+	_	\vdash	├	\$8.15	 	 	 	s10.04
2. 3.1TINLEY PARK	23.5	-	s6.29	┼	6.47		+-	 -	s8.22		 	 	s10.11
	29.6	+	s6.36	+-	6.52	-	1	 	s0.22	_	+	├	s10.17
90NEW LENOX	34.0	+	s6.42	+	+ 0.37	81,20	+		20,20		$^{+}$		
0.3ElgE Crossing & 7-1	39.2	 	 	 -	+	 	† -	 	<u> </u>			 	
0.3	40.2		<u> </u>	+-		_	†				1		
0.0	H	RFWT Yd	s6.56 P.M.		g7.08 P.M.	P.M.			98.40 P.M.		10.20 P.M.		s10.27 P.M.

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

(g) No. 227 stops at Englewood and Robbins except Sundays and Holidays.

(g) No. 147 stops at Hamilton Park except Saturdays.

(g) No. 149 stops at Englewood and Auburn Park on Saturdays, Sundays and Holidays.

(g) No. 151 stops at Hamilton Park except Saturdays.

(g) No. 11 Joliet receive for points where scheduled to stop. No. 1 schedule originates at 12th Street Chicago.

MAIN LINE WESTWARD FIRST CLASS 155 | 157 Miles From Chicago SUBDIVISION 1 Şub. Sub. Signs STATIONS TIME TABLE NO. 5 Daily March 2, 1969 Daily Sun. & *Holidays P.M. P.M. GO..CHICAGO*TO.. 0 RW 10.20 11.15IC Crossing..... 1.1 TYENGLEWOOD..... 6.7 s10.33PRR Crossing...... 6.7 11,28HAMILTON PARK..... 7.8 g10.35AUBURN PARK...... 8.6 s10.38GRESHAM s10.41 s11,33 9.8 YGRESHAM JCT..... 9.9 10.42 11.3450. CHICAGO LINE JCT - Р.М. + Р.М. 10.0CRI&P Crossing 10.1SO. CHICAGO LINE JCT 10.3 LONGWOOD MANOR-95th St,..... - 🖣 | 10.9 LONGWOOD MANOR-99th St...... Ō | 11.4PRR Crossing 12.0WASHINGTON HEIGHTS... ₹ (12.0GIV1NS...... 15.7 RFWTY BI..BLUE ISLAND...... *TO.ROBBINS ξMIDLOTHIAN..... 18.4 2 20.4TINLEY PARK......P. 23.5 29.6 34.0 38.9 8 39.2 Rules 40.2 J ...JOLIET*TO. 40.2 RFWT 40.2

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

(g) No. 155 stops at Hamilton Park except Saturdays, Sundays and Holidays.

				MAIN		E EA	STWAF	RD	-					•	
		Т	_	1						FIF	ST CL	SS			
	•	4			<u> </u>	104	202	106	204	206	108	110	112	302	208
	SUBDIVISION 1		Ę		ğ	Sub.	Sub.	Sub.	Sub.	Şub.	Sub.	Sub.	Sub.	Sub.	Sub.
	STATIONS TIME TABLE NO. 5 March 2, 1969		Miles Fro Chicago	Signs	Footage Capacity of Sidings	Daily	Daily Except Sat.	Daily Except Sat. Sun. & *Holi- days	Sat. Only	Daily Except Sat, Sun. & *Holi- days	Daily Except Sat,	Daily Except Sat, Sun, & *Holi- days	Sat. Only	Daily Except Sat, Sun, & *Holi- days	Daily Except Sat, Sun, & *Holi- days
	GOCHICAGO*TO.)	1	0			A.M. s6.10	A.M. s6.25	A.M. s7.03	A.M. a7.20	A.M. s7.25	A M e 7.36	A.M. s7.43	A.M. s7.49	A.M. s7.50	A.M. s7.54
	1.1IC Crossing	1	1.1	TY							1				
	5.6 STENGLEWOOD.	ŀ	6.7			s5.55	s6.10	s6.48	s7.05	g7.10		s7.28	97.34	s7.35	s7.38
	— 0.0 (a o o o o o o o o o o o o o o o o o o	1	6.7			_			_		7.21				
	0.5	ŀ	7.8	 						s7.07		s7.25		s7.32	
	0.8	ŀ	8.6	l — 1		g5.51	s6.06	s6.44	s7.01	в7.04		s7.23	s7.30	s7.29	
		Ì	9.8	Y		s5.49	s6.03	s6.42	a6.59	s7.01		s7.20	s7.27	s 7.26	
	O.1 —	ŀ	9.9			5.48		6.40			7.15	7.18	7.26	-	
	SO. CHICAGO LINE JCT		10.0			– A.M.–		-A.M			A.M	- A .M.−	- A.M	ı	
	CRI&P Crossing	racks	10.1				6.02		6.58	7.00				7.25	7.32
	SO. CHICAGO LINE JCT	Ĕ	10.3												
	LONGWOOD MANOR-95th St	Nore	10.9		-1		s6.01		a6.56	s6.58				a7.23	
	LONGWOOD MANOR-99th St	ō	11.4				в5.59		s6.54	g6.56	<u> </u>		ļ.—	s7.21	
	[] []	_*	12.0									<u> </u>			7.29
	WASHINGTON HEIGHTS}萧 🌂	stem	12.0			L	s5.57		g6.52	s6.54	<u> </u>			97.19	
	GIVINS	Sy	12.9				s5.55		s6.50	s6.52				s7.16	
	BIBLUE ISLAND	Bloc	15.7	RFWTY Yd			a5.51		s6.46	s6.48				7.12 A.M	s7.24
ا ا م	0.2 WESTERN AVENUE JCT		15.9					ļ		<u> </u>		ļ			
39-52	ROBBINS	utomatic	17.2				s5.48		g6.43	s6.45	ļ		<u> </u>	<u> </u>	\$7.20
ď.		4	18.4			<u> </u>	s5.45		в 6.4 0	s6.42	↓	<u> </u>	<u> </u>		s7.17
+o 14P	OAK FORESTP.		20.4			<u> </u>	s5.41		a6.36	s6.38		ļ	ļ		s7.12
8-12	TINLEY PARKP.		23.5	<u> </u>		ļ	s5.37		s6.31	в6.33	ļ .	ļ.—			в7.06
MP 18-12	6.1 MOKENAP.		29.6		S4400		g5.30		s6.24	├ ──	+-		 		g6.57
406	NEW LENOXP.		34.0		L_	<u> </u>	s5.24		s6.18	g6.18	1	<u> </u>	<u> </u>	-	g6.50
2	EJ&E Crossing		38.9	ļ		<u> -</u>	—-		<u> </u>		↓	 	-		
400	MC Crossing		39-2			ļ	 		<u> </u>	-	₩	├		-	
ules	GM&O & ATASP Cr. 70F.		40.2	-		<u> </u>	 -		<u> </u>		\vdash	 			6.40
~ `)JOLIET *TO,		40.2	RFWT	S4800	H	5.15		6,10 A.M.			1	1.		A.M.

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

(g) No. 104 stop at Auburn Park on Saturdays

Illinois Division

Illinois Division

AIN	LINE	EASTWARD	٠

				m.e	III LI	NE EA	12 I.WA	KU							
									FI	RST CL	ASS				
l	SUBDIVISION 1	- 1	E		÷	114	116	118	120	210	122	212	214	124	126
Ί	STATIONS	ļ	Ť, č	2	<u>B</u>	Sub. Exp.	Sub.	Sub.	Sub. Exp.	Şub.	Sub, Exp.	Şub.	Sub. Exp.	Sub.	Sub. Exp.
	TIME TABLE NO. 5 March 2, 1969		Miles From Chicago	Signs	Footage Capacity of Sidings	Daily Except Sat. Sun. & *Holi- days	Sat.	Sat, Sun, & *Holi- days	Daily Except Sat.	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Sat. Only	Daily Except Sat. Sun. & *Holi- days	Sat. Only	Daily Except Sat, Sun, & *Holi- days
	GOCHICAGO*TO.)		0	RW		A.M. s8.00	A.M. s0.06	A.M. s8.06	A.M. s8.09	A.M. s8.13	A.M. s0.17	A.M. s8.23	A.M. s8.20	A.M. s8.27	A.M. s8.31
	IC Crossing	-[1.1	TY									-	_	
	5.6ENGLEWOOD		6.7				s7.51	s7.51		s7.58		s8.08		s8.12	
	0.0 — Q 00 — Q 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1	6.7			7.45			7.54		8.02		B.06		8.16
	HAMILTON PARK	L	7.8				s7.48			s7.55					
	AUBURN PARK		8.6	L	<u></u>		s7.46	s7.47		s7.52		€8,04		s8.08	
	GRESHAM	Į	9.8	Y			s7.43	s7.44		s7.49		·s8.01		s8.05	s8.10
i	GRESHAM ICT.		9.9			7.38	7.42	7.43 - A.M	7.48		7.57			8.04	8.09
	SO. CHICAGO LINE JCT		10.0		<u> </u>	A.W.	А.М.	- A.W	-A.M		- A.M			⊢ A.M.– 	- A.M
	CRI&P Crossing	Tracks	10.1							7.47	.,	.8.00	8.01		
}	0.6	ΦĽ	10.3		<u></u>										
	— 0.5 — — i	~ ∟	10.9		ļ <u>.</u>					s7.45		s7.58			
	LONG#OOD MANOR-7711 31,	o .	11.4							s7.43		s7.56			
 			12.0	'									7.58		
	— 0.9 — — — — — — — — — — — — — — — — — — —	٠ L	12.0							ь7.41		s7,54		_	
			12.9	-	ļ					s7.38		в7.5 1			
	0 2 1) -	15.7	RFWTY Yd						s7.34		s7.47	7.55		
52			15.9]	ł			1	
39-52	ROBBINS	Automatic	17.2									s7.44			
₽		ا إ	18.4							в7.29		s7.41			
12 to	3.1 P.	2	20.4							s7.24		s7.37	7.50		
18-12	P.	2	23.5		Ĺ					s7.19		s7.32	s7.46		
₹ ⟨		2	29.6		S4400					s7.12		s7.25	s7.39		
\$	NEW LENOXP.	3	34.0]		s7.05		s7.19	s7.32		
₽	EJ&E Crossing	- }-	38.9]			[
400	EJ&E Crossing	-	19.2												
Rules		4	10.2]					
- (JJOLIET*TO.	4		RFWT Yd	S4800					6.56 A.M.		7.10 A.M.	7.24 A.M.]	

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH
Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

				MAIN		E EA	STWAF	RD_							
		_T	$\overline{}$	— Т		FIRST CLASS									
		-	-	j	<u>.</u>	128	304	130	216	12	6	132	134	2	218
	SUBDIVISION 1	1	ᄩ	Signs	Capac	Sub. Exp.	Sub.	Sub.	Sub.	Psgr.	Psgr.	Sub.	Sub.	TOFC Mail Mixed	Sub.
	TIME TABLE NO. 5 March 2, 1969		Miles From Chicago	Sig	Footage Capacity of Sidings	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat, Sun, & *Holi- days	Daily Except Sun. & *Holi- days	Daily	Daily	Daily	Daily Except Sun, & *Holi- days	Daily	Daily	Daily
	*TO)		0	RW		A.M. s8.41	A.M. s8.47	A.M. s9.15	A.M. s9.20	A.M. s9.45	A.M. s10.00	A.M. sl0.15	A.M. s10.55	A.M. s11.59	A.M. s11.33
	HICAGO*TO.)	h		TY											
	S.6 S S S S S S S S S S S S S S S S S S		6.7			-	s8.32	s9.00	s9.05	s9.30	s9.40	s10.00	s10.40		s 11.15
	RR Crossing	lt	6.7			8.26									
	- 0.5		7.8				s8.29	s8.56					'		
	UBURN PARK	1	8.6				s8.26	s8.54	s9.01			s9.56	s10.36		s11.11
	RESHAM		9.8	Y			s8.23	s8.51	s 8.58			s9.54	s10.34		s11.08
	PESHAM ICT		9.9			8.20		8.50		L		9.53 A.M	10.33 A.M.		
\$0	O.1 O. CHICAGO LINE JCT	1	10.0	1		- A.M.		- A.M	<u> </u>	<u></u>					
		acks	10.1				8.22		8.57	9.24	9,34	ļ <u> </u>			11.07
sı	O. CHICAGO LINE JCT	ا ا	10.3				Ĺ		<u> </u>						12.05
1-0	ONGWOOD MANOR-95th St	ş	10.9			<u> </u>	s8.20		s8.55	<u> </u>	<u> </u>	<u> </u>			s11.05
և	- 0.5	0	11.4			L	s6.18	ļ	s8.53	<u> </u>	\		<u> </u>	-	s11.03
P	RR Crassing	Ţ	12.0			ļ	Ļ	<u> </u>	<u> </u>	9.21	9.31		<u> </u>	ļ. —	s11.01
₩	ASHINGTON HEIGHTS.	1 9	12.0	<u> </u>		↓	s8.16		s8.51	 - -			1	<u> </u>	s10.59
G	- 0.9	k Sys	12.9			<u> </u>	Ļ _	<u> </u>	s8.49	+-	<u> </u>		₩-	0.45	s10.55
B18	LUE ISLAND*******************************	Blok	15.7	AFWTY Yd		<u> </u>	8.10 A.M.		s 8.45	9.17	9.28	├	+ -	9.45	\$10.55
/W	ESTERN AVENUE JCT 🔀 😋		15.9			↓	↓	↓	↓.—	↓	 	├ -	├	<u> </u>	s10.52
💢 R	- 1.3	Automatic	17.2			<u></u>	<u> </u>	—	 -	┿-		├	-	-	s10.50
<u> </u>	IDLOTHIAN/	٠١`	18.4			" —	↓	ļ.—	s8.40	-		 	┼ -	0.36	s10.46
e c	AK FOREST		20.4			<u> </u>	-	├	s8.36	+	+ -	+ -	┼-	+ -	\$10.42
🖫 :1	- 61		23.5			-	╆	-	\$8.31	+	+-	+ —	+-	+	s10.35
ના હ્ર <u></u>	OKENAP.		29.6	·	S4400	_	↓	↓	s8.24			 	-	├	s10.28
۱۱ ا ج	LEM TENOX		34.0	 	ļ .—	<u> </u>	∔—	-	s8.18	8.59	+	-	+-	+	
ρ <u>ι</u>	## 1.0	:	38.9		<u> </u>	# —	+-	+-	+ -	+-	 	 	+	 	
400	4C Crossing	:	39.2		-	╂ −	+-	 	+-	+	╁	+-	+	 	\vdash $-$
Roles			40.5	+	\$480	0	+-	+	8.10		g9.04	1	+	9.15	
§ ∫ <u>'</u> '''	JOLIET*TO 40.2	•)	40.	Yd]	<u> </u>	<u> </u>		A.M			J		A.M.	A.M.

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

(g) No. 12 Joliet discharge from scheduled stop points (g) No. 6 Joliet discharge from Rock Island only.

No. 2 schedule terminates at 12th Street Chicago

Illinois Division

	MAI	N LINE	EASTWAR
 1 1	T	1	

			1		١ ـ	<u> </u>			FII	RST CL	ASS				
	SUBDIVISION 1		F		Capacity	136	138	140	220	142	144	222	146	224	14
	STATIONS		٥	<u>ه</u> ا		Sub.	Sub.	Sub.	Şub.	Sub.	Sub.	Sub.	Sub.	Sub.	Su
	TIME TABLE NO. 5 March 2, 1969	-	Miles From Chicago	Signs	Footage C of Sidings	Daily Except Sun, & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Daily	Daily	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat.	Daily Except Sun. & *Holi- days	Daily Except Sun, & *Holi- days	Sat. Sun. & *Holi- days	Dai Exc Sa Sun: *Ha
	GOCHICAGO*TO.)	0	RW		P.M. s12.15	P.M. s1.15	P.M. s2.16	P.M. s2.40	P.M. s3.15	P.M., s4.15	P.M. s4.20	P.M. s5.01	P.M. s5.40	P.
	IC Crossing		1.1	TY											
	5.6ENGLEWOOD		6.7		Ĺ	→A.M s11.59		s2.01	s2.24	s3.00	s4.00	s4.05	в 4 46	s5.25	s 5
			6.7				12.59								I -
	HAMILTON PARK		7.8					g1.58							
	AUBURN PARK		8.6	[s11.56		s1.56		\$2.56	s3.56	s4.01	s4.42	s5.21	s5
	GRESHAM		9.8	Y		s11.53	s12.53	s1.53	s2.18	\$2.5 3	s3.54	s 3.59	s4.39	s5.18	s5
	GRESHAM JCT		9.9			11.52	12.52	1.52		2.52	3.53		4.38		5
	SO. CHICAGO LINE JCT.	_	10.0			- A.M	- P.M	- Р.М		−₽.м	- P.M		- P.M		- P
	0.1	Tracks	10.1						2.17			9.58		5.17	
	SO. CHICAGO LINE JCT	Ė	10.3												
	LONGWOOD MANOR-95th St	Ϋ́or	10.9						s2.15			s3.56		s5.15	
	LONGWOOD MANOR-99th St	ō	11.4			,			s2.13			s3.54		s5.13	
	PRR Crossing (글 유기	<u> </u>	12.0												
	WASHINGTON HEIGHTS	sterr	12.0						s2.11			\$3.52		\$5.11	
	GIVINS	s,	12.9						s2.08			s3.49		s5.08	
	B1BLUE ISLAND	Block	15.7	RFWTY Yd					s2.04			s3.45		s5.04	
.	/WESTERN AVENUE JCT 🎇 🤫	Ü	15.9												
	ROBBINS	Automat	17.2						s2.01			s3-42		s5.01	
	MIDLOTHIAN	Ą	18.4						s1.58			s3.39		s4.59	
	OAK FORESTP.		20.4						s1.54			s3.35		s4.55	
!	TINLEY PARKP.		23.5						s1.50			s3.31		s4.51	
	MOKENAP.		29.6		S4400				s1.43			a3.24		s4.44	
			34.0						s1.37			s3.18		s4.38	
!	EJ&E Crossing) @ 4P.		38.9							1					
	0.3MC Crossing		39.2												
?	GM&O & AT&SF Cr.) €P.		40.2												
:	JJOLIET*TO.		40.2	RFWT Yd	S4800				1.30 P.M.			3.10 P.M.		4.30 P.M.	

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

(g) No. 140 stops at Hamilton Park except Saturdays, Sundays and Holidays.

				MAIN	LIN	E EAS	TWAR	D							
	······································	Т	Ī	$\neg \neg$					FIR	ST CLA	\SS				
					<u> </u>	226	150	228	152	10	154	156	230	502	158
	SUBDIVISION 1	11	ا ا و	1	ě i	Sub.	Sub.	Sub.	Sub.	Psgr.	Sub.	Sub.	Sub.	Sub.	Sub.
	STATIONS TIME TABLE NO. 5 March 2, 1969		Miles From Chicago	Signs	Footage Capacity of Sidings	Daily Except Sat. Sun. & *Holi- days	Daily	Sat. Only	Daily Except Sat. Sun. & *Holi- days	Daily	Daily Except Sat. Sun.& *Holi- days	Sat. Only	Sum. &	Daily Except Sat. Sun.& "Holi- days	Sum. & *Holi- days
	GOCHICAGO*TO.)		0	RW		P.M. s6.35	P.M. s6.45	P.M. s7.40	P.M. s7.45	P.M. s8.40	P.M. s8.46	P.M. s8.54	P.M. s9.00	P.M. s9.23	P.M. s9.45
	1.1	H	1.1								$\neg \neg$				
	5.6ENGLEWOOD	⊢	6.7			s6.20	g6.30	ь7.25		s8.20	s8.31	s8.39	s8.45	s9.07	\neg
	0.0 (4 Feb.	┝	6.7	- +					7.30						9.30
	O.5	┝	7.8	 - †		_									
	AUBURN PARK	ıŀ	8.6			s6.16	g6.26	s7.21			s8.27		s8.41	s9.03	
	1.2		9.8	Y		s6.13	s6.24	s7.19	s7.24		68.24	s8.34	s8.38	s9.00	s9.24
	GRESHAM JCT		9.9				6.23 - P.M		7.23 P.M.		8.23 P.M.	8.33 - P.M		8.59 -P.M	9.23 - P.M.
	O.1 CHICAGO LINE JCT.		10.0												
Ì	CRI&P Crossing	Tracks	10.1			6.12		7.18	<u> </u>	8.13			8.37		
	SO. CHICAGO LINE JCT	F	10.3										_		
	LONGWOOD MANOR-95th St	IŤL	10.9			s6.10		\$7.16	<u> </u>		<u> </u>		s8.35		<u> </u>
	LONGWOOD MANOR-99th St	l o L	11.4			s6.08		s7.14	 -				a8.33		
	O.6PRR Crossing		12.0							8.10		<u> </u>	0.21		\vdash
	WASHINGTON HEIGHTS	l To L	12.0			s6.06	<u> </u>	s7.12	<u> </u>	<u> </u>			s8.31		
	GIVINS		12.9	RFWTY		s6.03	<u> </u>	s7.09	<u> </u>	<u> </u>	 		 		\vdash
	BI. BLUE (SLAND	Block	15.7	Aq		s5.59	<u> </u>	s7.05		g8.05	ļ <u> </u>	 	s8.24	P.M 8.34	\vdash
2	WESTERN AVENUE JCT	≝	15.9				<u> </u>	-	-	-	 -	 	s8.21	0.34	$\vdash \vdash$
39-52	ROBBINS	I₽⊦	17.2			s5.56	 	s7.02		 -		 	s8.18	s8.29	
A M	2.0 P	l`⊦	18.4		-	s5.53 s5.49	├ . −	s6.59	_	7.59	 -	\vdash	s8.15	s8.26	$\vdash \vdash \vdash$
12 to	OAK FORESTP.	Ιŀ	23.5	-		\$5.45	 	s6.51	 	7.55	+	 	s8.11	s8.22	
18-12	6.1 ————————————————————————————————————	ł ŀ	29.6		\$4400	1 -		a6.44	_	7.48	†		s8.04	s8.15	
¥ {	4.4	I · F	34.0		-	s5.33		g6.38		7.43	1		\$7.58	s8.08	
to 406		Ιŀ	38.9			t –			† 	<u> </u>	<u> </u>				
400 te	KC Crossing		39.2						T						<u> </u>
y a	GM&O & AT&SF Cr. 9P.		40.2												
- R	JJOLIET*TO.		40.2	RFWT Yd	S4800	5.25 P.M.		6.30 P.M.		g7.34 P.M.		<u> </u>	7.50 P.M.	8.00 P.M.	<u> </u>

MAXIMUM SPEED: Pagr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH
Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions

- (g) No. 150 stop at Auburn Park and Englewood on Sundays and Holidays
- (g) No. 10 Joliet and Blue Island discharge from scheduled stop points

		1						FIE	RST CL	ASS	_			
				÷	160	232	162	234	164		·			
	SUBDIVISION I STATIONS	E ,	۾	Ď	Sub.	Şub.	Sub.	Sub.	Sub.					
	TIME TABLE NO. 5 March 2, 1969	Miles From Chicago	Signs	Footage Capacity of Sidings	Sat. Only	Daily Except Sat. Sun. & *Holi- days	Daily Except Sat Sun & *Holi- days	Daily Except Sat. Sun. & *Holi- days	Sat, Sun. & *Holi- days					
	GOCHICAGO*TO.)	0	R.W		P.M. s10.00	P.M. s10.35	P.M. s11.40	P.M. s11.50	P.M. s11.59	÷				
	1.1 ———————————————————————————————————	1.1	TY	-									 	1
	5.6 SENGLEWOOD	6.7	-				s11.25	s11.33	s11.44			1		
	PRR Crossing	6-7	-	l —	9.45	10.18					 			
	HAMILTON PARK	7.8												
	AUBURN PARK	8.6					s11.21							
	1.2	9.8	Y		s9.39	s10.12	s11.19	s11.28	s11.38	_				
	GRESHAM JCT	9.9			9.38 - P.M		11.18 P.M		11.37 P.M.				T	
	50, CHICAGO LINE JCT.	10.0			F .W		- r.m		- F.M					
	CRI&P Crossing	10.1				10.11		11.27					<u> </u>	L
	SO. CHICAGO LINE JCT.	10.3	<u> </u>									<u> </u>	Ь—	
	LONGWOOD MANOR-95th St		ļ			s10.09					<u> </u>	ļ <u>.</u>	_	<u> </u>
	LUNGWOOD MANUK-77IN 31,	11.4				s10.07					ļ. —		 	┼
	0.6 Crossing	12.0					ļ			•	<u> </u>	<u> </u>	—	+
	0,9	12.0				s10.05		s11.23			-		-	₩
		6 12.9	RFWTY								<u> </u>	 	\vdash	₩
	0.2	ō	Ϋ́d			s10.00		s11.18					┼	┾
1	WESTERN AVENUE JCT	15.9										+	┼	╁╌
	ROBBINS	17.2	_			-0.55		f11.15			-	-	├─	+
	2.0	20.4				s9.55 s9.51		s11.13			ļ. —	-	+	-
	3,1	23.5	 			\$9.46	-	в11.05			-	 	 	
J		29.6	-	S4400	-	s9.39		s10.59			 	 	 	+
\langle		34.0			-	s9.33		s10.53			 	+	\vdash	+
		38.9	<u> </u>			-						+-	 	+-
	EJ&E Crossing	39.2	_									T	<u> </u>	\top
	GM&D & AT&SF Cr. / GP.	40.2	_										\vdash	
	JJOLIET*TO.	40.2	RFWT	S4800		9,25 P.M.		10.45 P.M.						\top

MAXIMUM SPEED: Psgr. Trains 79 MPH except Suburban Trains handling conventional equipment 70 MPH Frt. Trains 60 MPH

See Page 12 for Speed Restrictions and additional Special Instructions.

SPEED RESTRICTIONS

t in the second second	Psgr.	Freight
SUBDIVISION 1		-
MP 0 to MP 6.65—Track No. 6	20	20
MP 0 to MP 6.65-Tracks Nos. 3, 4, and 5	45	30
16th Street IC crossing	15	15
22nd Street and Archer Ave. curves	20	20
22nd Street and Archer Ave. crossovers	10	10
MP 3,37 to MP 3.75 CRI-CJ Transfer	10	10
44th Street crossover Track 5 to 4 handling TOFC	5	5
MP 0 to 22nd Street Track No. 2 only	15	15
22nd Street to 37th Street Track No. 2 only	30	30
37th Street to 47th Street Track No. 3 only	30	30
CRI&P trains or engines through reverse curves at		
61st Street	25	25
MP 6 Pole 32 to MP 16 (except as shown below)	60	30
MP 6 Pole 32 to MP 6 Pole 35 (PRR crossing)	25	25
MP 6 Pole 32 to MP 9 Pole 40 Track 5	45	30
MP 9 Pole 40 to MP 10 Pole 8 ascending or de-		
scending incline	25	25
MP 9 Pole 40 to MP 14 Pole 35 Track 5	25	25
MP 12 PRR crossing Tracks 3 and 4	50	30
MP 12 PRR crossing Track 5	20	20
MP 31 Pole 8 to MP 31 Pole 24	70	50
MP 33 Pole 44 to MP 38 Pole 45	70	50
MP 38 Pole 45 to MP 40 Pole 8 (except as shown	l '	
below)	60	40
MP 38 Pole 48 EJ&E crossing	50	40
MP 39 Pole 10 MC Interlocking	40	30
MP 40 Pole 8 to MP 40 Pole 47	25	15
MP 40 Pole 47 to MP 42 Pole 2	60	50
SUBDIVISION 1-A		
Main line trains detouring	25	20
Through Interlocking	20	20
Union Street to Grove Street	- 30	20
MP 13 Westward Track only 103rd Street to 105th	1	
Street	10	10
SUBDIVISION 1-B		
Through Interlocking Gresham	15	15

SPECIAL INSTRUCTIONS

SUBDIVISION 1	Station Numbers
Chicago Depot	02001
Chicago 12th Street	
Englewood	
Auburn Park-Gresham	02009
Gresham	
Chicago-Burr Oak	
Midlothian	
Oak Forest	02020
Tinley Park	02024
Mokena	02030
New Lenox	02034
Joliet	03040
SUBDIVISION 1B South Chicago	01005
Aladicates interlocking limits	

eIndicates interlocking limits

*Holidays—New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas

Subdivision 1 Yard Limits MP 0 to MP 18

Subdivision 1A Yard Limits MP 9.9 to MP 16.6

Subdivision 1B Yard Limits MP 10.4 to MP 15.4

Subdivision 1 Rule 99(j) authorized MP 6.7 to MP 45

Subdivision 1B Rule 99(j) authorized MP 10.4 (Brainerd Junction) to MP

. 15.4 (Rock Island Junction).

Illinois Division

SPECIAL INSTRUCTIONS—continued

Between Chicago and Englewood trains will be governed by CRI&P and NYC Special Instructions.

Chicago is the initial station for first class trains originating.

Blue Island—12th Street Yard Office—South Chicago are initial and terminal stations for trains originating and terminating.

Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Eastward trains originating at Blue Island, and trains originating at Chicago which terminate at Blue Island, will not require clearance.

Westward trains originating at Blue Island, South Chicago and 12th Street Yard Office must obtain clearance at Blue Island.

South Chicago Yard Office

Blue Island-Engine House

Trains not originating at Joliet need not obtain clearance at Joliet.

ule 83:

South Chicago Yard Office—for freight trains originating or terminating. Burr Oak Yard Office—for freight trains originating or terminating. Joliet passenger station, Joliet yard office.

General Order Books or Boards are located al:

Chicago Stationmaster Office

12th Street Yard Office

Joliet Union Station

12

47th Street Engine House	In-freight Yard Office
51st Street Yard Office	Out-freight Yard Office
Port Yard Office	Passenger Station
97th Street Yard Office	Joliet-Union Station
	Yard Office
	Engine House
Standard Clocks are located at:	
Chicago Stationmaster Office	Blue Island—Engine House
Chicago Towers	In-freight Yard Office
47th Street Enginemen's Room	Out-freight Yard Office
51st Street Yard Office	Passenger Station
Joliet Yard Office	South Chicago Yard Office

Train controller at Gresham Tower has jurisdiction over all train and engine movements in territory shown below.

Subdivision 1—From Englewood Interlocking to Blue Island Interlocking. Subdivision 1A—From crossover 93rd Street to Gresham Junction.

Subdivision 1B—Brainerd Junction to Rock Island Junction.

Within these limits, no hand operated switches connected with a main track may be operated to enter these limits except on authority of Train Controller at Gresham. All trains and engines will advise Train Controller at Gresham Tower when clearing a main track at hand operated switches.

Authority for the movement against the current of traffic on Subdivision 1 on tracks No. 3 and 4 between the limits of Englewood Interlocking and Blue Island Interlocking will be either by signal indication leading onto these tracks or by verbal authority of Train Controller at Gresham Tower. Movements made against the current of traffic in this territory must not exceed LOW SPEFD

Movement against the current of traffic on Subdivision 1A between crossover at 93rd Street and Brainerd Junction may be made on signal indication at 91st Street Interlocking, Gresham Interlocking or on verbal authority of Train Controller at Gresham Tower, Movements made against the current of traffic in this territory must not exceed LOW SPEED.

This form to be used in connection with handling of detours involving reversal of traffic on Subdivision 1A between crossover at 93rd Street and Blue Island, Vermont Street and Subdivision 1B between Brainerd Junction and Rock Island Junction.

ROCK ISLAND LINES FORM B

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ime	A M		РМ	
		Train Cont	roller or Towe	гтап

Upon receipt of this form properly filled out, movement may be made at LOW SPEED.

All trains and engines will advise Train Controller at Gresham Tower when clear of main track when entering South Chicago Yard at Cottage Grove Ave. The following signal system will govern at CRI&P Crossing-Pullman Junction.

SPECIAL INSTRUCTIONS—continued

Red, Green and Yellow lights are in service at the Operators Shanty to be used in conjunction with the gates at this location.

An open gate on the C&WI tracks and a green indication on the Gyro Light will be authority for movement on the C&WI tracks over CRI&P crossing. An open gate on the CRI&P tracks and a Yellow indication on the Gyro Light

is authority for movement on the CRI&P tracks over the C&W crossing.

A Red indication on the Gyro light is a signal for all movements on the C&WI Tracks and the CRI&P tracks to stop.

Easlward main track between Vermont St. and Prairie St., Blue Island Subdivision LA, may be used in either direction. All movements must be made at Restricted Speed.

Between Englewood and Joliet, inclusive, Eastward passenger trains will have preference at stations between midnight and noon, and Westward passenger trains will have preference at stations between noon and midnight, except at Auburn Park and Gresham.

Trains and engines using track No. 5 making through movement between Englewood and Gresham, may pass trains standing at stations on track 4 al Restricted Speed.

Trains and engines must not pass a Irain receiving or discharging passengers at stations between Joliet and Gresham, unless move is properly protected.

Main running tracks are numbered 3, 4, 5 between Englewood and Blue Island, from South to North; track No. 3, Eastward trains; Track No. 4, Westward trains; track No. 5 between Englewood and Gresham, either direction and will be governed by block signals; Gresham to Blue Island as directed by Train Controller at Gresham tower.

Automatic block signals rules are in effect as follows:

Subdivision 1, between Englewood and Gresham on tracks 3, 4 and 5.

Between Gresham and Blue Island on tracks 3 and 4.

Subdivision 1-A, between Beverly Junction and Brainerd Junction.

Between Prairie St. and Vermont St. Blue Island, Westward track only. Subdivision 1-B, between Brainerd Junction and Rock Island Junction. On track 5, between Englewood and Blue Island, hand thrown switches must not be operated without permission of Train Controller at Gresham Tower.

Rules 400 to 406, inclusive, are in effect on Track No. 5 between Englewood and Gresham and on both tracks between MP 18.2 and U.D. Joliet. White classification signals will not be displayed on Extra Trains on Subdivision 1, 1A and 1B.

The Westward signal indications displayed by the absolute signals at U.D. Interlocking and Eastward signal indications displayed by the absolute signals at MP 43 Pole 26 will be considered permission to move against the current of traffic on either Main Track between these points at a speed not to exceed low speed.

Train Controller at M.C. Tower will authorize all movements made against the current of traffic between these points, not clearing signals for Eastward movements on Westward Main track at MP 43 Pole 26 until assurance is had that all opposing Westward signals at U.D. Interlocking display STOP and are properly blocked.

When making Westward movement over Eastward main track between these points Train Controller at M.C. Tower will advise Leverman at U.D. Tower of movement to be made and will display Stop signals for opposing trains at MP 43 Pole 26 before Westward movement is permitted.

All trains and engines moved against the current of traffic between these

points, will be moved on Absolute Block established by Train Controller at M.C. Tower.

Trains or engines entering Main Track at points between U.D. Tower and MP 43 Pole 26 will do so only on proper signal indication or Verbal authority of Train Controller at M.C. Tower.

No. 214 is authorized to occupy westward track from Joliet to Center Street platform at MP 41.1 and when so doing, an absolute block must be established at U.D. Tower to protect Eastward movement to Joliet Station.

When No. 221 is moved to Center Street platform at MP41.1 on Westward track, an absolute block must be established at U.D. Tower until train is reported clear of Westward track by member of the crew.

All railroad crossings at grade are protected by interlocking except as follows:

Sub.				Operated	Normal Position Gates	Arra	Light ngement For
Div.	Localion		Remarks	By	AGAINST	Stop	Proceed
1-B	Pullman Jct.	C&WI	Gate and Lights	Flagman	CRI&P	Red	Yellow
	Stony Island So. Chicago	N&W	Gate	Flagman	CRI&P	Red Gate Open	
	200 ft. east of Commer- cial Avenue (Westward, main track)	Belt Ry	Hand Signal	Train Director			
1-8	South Chicago 675 feet east of Rock Island Jct	B&O	Cross Arm on signal mast: Horizontal- CRI&P Trains may proceed B&O Trains may proceed	B&O Trainmen			

Chicago 12th St. Viaduct MP 0.59—overhead clearance on tracks 2-3-4-5 is 16 ft. 7 ins. No trailer more than 12 ft. 6 in. high shall be loaded on passenger trailer flat in passenger train service.

Switch moves handling TOFC under this viaduct on main tracks must stop before passing under viaduct to be sure there is proper clearance.

Overhead clearance on lead track Taylor Street west under this viaduct is 18 ft. 9 in for 8 ft. wide trailer on flal car except 17 ft. 10 in overhead clearance on following tracks:

Universal House Lead Stub No. 1

Barney House Track
Track No. 319 (B&OCT Connection)

			S	UBU	RBAN	BR.	ANCH	EAS	T₩A	RD						
_		T					_		FIR	ST CLA	.55					
	SUBDIVISION 1-A	Į	Ī	104	106	108	110	112	114	116	118	120	122	124	126	128
	STATIONS		P. from icago	Sub.	Sub,	Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sob. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub, Exp.
F 6	TIME TABLE NO. 5		÷		Daily	Daily	Daily	$\overline{}$	Daily	Daily	F-4	Daily	Doily		Daily	Daily
Station Numbers	March 2, 1969		유	Daily	Daily Ex. Sat.	Ex. Sat.	Ew. Sat.	Sal. Only	Ex. Sát.í	Ex. Sat.	Sat. Sun. & *Hol.	Ex. Sat. Sun. &	Ex. Sat.	Sat. Only	Ex. Sát. Sun. & *Hol.	Ex. Sat. Sun. & 'Hol.
σZ			20		Sun, & *Hol,	Sun.& "Hol.	Sun. & *Hol.		YHol.	Sun. & *Hol.		"Hol.	*Hol.	A.M.	*Hol	*Hol.
,.,.,.	GRESHAM JCT		9.9	A.M. 5.48	A.M. 6.40	A.M. 7.15	A.M. 7.18	A.M. 7.26	A.M. 7.38	A.M. 7.42	A.M. 7.43	A.M. 7.48	A.M. 7.57	8.04	8.09	8.20
	BRAINARD JCT	ŀ	10.4	5.47	6.39	7.14	7.17	7.25	7.37	7.41	7.42	7.47	7.56	8.03	8.08	8.19
	— 0.2 ——————————————————————————————————	. }			a6.38	e7.13	s7.16	s7.24	s7.36	a7.40	s7.41	s7.46	s7.55	s8.02	s8.07	s8.18
Х1	BRAINERD	ŀ	10.6	a5.46					-			 		8.01	B. 06	8.16
	BEVERLY JCT	L	11.0	5.45	6.36	7.11	7.14	7,23	7.34	7.39	7.40	7.45	7.54	8.01	8.06	8-10
	PRR Crossing	l	11.3													_
X1-e	BEVERLY HILLS-91at St		11,3	s5.44	s6.35	\$7.10	e7.13	s7.22	s7.33	s7.36	s7.39	s7.44	£7.53	s6,00	a 8.05	s8.15
X 2	BEVERLY HILLS-95th St	9	11.7	s5.42	s6.33	s7.08		s7.20	s7.31	s7.36	a7.37	s7.42	s7.51	∉7.58	s8.03	s 6.13
X 2-a	0.6 — — — — — BEVERLY HILLS-991h 51	8	12.3	s5.40	s6.31	s7.06		e7.18	s7.29	s7.34	s7.35	97.40	s7.49	s7.56	s8.01	s6.11
X3	BEYERLY HILLS-103rd St	<u> </u>	12.B	s5.38	56.29	s7,03	$\vdash \dashv$	s7.16	s7.27	97.32	97.33	s7.38	s7.47	s7.54	97.59	s6.09
	<u> </u>	₹			-	s7.01	$\vdash \dashv$	97.14	57.25	s7.30	97.32	s7.36	s7.45	m7.53	s7.57	s8.07
X.3-n	BEYERLY HILLS-107th St	3	15.3	s5.36	g6.27		-5.00	97.14	s7.25		97.30	s7.34	57.43	#7.51	s7.55	s6.05
02014	MORGAN PARK-111th St		13.8	u5.35	s6.25	s6.59	s7.07	-	4111	s7.28	-				87.53	a6.03
X 4-a	MORGAN PARK-115sh St		14.3	s5.33	s6,23	u6.57		97.11	s7.21	s7.26	s7.28	s7.32	s7.41	±7.49		-
	BLUE ISLAND-11916 St		14.6	s5.31	s6.21	s6.55	s7.04	a7.09		s7.24	s7.26	s7.30	s7.39	s7.47	s7.51	a6.01
	BLUE ISLAND-123rd St	ĺĺ	15.2	s5.29	s6.19	s 6.53		s7.08		97.22	s7.25	s7.26	s7.37	s7.46	s7.49	s8.00
X5	BLUE ISLAND-Proirie St		15.6	s5.28	s6.17	6.51	s7.01	97.06	7,17	97.20	s7.23	7,26	7.35 -A.M	s7.44	s7.47	s7.58
02016	BLUE ISLAND-Vermont St	то	16.4	5.26	6.15	-A.M	6.55	7.04	– A .M . –	7.18	7.21	-A.M	- A .M	7.42	. 7.45	7.56
	WESTERN AVE. JCT	lŀ	16.6	A.M	-A.M.		- A .M	~ A .M		A.M.	A.M.			-A.M.	A.M.	A.M.
	6.7	<u></u>]	1010		<u>L</u>	<u>.</u>	<u></u> _			<u></u>	<u></u>	<u></u>	<u> </u>	<u> </u>		
		\neg		100	710	100	124	127		ST CL		144	706	146	608	148
	SUBDIVISION 1-A		ε	130	710_ B&O	132	134	136	138 Sub.	140 Sub.	1 <u>42</u>	Sub.	B&0	Sub.	C&O	Sub.
Station Numbers	STATIONS		P. from	Sub.	10	Sub.	Sub.	Sub. Daily		aup,	Doily	-	6	Daily	8	Daily
흥혈	TIME TABLE NO. 5			Daily Ex.	Daily	Doily Ex.	Daily	l Ex.	Daily Ex. Sal.	Daily	l Ex. Sot.	Daily Ex.	Daily	Ex. Sun. &	Daily	Ex, Sat
หัz	March 2, 1969		≆ંઇ	Sun. &		Sun.& *Hal.	,	Sun. &	Sun. & *Hol.	'	Sun.& *Hol.	Sat.	'	*Hel.	<u> </u>	Sun. A *Hol.
																P.M.
		ا	0.0	AM.		A.M.	A.M. 10.33	A.M 11.52	P.M. 12.52	P.M. 1.52	P.M. 2.52	A.M. 3.53		P.M. 4.36		5.46
	GRESHAM JCT		9.9	A.M. 8.50	- A.M	9,53	10.33	11.52	12.52	1.52	2.52	3.53	P.M	4.36	P.M	1
	BRAINERD JCT		10.4	A.M. 8.50 8.49	A.M 9.39	9.53	10.33	11.52 11.51	12.52	1.52	2.52	3.53	-P.M 4.05	4.38	P.M 5.42	5.45
х1	BRAINERD JCT 0.2 BRAINERD			A.M. 8.50		9,53	10.33	11.52	12.52	1.52	2.52 2.51 s2.50	3.53 3.52 s3.51	4.05	4.38 4.37 . s4.36	5.42	5.45 s5.44
	BRAINERD JCT		10.4	A.M. 8.50 8.49	9.39	9.53	10.33	11.52 11.51	12.52	1.52	2.52	3.53		4.38		5.45
Х1	0.5 BRAINERD JCT		10.4	A.M. 8.50 8.49 s8.48	9.39	9.53 9.52 s9.51	10.33 10.32 s10,31	11.52 11.51 s11.50	12.52 12.51 12.50	1.52 1.51 s1.50	2.52 2.51 s2.50	3.53 3.52 s3.51	4.05	4.38 4.37 . s4.36	5.42	5.45 a5.44
X1	0.5 BRAINERD JCT		10.4 10.6 11.0	A.M. 8.50 8.49 s8.48	9.39	9.53 9.52 s9.51	10.33 10.32 s10,31	11.52 11.51 s11.50	12.52 12.51 12.50	1.52 1.51 s1.50 1.49	2.52 2.51 s2.50	3.53 3.52 s3.51	4.05	4.38 4.37 . s4.36	5.42	5.45 a5.44 5.43
X1	0.5 BRAINERD JCT		10.4 10.6 11.0	A.M. 8.50 8.49 se.48 6.47	9.39	9.53 9.52 s9.51 9.50	10.33 10.32 s10.31 10.30	11.52 11.51 s11.50 11.49	12.52 12.51 a12.50 12.49	1.52 1.51 s1.50 1.49	2.52 2.51 s2.50 2.49	3.53 3.52 s3.51	4.05	4.38 4.37 s4.36 4.35	5.42	5.45 s5.44 5.43
X1X1-a	9.5 BRAINERD JCT	acks	10.4 10.6 11.0 11.3 11.3	A.M. 8.50 8.49 s8.48 6.47 s8.46	9.39	9,53 9.52 s9.51 9.50 s9.49	10.33 10.32 s10.31 10.30 s10.29 s10.27	11.52 11.51 s11.50 11.49 s11.48 s11.46	12.52 12.51 a12.50 12.49 s12.48 s12.46	1.52 1.51 s1.50 1.49 s1.48	2.52 2.51 s2.50 2.49	3.53 3.52 s3.51 .3.50 s3.49 s3.47	4.05	4.38 4.37 s4.36 4.35 s4.34 s4.32	5.42	5.45 s5.44 5.43 s5.42 s5.40
X1-a X1-a X2 X2-a	9.5 BRAINERD JCT	. Tracks	10.4 10.6 11.0 11.3 11.3 11.7	A.M. 8.50 8.49 \$8.48 6.47 \$8.46 \$8.44	9.39	9.53 9.52 s9.51 9.50 s9.49 s9.47 s9.45	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25	11.52 11.51 s11.50 11.49 s11.48 s11.46	12.52 12.51 12.50 12.49 s12.46 s12.46	1.52 1.51 s1.50 1.49 s1.46 s1.46	2.52 2.51 s2.50 2.49 s2.48 s2.46 s2.44	3.53 3.52 63.51 3.50 93.49 93.47	4.05	4.38 4.37 . s4.36 4.35 . s4.34 . s4.32 . s4.30	5.42	5.45 s5.44 5.43 s5.42 s5.40 s5.38
X1-a X2-a X3	O.S BRAINERD JCT	Main Tracks	10.4 10.6 11.0 11.3 11.3 11.7 12.3	8.49 8.49 8.48 6.47 88.46 88.44 88.42 88.40	9.39	9.53 9.52 89.51 9.50 89.49 89.47 89.45	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25	11.52 11.51 s11.50 11.49 s11.46 s11.46	12.52 12.51 12.50 12.49 512.48 912.46 912.44	1.52 1.51 s1.50 1.49 s1.48 s1.46 s1.44	2.52 2.51 2.50 2.49 52.46 52.46 52.44	3.53 3.52 s3.51 .3.50 s3.49 s3.47 s3.45	4.05	4.38 4.37 s4.36 4.35 s4.34 s4.32 s4.32	5.42	5.45 s5.44 5.43 s5.42 s5.40 s5.38
X1-a X1-a X2 X2-a	O.S BRAINERD JCT	-	10.4 10.6 11.0 11.3 11.3 11.7 12.3 12.8	8.49 8.49 8.48 8.47 88.46 88.44 88.42 88.40 88.38	9.39	9.53 9.52 s9.51 9.50 s9.49 s9.47 s9.45 u9.43 s9.41	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23	11.52 11.51 11.49 11.46 11.46 11.44 11.42	12.52 12.51 12.50 12.49 12.48 12.46 12.44 12.44	1.52 1.51 e1.50 1.49 e1.48 e1.46 s1.44	2.52 2.51 2.50 2.49 52.48 52.46 52.44 52.44	3.53 3.52 63.51 .3.50 93.49 93.47 #3.45	4.05	4.36 4.37 . 4.36 4.35 . 4.34 . 54.32 . 54.30 . 54.30 . 54.30	5.42	5.43 5.43 5.43 5.42 5.42 5.42 65.38 65.36
X1-a X2-a X3	D.S. BRAINERD JCT. 0.2 BRAINERD. 0.4 BEVERLY JCT. 0.0 BEVERLY HILLS-91at St. BEVERLY HILLS-95th St. 0.5 BEVERLY HILLS-99th St. 0.5 BEVERLY HILLS-103rd St. 0.5 BEVERLY HILLS-107rth St. 0.5 BEVERLY HILLS-107th St. MORGAN PARK-111th St.	Main T	10.4 10.6 11.0 11.3 11.3 11.7 12.3	8.49 8.49 8.48 6.47 88.46 88.44 88.42 88.40	9.39	9.53 9.52 89.51 9.50 89.49 89.47 89.45	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25	11.52 11.51 s11.50 11.49 s11.46 s11.46	12.52 12.51 12.50 12.49 512.48 912.46 912.44	1.52 1.51 s1.50 1.49 s1.46 s1.44 s1.42 s1.40 s1.40	2.52 2.51 2.50 2.49 52.46 52.46 52.44 52.44 52.40 52.40	3.53 3.52 s3.51 .3.50 s3.49 s3.47 s3.45	4.05	4.36 4.37 s4.36 4.35 s4.34 s4.32 s4.30 s4.26 s4.26	5.42	5.45 5.43 5.43 5.42 5.42 5.42 65.38 65.38
X1-a X1-a X2 X2-a X3 X3-a	D.S. BRAINERD JCT. 0.2 BRAINERD. 0.4 BEVERLY JCT. 0.0 BEVERLY HILLS-91at St. BEVERLY HILLS-95th St. 0.5 BEVERLY HILLS-99th St. 0.5 BEVERLY HILLS-103rd St. 0.5 BEVERLY HILLS-107th St. 0.5 MORGAN PARK-111th St. MORGAN PARK-111th St.	Main T	10.4 10.6 11.0 11.3 11.3 11.7 12.3 12.8	8.49 8.49 8.48 8.47 88.46 88.44 88.42 88.40 88.38	9.39	9.53 9.52 s9.51 9.50 s9.49 s9.47 s9.45 u9.43 s9.41	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23	11.52 11.51 11.49 11.46 11.46 11.44 11.42	12.52 12.51 12.50 12.49 12.48 12.46 12.44 12.44	1.52 1.51 s1.50 1.49 s1.48 s1.46 s1.44 s1.42 s1.49	2.52 2.51 2.50 2.49 52.48 52.46 52.44 52.44	3.53 3.52 63.51 .3.50 93.49 93.47 #3.45	4.05	4.36 4.37 . 4.36 4.35 . 4.34 . 54.32 . 54.30 . 54.30 . 54.30	5.42	5.45 #5.44 5.43 #5.42 #5.42 #5.38 #5.36 #5.36
X1-a X1-a X2 X2-a X3 X3-a	D.S. BRAINERD JCT. 0.2 BRAINERD. 0.4 BEVERLY JCT. 0.0 BEVERLY HILLS-91at St. BEVERLY HILLS-95th St. 0.5 BEVERLY HILLS-99th St. 0.5 BEVERLY HILLS-103rd St. 0.5 BEVERLY HILLS-107rth St. 0.5 MORGAN PARK-111th St. 0.5 MORGAN PARK-111th St. 0.5 BUE ISLAND-119th St.	Main T	10.4 10.6 11.0 11.3 11.7 12.3 12.8 19.9	8.49 8.49 8.47 8.46 8.47 8.46 8.42 8.40 8.38	9.39	9.53 9.52 s9.51 9.50 s9.49 s9.45 s9.45 s9.43 s9.41	10.33 10.32 s10.31 10.30 s10.29 s10.25 s10.25 s10.23 s10.21	11.52 11.51 11.49 11.48 11.46 11.44 11.42 11.40	12.52 12.51 12.50 12.49 512.48 912.46 912.44 812.42 812.40	1.52 1.51 s1.50 1.49 s1.48 s1.46 s1.44 s1.42 s1.49 s1.49	2.52 2.51 2.50 2.49 52.46 52.46 52.44 52.44 52.40 52.40	3.53 3.52 s3.51 .3.50 s3.49 s3.45 s3.45 s3.45	4.05	4.36 4.37 s4.36 4.35 s4.34 s4.32 s4.30 s4.26 s4.26	5.42	5.45 s5.42 s5.42 s5.42 s5.36 s5.36 s5.36 s5.36 s5.36
X1-a X1-a X2 X2-a X3 X3-a 02014 X4-a	BRAINERD JCT	Main T	10.4 10.6 11.0 11.3 11.3 11.7 12.3 12.8 13.3 14.3	8.49 8.49 8.47 8.46 8.47 8.46 8.44 8.42 8.40 8.36 8.36 8.36	9.39	9.53 9.52 s9.51 9.50 s9.49 s9.47 s9.45 s9.43 s9.41 s9.39 s9.37	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23 s10.21 s10.19	11.52 11.51 11.49 11.48 11.46 11.44 11.42 11.49 11.39	12.52 12.51 12.51 12.49 512.48 512.46 612.44 612.42 512.39	1.52 1.51 s1.50 1.49 s1.46 s1.44 s1.42 s1.49 s1.49 s1.49 s1.49	2.52 2.51 2.50 2.49 52.48 52.46 52.44 52.44 52.49 52.39	3.53 3.52 63.51 3.50 93.49 93.47 13.45 13.43 13.43	4.05	4.38 4.37 s4.36 4.35 s4.34 s4.32 s4.30 s4.28 s4.26 s4.24	5.42	5.45 s5.42 s5.
X1-a X1-a X2 X2-a X3 X3-a 02014 X4-e	BRAINERD JCT	Main T	10.4 10.6 11.0 11.3 11.3 11.7 12.3 12.8 13.3 14.3	8.49 5.48 6.47 8.46 8.46 8.46 8.42 8.40 8.38 6.36 8.34	9.39	9.53 9.52 89.51 9.50 89.49 89.45 89.45 89.45 89.45 89.39 89.37 89.35	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23 s10.21 s10.17 s10.15 s10.14	11.52 11.51 11.49 11.48 11.46 11.44 11.42 11.49 11.39 11.35 11.35	12.52 12.51 12.50 12.49 s12.46 s12.44 s12.42 s12.39 s12.35 s12.35	1.52 1.51 1.50 1.49 1.48 1.46 1.44 1.42 1.40 1.39 1.37 1.35 1.35	2.52 2.51 s2.50 2.49 s2.46 s2.46 s2.44 s2.42 s2.40 s2.37 s2.37	3.53 3.52 63.51 3.50 93.49 93.45 93.45 93.45 93.43 93.41 83.39 83.37 83.35	4.05	4.38 4.37 s4.36 4.35 s4.34 s4.32 s4.30 s4.26 s4.24 s4.22	5.42	5.45 65.44 5.43 5.43 5.43 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36
X1-a X1-a X2 X2-a X3 X3-a 02014 X4-v	BRAINERD JCT	Two Main T	10.4 10.6 11.0 11.3 11.7 12.8 19.3 13.8 14.8 15.2	8.49 8.49 8.47 8.46 8.47 8.46 8.46 8.46 8.38 8.38 8.32 8.31 8.29	9.39	9.53 9.52 9.51 9.50 89.49 89.47 89.45 89.43 89.41 89.37 89.37 89.37	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23 s10.21 s10.17 s10.15 s10.14	11.52 11.51 s11.50 11.49 s11.48 s11.46 s11.44 s11.39 s11.37 s11.35 s11.34 s11.32	12.52 12.51 12.50 12.49 s12.46 s12.44 s12.42 s12.40 s12.39	1.52 1.51 1.50 1.49 1.48 1.46 1.44 1.42 1.40 1.39 1.37 1.35 1.37	2.52 2.51 2.50 2.49 52.46 52.44 52.44 52.42 52.40 92.37 92.35 52.34	3.53 3.52 63.51 .3.50 53.49 53.47 63.45 53.41 63.39 63.37 53.35	4.05	4.38 4.37 84.36 4.35 84.34 84.32 84.30 84.28 84.26 84.24	5.42	5.45 s5.44 5.43 s5.42 s5.40 s5.38
X1-a X1-a X2 X2-a X3 X3-a 02014 X4-a	BRAINERD JCT	Two Main T	10.4 10.6 11.0 11.3 11.3 11.7 12.3 12.8 13.8 14.9 14.9	8.49 8.49 8.48 8.47 88.46 88.44 88.42 88.36 88.34 88.32 88.32	9.39	9.53 9.52 89.51 9.50 89.49 89.45 89.45 89.45 89.45 89.39 89.37 89.35	10.33 10.32 s10.31 10.30 s10.29 s10.27 s10.25 s10.23 s10.21 s10.14 s10.15 s10.14	11.52 11.51 s11.50 11.49 s11.48 s11.46 s11.44 s11.39 s11.37 s11.35 s11.34 s11.32	12.52 12.51 12.50 12.49 s12.46 s12.46 s12.44 s12.42 s12.39 s12.39	1.52 1.51 1.50 1.49 1.48 1.46 1.44 1.42 1.40 1.39 1.37 1.35 1.37	2.52 2.51 2.50 2.49 52.46 52.46 52.44 52.42 52.40 52.39 52.37 52.34 52.32	3.53 3.52 63.51 .3.50 53.49 53.47 63.45 53.41 63.39 63.37 53.35	4.05	4.36 4.37 s4.36 4.35 s4.34 s4.32 s4.30 s4.26 s4.24 s4.22 s4.20 s4.20 s4.21	5.42	5.45 65.44 5.43 5.42 5.42 5.42 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36 65.36

MAXIMUM SPEED: Passenger Trains 35 MPH Freight Trains 20 MPH

See Page 12 for Speed Restrictions and Special Instructions

			Sl	JBUR	BAN	BRA	NCH	WES	TWA	RD						
	-								FII	RST CL						
	SUBDIVISION 1-A			151	153	155	157	<u> </u>			ſ			Т		T
	STATIONS		from 8	Sub.	Sub.	Sub.	Sub.									
Station	TIME TABLE NO. 5 March 2, 1969		M. P. fr Chicago	Daily Ex. Sun. & *Hol.	Daily Ex. Sat. Sun. & *Hol.	Daily	Daily Ex. Set. Sun. & *Hol,									
	GRESHAM JCT)	9,9	P.M. 8.33	P.M. 9.30	P.M. 10.42	P.M. 11.34								—	
	BRAINARD JCT	l	10.4	8.34	9.31	10.43	11.35							1	\top	\vdash
X 1	BRAINERD	1	10.6	s8.35	s9.32	s10.44	s11.36						T		T -	
	BEVERLY JCT		11.0	8.36	9.33	10.45	11.37								1	1 -
	PRR Crossing	ĺ	11.3												T -	1
X1-a	BEVERLY HILLS-91st St		11.3	s8.37	s9.34	s10.46	s11.38						1	T -		
X 2	BEVERLY HILLS-95th St	뿧	11.7	s8.40	в9.37	s10.49	s11.41						1			
Х2-в	BEVERLY HILLS-99th St	Ĕ	12.3	s8.42	s9.39	s10.51	s11.43							\top		
Х3	BEVERLY HILLS-103rd St	} {	12.8	s8.44	s9.41	s10.53	s11.45	_					_	1	 	
Х3-а	BEVERLY HILLS-107th St	. ₹	13.3	a8.46	s9.43	s10.55	s11.47								\top	
02014	MORGAN PARK-111th St	ŕ	13.8	s8.48	69.45	s10.57	s11.49								<u> </u>	
X4-a	MORGAN PARK-115th St	ĺ	14.3	s8.50	s9.47	s10.59	s11.51			-					†	\vdash

14.8 s8.52 s9.49 s11.01 s11.53

15.2 s8.54 s9.51 s11.03 s11.55

15.8 s8.56 s9.53 s11.05 s1/1.57

MAXIMUM SPEED: Passenger Trains 35 MPH Freight Trains 20 MPH

0.5 ________ BLUE ISLAND-119st St.

...... BLUE ISLAND-123rd St......

X5 BLUE ISLAN D-Prairie St.

See Page 12 for Speed Restrictions and Special Instructions

02016 BLUE ISLAND-Vermont St..... TO 16.4 \$8.58 \$9.56 \$11.07 \$11.59 \$14.57 \$10.00 \$10.

			5	UBU	RBAN	BR	ANCI	1 WES	- 5 T ₩ A	RD						
		_		-						ST CLA						
		1	H	111	607	705	113	115	609	117	119	121	123	125	127	707
	SUBDIVISION 1-A	Ì	1		C&0	B&0		- $$	C&O	-		Sub.	Sub.	Sub.	Sub.	B&0
_	STATIONS		E .	Sub.	7	5	Sub.	Sub.	9	Sub.	5ub,	Sub.		SUB,	SUB.	7
Station Numbers	TIME TABLE NO. 5	ļ	P. fro	Daily	Daily			Daily	Daily		Daily Ex. Sat,	_	Daily Ex. Sat.		<u> </u>	
	March 2, 1969		주:인	Ex.	Ex.	Daily	Daily	Ex. Sun. & "Hol.	Ex. Sun.	Daily	Sun. &	Daily	Sun. &	Daily	Daliy	Daily
万之		_	≥0	*Hol.	тол.		A.M.	A.M.		A.M.	*Hol.	P.M.	P.M.	P.M.	Р.М.	
	GRESHAM JCT		9,9	12.46	1	ŀ	8.26	9.25		10.25	11.25	12.40	1.25	2.28	3.25	·P.M.
_	0.5		10.4	12.47	A.M. 3.32	A M.	6.27	9.26	A.M	10.26	11.26	12.41	1.26	2.29	3.26	3.48
• • • • • • • • • • • • • • • • • • • •	0.2				3.32	0.05			10.02	e10.27	a11.27	s12.42	s1.27	s2.30	g3.27	
X 1	BRAINERD		10.6	g12.48			s 9.29	s9.27		-						
	BEVERLY JCT		11.0	12.49	3.33 A.M.	8.10 A.M.	8.29	9.28	10.03 A.M.	10.28	11.28	12.43	1.28	2.31	3.28	3,50 -P.M:
	PRR Crossing		11.3		. A.m.	T."			26 110-21							
-	BEVERLY HILLS-91s1 \$1		11.3	a 12.50		_	s8.30	s9.29		s10.29	s11.29	s12.44	s1.29	s2.32	s 3.29	
X1-a	0.4 — — —					-	_	59.32		a10.32	s11.32	e 12 47	sl.32	92.35	a3.32	_
X 2	BEVERLY HILLS-95th St	3	11.7	g12.53			s8.33					_				_
X 2-a	BEVERLY HILLS-99th St	Track	12.3	g12.55			s8.35	a9.34		e10.34	s11.34	s12.49	s1.34	s2.37	#3.34	
Х3	BEVERLY HILLS-103rd St	اءَ {	12.6	s12.57			s8.37	g9.86		s10.36	s11.86	s12.51	sl.36	s2.39	s3.36	
X3-a	BEVERLY HILLS-107th St	ş	13.3	s12.59			s6.39	a9.38		s10.38	s11.88	ş12.53	s1.36	92.41	s3.38	
	0.5) }		ļ						910.40		s12.55	s1.40	g2.43	98.40	
02014	MORGAN PARK-111th 51	٦	13.8	s1.01			s8.41	s9.40		-					_	
X 4-a	MORGAN PARK-115th St		14.3	s1.03			s6.43	s9.42		910,42	s11.42	s12.57	sl-42	s2.45	s3.42	├—
-	BLUE ISLAND-119th St		14.8	sl.05			s8.45	69.44		s10.44	s11.44	g12.59	s1.44	s2.47	s3.44	L
	BLUE ISLAND-123rd S1	1	15.2	s1.07		_	s8.47	g9.46		B10.46	s11.46	al.01	s1.46	s2.49	s3.46	
	0.6			-	_		s8.49	s9.48		g10.48	s11.48	s1.08	al.48	s2.51	s3.48	$\overline{}$
X 5	BLUE ISLAND-Profrie St	Ŀ	15.8	s1.09			├						-	- -	s3.52	-
				s1,12			s8.51	89.51		la10.51	s[11.51	1 91.06	1 81.50	\$2.53		i .
02016	BLUE ISLAND-Vermont St	*TO	16.4							A.M	-A.M	P.M	P.M.	-P.M	⊢Р.М.—	-
02016	WESTERN AVE. JCT	*TO	16.4	A.M			A.M.	-, M, A		A.M	-A.M.−	- P.M	P.M.	-P.M	-P.M	\vdash
	0.2 — — — —	TO			_				FI	- A.M	-A.M	- P.M	P.M.	—P.M.−	-Р.М.—	
	WESTERN AVE. JCT	ТО		A.M	129	131	A.M.	M.A		RST CL	-A.M	143	P.M.—	P.M	-Р.М.—	
	0.2 WESTERN AVE. JCT	TO	16.6	50 <u>1</u>	129	131 Sub	133 Sub.	135 Sub.	13 <u>7</u>	RST CL 139 Sub.	A.M ASS 141 Sub.	143 Sub.	P.M.	-Р.м		613 C&O
	0.2 WESTERN AVE. JCT	TO	16.6	A.M	Sub.	Sub,	133 Sub. Exp.	135 Sub. Exp.		RST CL 139 Sub. Exp.	ASS 141 Sub. Exp.	143 Sub. Exp.	145 Sub.	147 Sub.	149	
	western ave. JCT	TO	16.6	501 Sub,	Sub. Daily Ex.	Sub, Daily Ex. Sat.	133 Sub. Exp. Dally Ex, Sol.	135 Sub. Exp. Daily	13 <u>7</u> Sub.	RST CL 139 Sub. Exp. Daily Ex. Sat.	ASS 141 Sub. Exp. Daily Ex. Sal.	143 Sub. Exp.	145 Sub. Daily	147 Sub.	149 Sub,	C&O 13
	0.2 WESTERN AVE. JCT	TO		501 Sub,	Sub. Daily Ex.	Sub, Daily Ex. Sat.	133 Sub. Exp. Dally Ex, Sol.	135 Sub. Exp. Daily	13 <u>7</u> Sub.	RST CL 139 Sub. Exp.	ASS 141 Sub, Exp. Doily	143 Sub. Exp. Daily Ex. Sat Sun. &	145 Sub.	147 Sub. Daily Ex. Sun. &	149 Sub,	C&0 13
	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969	TO	M. P. F. P. Chicago	501 Sub, Sun, & *Hoi.	Sub. Daily Ex. Sun. & *Hel. P.M.	Sub, Daily Ex, Sat. Sun, & *Hol. P.M.	133 Sub. Exp. Daily Ex. Soi. & 'Hai, P.M.	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M.	Sub. Sul. Sun. & "Hol.	RST CL 139 Sub. Exp. Daily Ex. Sat. Sun. & "Hol. P.M.	ASS 141 Sub, Exp. Doily Ex. Sal, Sun, &	143 Sub. Exp. Daily Ex. Sat Sun. & "Hol. P.M.	P.M. 145 Sub. Daily Ex. Sal. Sun. 8 *Hal. P.M.	Daily Sub. Daily Sun. & *Hol.	149 Sub, Dally	C&O 13
	WESTERN AVE. JCT]	16.6 Gago	501 Sub, Sun, &	Sub. Daily Ex. Sun. & *Hal.	Sub, Daily Ex, Sat. Sun, & *Hal.	133 Sub. Exp. Daily Ex. Sal. Sun. &	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M. 5.19	137 Sub. Sun. & *Hol. P.M. 5.26	RST CL 139 Sub. Exp. Daily Ex. Sot. Sun. & "Hol. P.M. 5.27	ASS 141 Sub, Exp. Daily Ex.Sal, Sun, & "Hol. P.M. 5,37	P.M 143 Sub. Exp. Daily Ex. Sat Sun, & *Hol. P.M. 5.47	P.M. Daily Ex. Sal. Son. & *Hol. P.M. 6.13	Daily Ex. Sun. & *Hol. P.M. 6.53	149 Sub, Dally P.M. 7.30	Sun. Only
	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT		M. P. F. P. Chicago	501 Sub, Sun, & *Hoi.	Sub. Daily Ex. Sun. & *Hel. P.M.	Sub, Daily Ex, Sat. Sun, & *Hol. P.M.	133 Sub. Exp. Daily Ex. Soi. & 'Hai, P.M.	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M.	Sub. Sul. Sun. & "Hol.	RST CL 139 Sub. Exp. Daily Ex. Sat. Sun. & "Hol. P.M.	ASS 141 Sub, Exp. Doily Ex. Sal, Sun, &	143 Sub. Exp. Daily Ex. Sat Sun. & "Hol. P.M.	P.M. 145 Sub. Daily Ex. Sal. Sun. 8 *Hal. P.M.	Daily Sub. Daily Sun. & *Hol.	149 Sub, Dally	Sun. Only
Station	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	***************************************	16.6 W. M. M. C. F. C. M. C. M	501 Sub, Sun, & *Hoi. P.M. 4.25	Sub. Daily Ex. Sun. & *Hel. P.M. 4.31	Sub, Daily Ex, Sat. Sun, & *Hal. P.M. 5.03	133 Sub. Exp. Daily Ex. Sol. Sun. & *Hol. P.M. 5.14	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M. 5.19	137 Sub. Sun. & *Hol. P.M. 5.26	RST CL 139 Sub. Exp. Daily Ex. Sot. Sun. & "Hol. P.M. 5.27	ASS 141 Sub, Exp. Daily Ex.Sal, Sun, & "Hol. P.M. 5,37	P.M 143 Sub. Exp. Daily Ex. Sat Sun, & *Hol. P.M. 5.47	P.M. Daily Ex. Sal. Son. & *Hol. P.M. 6.13	Daily Ex. Sun. & *Hol. P.M. 6.53	149 Sub, Dally P.M. 7.30	Sun. Only
No Station Numbers	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	10	16.6 E. o.	501 Sub, Sun, & "Hoi. P.M. 4.25 4.26	Sub. Daily Ex. Sun. 8. *Hel. P.M. 4.31 4.32 54.34	Sub. Daily Ex. Sat. Sun. & *Hol. P.M. 5.03 5.04	133 Sub. Exp. Daily Ex. Soi. Son. & *Hol. P.M. 5.14	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. 5.19 S.20	137 Sub. Sul. Sun. & *Hol. P.M. 5.26	RST CL 139 Sub. Exp. Daily Ex. Set. Sun. & Hol. P.M. 5.27	ASS 141 Sub, Exp. Doily Ex. Sel. Sun, & Hol. P.M. 5.37	143 Sub. Exp. Daily Ex. Sat Sun, & "Hol. P.M. 5.47	P.M. 145 Sub. Daily Ex. Sal. Sun. & 'Hal. P.M. 6.13	Daily Ex. Sun. & *Hol. P.M. 6.53	149 Sub, Dally P.M. 7.30 7,81	C&O 13 Sun, Only - P.M 8.10
Station	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	10	9.9 10.4 10.6	501 Sub, Sun, & "Hoi. P.M. 4.25	5ub. Daily Ex. Sun. & *Hal. P.M. 4.31	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03	133 Sub. Exp. Daily Ex.Soi. Sun. & *Hal, P.M. 5.14 5.15	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M. 5.19 \$.20	137 Sub. Sul. Sun. & *Hol. P.M. 5.26 5.27	A.M 139 Sub. Exp. Daily Ex. Sat, Sun, & *Hol. P.M. 5.27 \$.28	ASS 141 Sub, Exp. Daily Ex.Sal, Sun, & "Hol. P.M. 5.37 5.88	143 Sub. Exp. Daily Ex.Sat Sun. & *Hol. P.M. 5.47	P.M.— 145 Sub. Daily Ex.Sal. Sun. & *Hol. P.M. 6.13 -6.14	P.M 147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54	149 Sub, Daily P.M. 7.30 7.31 67.32	C&O 13 Sun, Only - P.M 8.10
No Station Numbers	0.2 WESTERN AVE. JCT	10	16.6 E. o.	501 Sub, Sun, & "Hoi. P.M. 4.25 4.26	Sub. Daily Ex. Sun. 8. *Hel. P.M. 4.31 4.32 54.34	Sub, Daily Ex, Sot. Sun. & *Hol. 5.03 5.04 s5.06 S.07	133 Sub. Exp. Daily Ex.Sol. Sun. & "Hal, F.M. 5.14 5.15 a5.17	135 Sub. Exp. Doily Ex. Sat. Sun. & "Hol. P.M. 5.19 5.20 s5.22	137 Sub. Sul. Sun. & *Hol. P.M. 5.26 5.27 \$5.28	RST CL 139 Sub. Exp. Daily Ex.Set. Sun. & "Hol. P.M. 5.27 5.28 s5.30	ASS 141 Sub, Exp, Doily Ex.Sel, Sun, & *Hol. P.M. 5.37 5.88 s5.40	143 Sub. Exp. Daily Ex. Set Sun. & Hol. P.M. 5.47 5.48 s5.50	P.M. 145 Sub. Daily Ex. Sal. Sun. & *Hol. P.M. 6.13 6.14 66.15	P.M 147 Sub. Daily Ex. Sun. & **Hol. P.M. 6.53 6.54 86.55	149 Sub. Daily P.M. 7.30 7.81 67.32	C&O 13 Sun, Only - P.M 8.10
Numbers	0.2 WESTERN AVE. JCT		9.9 10.4 10.6	501 Sub, Sun, & "Hoi. P.M. 4.25 4.26	Sub. Daily Ex. Sun. 8. *Hel. P.M. 4.31 4.32 54.34	Sub. Daily Ex. Sat. Sun. & *Hol. P.M. 5.03 5.04	133 Sub. Exp. Daily Ex.Soi. Sun. & *Hal, P.M. 5.14 5.15	135 Sub. Exp. Daily Ex. Sat. Sun. & *Hol. P.M. 5.19 \$.20	137 Sub. Sul. Sun. & *Hol. P.M. 5.26 5.27	RST CL 139 Sub. Exp. Daily Ex.Set. Sun. & "Hol. P.M. 5.27 5.28 s5.30	ASS 141 Sub, Exp. Daily Ex.Sal, Sun, & "Hol. P.M. 5.37 5.88	143 Sub. Exp. Daily Ex.Sat Sun. & *Hol. P.M. 5.47	P.M.— 145 Sub. Daily Ex.Sal. Sun. & *Hol. P.M. 6.13 -6.14	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55	149 Sub, Daily P.M. 7.30 7.31 \$7.32	C&O 13 Sun, Only - P.M 8.10
Zieten Zieden Zieden	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT		9.9 10.4 10.6 11.3 11.3	501 Sub, Sun, & "Hoi. P.M. 4.25 4.26 84.27	Sub. Daily Ex. Sun. & *Hal. P.M. 4.31 4.32 s4.34	Sub, Daily Ex, Sot. Sun. & *Hol. 5.03 5.04 s5.06 S.07	133 Sub. Exp. Daily Ex.Sol. Sun. & "Hal, F.M. 5.14 5.15 a5.17	135 Sub. Exp. Doily Ex. Sat. Sun. & "Hol. P.M. 5.19 5.20 s5.22	137 Sub. Sul. Sun. & *Hol. P.M. 5.26 5.27 \$5.28	RST CL 139 Sub. Exp. Daily Ex.Sat. Sun. & "Hol. P.M. 5.27 5.28 s5.30 5.31	ASS 141 Sub, Exp, Doily Ex.Sel, Sun, & *Hol. P.M. 5.37 5.88 s5.40	143 Sub. Exp. Daily Ex. Set Sun. & Hol. P.M. 5.47 5.48 s5.50	P.M. 145 Sub. Daily Ex. Sal. Sun. & *Hol. P.M. 6.13 6.14 66.15	P.M 147 Sub. Daily Ex. Sun. & **Hol. P.M. 6.53 6.54 86.55	149 Sub. Daily P.M. 7.30 7.81 67.32	C&O 13 Sun, Only - P.M 8.10
X1-sequence	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT		9.9 10.4 10.6 11.3 11.3	501 Sub, Sun, & "Hoi. P.M. 4.25 4.26 84.27	Sub. Daily Ex. Sun. & *Hol. P.M. 4.31 4.32 s4.34	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03 5.04 s5.06 S.07	133 Sub. Exp. Daily Ex. Soil Sun. & *Hoi. P.M. 5.14 5.15 s5.17	135 Sub. Exp. Doily Ex. Sat. Sun. & Whol. P.M. 5.19 5.20 s5.22	137 Sub. Sul. Sun. & *Hol. P.M. 5.26 5.27 \$5.28 5.29	RST CL 139 Sub. Exp. Daily Ex.Sat. Sun. & "Hol. P.M. 5.27 5.28 s5.30 5.31	ASS 141 Sub. Exp. Doily Ex.Sel. Sun, & "Hol. P.M. 5.37 5.38 s5.40 5.41	P.M.— 143 Sub. Exp. Daily Ex. Sat Sun. & **Hol. P.M. 5.47 5.48 s5.50 5.51	P.M. Daily Ex.Sal. Sun. 8 *Hol. P.M. 6.13 6.14 66.15	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55	149 Sub, Daily P.M. 7.30 7.31 \$7.32	C&O 13 Sun, Only - P.M 8.10
X1 X1-a X2 X2-a	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	Tracks	9.9 10.4 10.6 11.0 11.3 11.7 12.3	501 Sub. Sun. *Hoi. P.M. 4.25 4.26 64.27 4.28	Sub. Daily Ex. Sun. & *Hol. P.M. 4.31 4.32 s4.34 4.35	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03 5.04 s5.06 S.07 s5.09 s5.12	133 Sub. Exp. Daily Ex. Soil. Sun. & *Hol. P.M. 5.14 5.15 s5.17 5.18	135 Sub. Exp. Doily Ex. Sat. & Hol., P.M. 5.19 \$.20 \$5.22 \$5.28	137 Sub, Sal, Sun, & 'Hol. 5.26 5.27 \$5.28 5.29 \$5.30 \$5.32	A.M 139 Sub. Exp. Daily Ex.Sar. & *Hol. P.M. 5 27 5 .28 s5 .30 5 .31	A.M.— ASS 141 Sub. Exp. Deily Ex. Sel. Sun. & *Hol. P.M. 5.37 5.88 s5.40 5.41 s5.43	P.M 143 Sub. Exp. Daily Ex. Sat Sun. & *Hol. P.M. 5.48 s5.50 5.51	P.M. Sub. Daily Ex. Sal. Sun. & 'Hel. P.M. 6.13 6.14 66.15 6.16 s6.21	P.M Sub. Daily Ex. Sun. & *Hol. P.M. 6.53 6.54 s6.55 s6.56	149 Sub. Daily P.M. 7.30 7.31 67.32 7.33	C&C 13 Sun, Only - P.M 8.10
X1-sequence	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	in Tracks	16.6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A.M.— 501 Sub, Sun, *Hoi. P.M. 4.25 4.26 s4.27 4.28 s4.29 s4.31	Sub. Daily Ex. Sun. & *Ho. 4.31 4.32 \$4.34 4.35 \$4.36 \$4.39 \$4.41 \$4.43	Sub, Daily Ex, Sat. Sun, & *Hol. P.M. 5.03 5.04 s5.06 \$5.07	133 Sub. Exp. Daily Ex. Soil. Son. & Hol., P.M. 5.14 5.15 45.17 5.18 s5.20 s5.23 s5.25	135 Sub. Exp. Daily Ex. Sat. Sun. & "Hol., P.M. 5.19 5.20 s5.22 5.28 e5.25 s5.28 e5.30	137 Sub. Sal. Sun. & *Hol. P.M. 5.26 5.27 \$5.28 5.29 \$5.30 \$5.32 \$5.34	A.M 139 Sub. Exp. Daily Ex. Sart, Sun. & "Hol. P.M. 5.27 5.28 s5.30 5.31 s5.33 s5.34	A.M.— A.M.— ASS 141 Sub. Exp. Doily Ex. Set. Sun. & *Hol. F.M. 5.37 5.38 s5.40 5.41 s5.43 s5.46 s5.48	P.M 143 Sub. Exp. Daily Ex. Set Sun. & "Hol. P.M. 5.47 5.48 s5.50 5.51 s5.53 s5.56 s5.58	P.M. Sub. Daily Ex.Sal. Sun. & 'Hel. P.M. 6.13 6.14 66.15 6.16 96.18 s6.21	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55 6.56 s6.57 s7.00 s7.02	149 Sub. Dally P.M. 7.30 7.81 67.32 7.93 67.34 87.37 87.39	C&C 13 Sun, Only - P.M 8.10
X1 X1-a X2 X2-a	0.2 SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	Tracks	9.9 10.4 10.6 11.0 11.3 11.7 12.3	501 Sub. Sun. *Hoi. P.M. 4.25 4.26 64.27 4.28	Sub. Daily Ex. Sun. & *Hol. P.M. 4.31 4.32 s4.34 4.35	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03 5.04 s5.06 S.07 s5.09 s5.12	133 Sub. Exp. Daily Ex. Soil. Sun. & *Hol. P.M. 5.14 5.15 s5.17 5.18	135 Sub. Exp. Doily Ex. Sat. & Hol., P.M. 5.19 \$.20 \$5.22 \$5.28	137 Sub. Sal. Sun. & *Hol. P.M. 5.26 5.27 \$5.28 5.29 \$5.30 \$5.32 \$5.34 \$5.36	A.M 139 Sub. Exp. Daily Ex.Set. Sun. & *Hol. P.M. 5.27 5.28 s5.30 5.31 s5.36 s5.36 s5.36	A.M ASS 141 Sub. Exp. Doily Ex.Sel. Sun. & *Hol. P.M. 5.37 5.38 s5.40 5.41 s5.43 s5.46 s5.45	P.M.— P.M.— Sub. Exp. Doily Ex. Sat Sun. & *Hol. P.M. 5.47 5.48 s5.50 5.51 s5.56 s5.58 s5.01 a6.03	P.M. Sub. Daily Ex. Sal. Sun. & 'Hel. P.M. 6.13 6.14 66.15 6.16 s6.21	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55 6.56 s6.57 97.00 97.02	149 Sub. Dally P.M. 7.30 7.81 67.32 7.93 67.34 87.37 87.39 87.42	C&C 13 Sun, Only - P.M 8.10
X1-9-X2-X3	0.2 SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	in Tracks	16.6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A.M 501 Sub, Sun, *Hoi. P.M. 4.25 4.26 84.27 4.28 s4.31 s4.33	Sub. Daily Ex. Sun. & *Ho. 4.31 4.32 \$4.34 4.35 \$4.36 \$4.39 \$4.41 \$4.43	Sub, Daily Ex, Sat. Sun, & *Hol. P.M. 5.03 5.04 s5.06 \$5.07	133 Sub. Exp. Daily Ex. Soil. Son. & Hol., P.M. 5.14 5.15 45.17 5.18 s5.20 s5.23 s5.25	135 Sub. Exp. Daily Ex. Sat. Sun. & "Hol., P.M. 5.19 5.20 s5.22 5.28 e5.25 s5.28 e5.30	137 Sub. Sal. Sun. & *Hol. P.M. 5.26 5.27 \$5.28 5.29 \$5.30 \$5.32 \$5.34	A.M 139 Sub. Exp. Daily Ex.Set. Sun. & *Hol. P.M. 5.27 5.28 s5.30 5.31 s5.36 s5.36 s5.36	A.M.— A.M.— ASS 141 Sub. Exp. Doily Ex. Set. Sun. & *Hol. F.M. 5.37 5.38 s5.40 5.41 s5.43 s5.46 s5.48	P.M 143 Sub. Exp. Daily Ex. Set Sun. & "Hol. P.M. 5.47 5.48 s5.50 5.51 s5.53 s5.56 s5.58	P.M. Sub. Daily Ex.Sal. Sun. & 'Hel. P.M. 6.13 6.14 66.15 6.16 96.18 s6.21	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55 6.56 s6.57 s7.00 s7.02	149 Sub. Dally P.M. 7.30 7.81 67.32 7.93 67.34 87.37 87.39	C&C 13 Sun, Only - P.M 8.10
X1-s-x2 X2-s-x3 X8-s-0201-	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	wo Meio Tracks	16.6 € 0 0 2 € 0 0 2 € 0 0 2 € 0 0 2 10.4 10.6 11.3 11.7 12.8 13.3	A.M 501 Sub. Sun. 8. "Hoi. P.M. 4.25 4.26 s4.27 4.28 s4.31 s4.33 s4.34	Sub. Daily Ex. Sun. 8 4-81 4.32 54.34 4.35 54.36 54.39 84.41 84.43	Sub, Daily Ex, Sat. Sun. & x+lol. P.M. 5.03 5.04 a5.06 5.07 s5.09 a5.12 a5.14 a5.17	133 Sub. Exp. Daily Ex.Sol. Sun. Exp. Daily Ex.Sol. Sun. Exp. Sun.	135 Sub. Exp. Doilly Ex. Sot. Sun. & "Hol., P.M. 5.19 5.20 s5.22 s5.23 e5.30 s5.33 s5.35	137 Sub. Sal. Sun. & *Hol. P.M. 5.26 5.27 \$5.28 5.29 \$5.30 \$5.32 \$5.34 \$5.36	A.M 139 Sub. Exp. Daily Ex. Sat. Fich. P.M. 5:27 5:28 85:30 5:31 85:38 85:41 85:43	A.M ASS 141 Sub. Exp. Doily Ex.Sel. Sun. & *Hol. P.M. 5.37 5.38 s5.40 5.41 s5.43 s5.46 s5.45	P.M.— P.M.— Sub. Exp. Doily Ex. Sat Sun. & *Hol. P.M. 5.47 5.48 s5.50 5.51 s5.56 s5.58 s5.01 a6.03	P.M.— Daily Ex.Sal. Sub. Daily Ex.Sal. Sub. P.M. 6.13 6.14 66.15 6.16 96.18 96.21 86.24 86.26	147 Sub. Daily Ex. & *Hol. P.M. 6.53 6.54 86.55 6.56 s6.57 97.00 97.02	149 Sub. Dally P.M. 7.30 7.81 67.32 7.93 67.34 87.37 87.39 87.42	C&C 13 Sun, Only - P.M 8.10
X1 X2 X2 X3 X3	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	wo Meio Tracks	16.6 £ on a 24 2 or a 24 2 or a 24 2 or a 24 10.6 11.0 11.3 11.7 12.3 13.8 13.8 14.3	501 Sub, Sun, a, Hoi. P.M. 4.25 4.26 64.27 4.28 s4.31 s4.33 s4.34 s4.36 s4.40	Sub. Daily Ex. Sun. Sun. Sun. P.M. 4.31 4.32 54.34 4.35 s4.36 54.39 s4.41 s4.43 s4.45 s4.47	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03 5.04 s5.06 S.07 s5.12 s5.14 s5.17 s5.19 s5.22	A.M 133 Sub., Exp. Daily Ex. Sol. 18 5.16 5.14 5.15 5.16 5.23 5.23 5.25 95.28 5.30 5.33 5.525	A.M.— 135 Sub., Exp. Daily Ex. Sat. Hol. 5.19 5.20 a5.22 5.23 a5.28 a5.35 a5.38 a5.40	137 Sub., Sair., & Sur., & 'Hol. 5.26 5.27 a5.28 5.29 a5.30 a5.32 a5.34 a5.34	A.M A.M 139 Sub. Exp. Daily Ex. Sat. 5 27 Exp. Daily Ex. Sat. 5 27 5 28 85 30 5 31 85 38 85 46 85 48	A.M.— A.M.— A.S.S T41 Sub., Exp. Doily Ex.Sat. Sub.d. 5.37 5.38 5.40 5.41 5.43 45.46 45.48 45.50 85.53	P.M.— P.M.— P.M.— Sub. Exp. Doilty Ex.Spt. Son. & S	P.M. Daily Ex, Sata Sin. & 6.14 6.13 6.14 6.15 6.16 6.21 6.24 6.23 6.33	P.M P.M Sub. Daily Swa. &	149 Sub. Daily P.M. 7.20 7.81 67.32 7.33 67.34 57.37 57.39 97.42	C&C 13 Sun, Only - P.M 8.10
X1-s-x2 X2-s-x3 X8-s-0201-	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	wo Meio Tracks	16.6 E C C C C C C C C C C C C C C C C C C C	501 Sub, Sun, *Hoi. P.M. 4.25 4.26 64.27 4.28 a4.31 s4.33 s4.34 s4.40 s4.40 s4.40	Sub. Daily Ex. Sun. & *Hei. P.M. 4.31 4.32 s4.34 4.35 s4.36 s4.34 s4.43 s4.43 s4.45 s4.47	Sub, Daily Ex, Sate Son, & Son, & Theli P.M. 5.03 5.04 65.06 5.07 #5.09 65.12 85.14 #5.17 #5.19 #5.22	A.M 133 Sub., Exp. Daily Ex. Sol. 26 Son. 6 Sol. 7 Sol. 6 Sol. 7 Sol. 6 Sol. 7 Sol. 7 Sol. 8 Sol. 7 Sol. 8 Sol.	A.M.— 135 Sub. Exp. Daily Ex. Sat. Fx.	137 Sub. Sal., Sun. & A. Plol. Sun. & A. Plol. 5.26 5.27 \$5.28 \$5.29 \$5.30 \$5.32 \$5.32 \$5.32 \$5.34 \$5.34	A.M 3ST CL 139 Sub. Exp. Daily Ex.Sat. Daily Ex.Sat. Sat. Sat. Sat. Sat. Sat. Sat. Sat.	A.M.— A.M.— A.S.S T41 Sub., Exp. Dolly Ex.Sat. Exp. Thill Ex.Sat. Final Final S.37 S.38 s5.40 s5.43 s5.43 s5.46 s5.43 s5.55 s5.57 s5.59	P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— S.47 S.48 #5.50 \$5.51 #5.53 #5.56 #6.01 #6.03 #6.03 #6.03 #6.03 #6.03	P.M. Daily Sin. & Carlo G.13 6.14 6.15 6.16 6.21 6.24 5.26 6.26 6.28 6.31 6.33 6.35	P.M P.M Sub. Daily Ex. Sun. & F.M. 6.53 6.54 96.55 6.56 86.57 87.00 87.02 97.04 87.06 87.03 87.03	149 Sub. Delly P.M. 7.30 7.81 67.32 7.33 67.37 67.39 87.42 87.44 87.45 87.46 87.46 87.48	C&C 13 Sun, Only - P.M 8.10
X1	0.2 0.2 0.2 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	wo Meio Tracks	16.6 £ on a 24 2 or a 24 2 or a 24 2 or a 24 10.6 11.0 11.3 11.7 12.3 13.8 13.8 14.3	501 Sub, Sun, *Hoi. P.M. 4.25 4.26 64.27 4.28 84.31 84.33 84.34 94.36 84.40	Sub. Daily Ex. Sun. Sun. Sun. Sun. Sun. Sun. Sun. Sun	Sub, Daily Ex, Sat, Sun, & *Hol. P.M. 5.03 5.04 s5.06 S.07 s5.12 s5.14 s5.17 s5.19 s5.22	A.M 133 Sub., Exp. Daily Ex. Sol. 26 Son. 6 Sol. 7 Sol. 6 Sol. 7 Sol. 6 Sol. 7 Sol. 7 Sol. 8 Sol. 7 Sol. 8 Sol.	A.M.— 135 Sub. Exp. Daily Ex. Sat. Fx.	137 Sub., Sair., & Sur., & 'Hol. 5.26 5.27 a5.28 5.29 a5.30 a5.32 a5.34 a5.34	A.M 3ST CL 139 Sub. Exp. Daily Ex.Sat. Daily Ex.Sat. Sat. Sat. Sat. Sat. Sat. Sat. Sat.	A.M.— A.M.— A.S.S T41 Sub., Exp. Doily Ex.Sat. Sub.d. 5.37 5.38 5.40 5.41 5.43 45.46 45.48 45.50 85.53	P.M.— P.M.— 143 Sub. Exp. Doily Ex.Sct. 347 S.47 S.48 s5.50 s5.56 s5.56 s5.56 s6.01 a6.03 s6.10 s6.12	P.M. Daily Ex, Sata Sin. & 6.13 6.14 46.13 6.16 46.16 46.16 46.21 46.24 46.33 46.33 46.33	P.M P.M Sub. Daily Ex. Sun. & F. Ex. Sun	149 Sub. Delly P.M. 7.30 7.81 67.32 7.33 67.34 87.37 67.39 87.42 87.44 87.46 87.48 87.50 87.52	C&C 13 Sun, Only - P.M 8.10
X1-a-2 X2 X2-a X3 X3-a 2201-X4-a	0.2 0.2 0.2 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	wo Meio Tracks	16.6 E C C C C C C C C C C C C C C C C C C C	A.M 501 Sub, Sun, 8, 14.25 4.26 4.26 4.27 4.28 4.31 4.33 4.34 4.36 5.4.32 5.4.34	Sub. Daily Ex. Sun. & *Hei. P.M. 4.31 4.32 s4.34 4.35 s4.36 s4.34 s4.43 s4.43 s4.45 s4.47	Sub, Daily Ex, Sate Son, & Son, & Theli P.M. 5.03 5.04 65.06 5.07 #5.09 65.12 85.14 #5.17 #5.19 #5.22	A.M 133 Sub., Exp. Daily Ex. Sol. 16 5.14 5.15 45.17 5.18 5.20 5.23 5.25 5.28 5.38 5.35 5.38	A.M.— 135 Sub. Sub. Daily Ex. Sat. Sub. Ex. Sub. E	137 Sub. Sal., Sun. & A. Plol. Sun. & A. Plol. 5.26 5.27 \$5.28 \$5.29 \$5.30 \$5.32 \$5.32 \$5.32 \$5.34 \$5.34	A.M 3ST CL 139 Sub. Exp. Daily Ex. Sark 5-27 S-28 S-3-30 S-3-30 S-3-30 S-3-41 S-4-4 S-5-41 S-5-5-36 S-5-61 S-5-61 S-6-61 S-61 S	A.M.— A.M.— A.S.S T41 Sub., Exp. Dolly Ex.Sat. Exp. Thill Ex.Sat. Final Final S.37 S.38 s5.40 s5.43 s5.43 s5.46 s5.43 s5.55 s5.57 s5.59	P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— P.M.— S.47 S.48 #5.50 \$5.51 #5.53 #5.56 #6.01 #6.03 #6.03 #6.03 #6.03 #6.03	P.M. Daily Ex, Sata Sin. & 6.13 6.14 46.13 6.16 46.16 46.16 46.21 46.24 46.33 46.33 46.33	P.M P.M Sub. Daily Ex. Sun. & Sun	149 Sub. Delly P.M. 7.30 7.81 67.32 7.33 67.37 67.39 87.42 87.44 87.45 87.46 87.46 87.48	C&C 13 Sun, Only - P.M 8.10
X1-e	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	Two State Tracks	16.6 E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A.M 501 Sub, Sun, 8, 14.25 4.26 4.26 4.27 4.28 4.31 4.33 4.34 4.36 5.4.32 5.4.34 5.4.42	Sub. Daily Ser. 8. Hal. P M. 4.31 4.32 s4.34 4.35 s4.36 s4.36 s4.39 s4.41 s4.43 s4.45 s4.45 s4.47	Sub. Daily Ex. Sat. Daily Ex. Sat. Sun. & Sun. & Sun. & Sun. F. M. 5.03 5.04 a5.06 5.07 u\$.09 a5.12 a5.14 u\$5.17 a5.19 u\$5.22 a5.24 a5.26 a5.28	A.M A.M B.M. Sub., Exp. Daily Son. & Son	A.M.— A.M.— 135 Sub. Sub. Exp. Exp. Daily Ex. Sart. Fx.	137 Sub. Sal. Sur. & Sel. Sur. & Sel. Sur. & Sel. Sur. & Sel. P.M. 5.26 5.27 95.28 5.29 95.30 65.32 85.32 85.34 85.36 85.36 85.36 85.36 85.36 85.40	A.M RST CL 139 Sub. Exp. Daily Exp. Daily Fid. 7- 5.28 25.30 5.31 25.36 25.36 25.36 25.36 25.36	A.M.— A.M.— A.S.S 141 Sub., Exp. Daily Fex.Sal. Sun. & Su	P.M P.M 143 Sub. E. Sub. E	P.M. 145 Sub. Daily Ex. 5a1.6 Sin. & 6.16 Sin. & 6.16 6.16 6.16 6.16 6.16 6.16 6.16 6.1	P.M P.M Sub. Deily Ex. Sun. & "Hol. P.M. 6.53 6.56 6.56 86.57 87.00 87.02 87.01 87.02 87.01 87.02 87.02 87.03	149 Sub. Delly P.M. 7.30 7.81 67.32 7.93 67.34 67.37 67.39 67.42 97.44 97.46 67.48 67.56 67.57 67.58	C&O 13 Sun, Only - P.M 8.10
X1-e X2-a X3-a 0201-	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969 GRESHAM JCT	Two State Tracks	16.6 E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	501 Sub, Sun, 8 Hoi. P.M. 4.25 4.26 64.27 4.28 64.29 94.31 94.36 84.40 94.46 94.44	Sub. Delly Ex. Sun. & Heli F. Sun. &	Sub. Daily Ex. Sat. Daily Ex. Sat. Sun. & Whol. Sun. & Sun. & Sun. & Sun. & Sun. & Sun. & Sun. Sun. & Sun. & Sun. & Sun. & Sun. & Sun. Sun. & Sun. & Sun. & Sun. & Sun. & Sun. & Sun. Sun. & Sun	A.M A.M B.M. Sub., Exp. Daily Son. & Son	A.M.— A.M.— 135 Sub. Sub. Exp. Exp. Daily Ex. Sart. Fx.	137 Sub. Sal. Sur. & Sel. Sur. & Sel. Sur. & Sel. F.M. 5.26 5.27 95.28 5.29 95.30 65.32 85.34 85.36	A.M 3ST CL 139 Sub. Exp. Daily Fix. Sat- Sun, & 5.28 a5.30 5.31 a5.32 a5.34 a5.46 a5.41 a5.43 a5.46 a5.41	A.M.— A.M.— A.S.S 141 Sub., Exp. Daily Fex.Sal. Sun. & Su	P.M P.M 143 Sub. E. Sub. E	P.M. Daily Ex, Sat. Sub., Daily Sin. & A. 6.14 66.15 46.16 46.16 46.24 46.26 46.35 6.37 46.39 46.39	P.M P.M Sub. Deily Ex. Sun. & "Hol. P.M. 6.53 6.56 6.56 86.57 87.00 87.02 87.01 87.02 87.01 87.02 87.02 87.03	149 Sub. Delly P.M. 7.30 7.81 67.32 7.93 67.34 87.37 87.39 87.42 87.44 87.46 87.48 87.50 87.52	C&O 13 Sun, Only - P.M 8.10 - P.M

MAXIMUM SPEED: Passenger Trains 35 MPH Freight Trains 20 MPH

See Page 12 for Speed Restrictions and Special Instructions

	_		S	UBU	RBAN	1 BR	ANCI	I EAS	S T W A	RD		_ ,			
	l								FIR	₹5T CL	455				
,				150	152	154	156	502	158	160	610	162	164		
l ge	SUBDIVISION 1-A			Sub.	Sub.	Sub.	Sub.	Sub.	Sub,	Sub,	C&O 10	Sub.	5ub.		
Station Numbers	TIME TABLE NO. 5 March 2, 1969		M. P. from Chicago	Daily	Daily Except Sat. Sun, & *Hol- days	Daily Except Sat. Sun. & *Hol- days	Sat. Only	Daily Except Sat, Sun, & *Hol- days	Sun. & *Ho)- days	Sat. Only	Daily Except Sat,	Daily Except Sat. Sun. & *Hol- days	Sat, Sun, & *Hol- days		
	GRESHAM JCT]	9.9	P.M. 6.23	P.M. 7.23	P.M. 8.23	P.M. 8.33	P.M. 8.59	P.M. 9.23	P.M. 9.38	P.M	P.M 11.18	P.M. 11.37		
	BRAINERD JCT	l	10.4	6.22	7.22	8.22	8.32	8.58	9.22	9.37	10.00	11.17	11.36		
X1	BRAINERD	l	10.6	s6.21	s7.21	a8.21	s8.31	в8.57	s9.21	s9.36		s11.16	s11.35		
	BEVERLY JCT	l	11.0	6.20	7.20	8.20	8.30	8.56	9.20	9.35	9.58 - P.M	11.15	11.34		
	PRR Crossing	l	11.3	<u>. </u>							1				
X1-a	BEVERLY HILLS-91st St	l.	11.3	s6.19	s7.19	sB.29	s8.29	s8.55	s9.19	s 9.34		s11.14	s11.33		
X 2	BEVERLY HILLS-95th St	S _S	11.7	s6.17	s7.17	s8.17	s8.27	s8.53	s9.17	s9.32		s11.12	s11.31		
X2-a	BEVERLY HILLS-99th St	🖁	12.3	s6.15	s7.15	s6.15	s8.25	s8.51	s9.15	s9.30		s11.10	s11.29		
Хз	BEVERLY HILLS-103rd St	} Rain Rain	12.8	s6.13	s7.13	s8.13	s8.23	s8.49	s9.13	s9.28		s11.08	s11.27		
X3-a	BEVERLY HILLS-107th St	Ι.,	13.3	96.11	s7.11	s8.11	s8.21	s8.47	s9.11	s9.26		s11.06	s11.25		
02014	MORGAN PARK-111th St	ř	13.8	s6.09	s7.09	68.09	s8.19	s8.45	s9.09	s9.24		s11.04	s11.23		_
Х4-а			14.3	s6.07	s7.07	s8.07 ·	∍B.17	s8.43	s9.07	s9.22		sl1.02	s11.21		
	BLUE ISLAND-119th St		14.8	a6.05	s7.05	s8.05	s8.15	s8.41	s9.05	s9.20		s11.00	s11.19		
	BLUE ISLAND-123rd St	l	15.2	s6.04	s7.04	s8.04	s8.14	s8.39	s9.04	s9.19	<u> </u>	_	s11.16		
X.5	BLUE ISLAND-Proirie St	l	15.8	s6.02	s7.02	a8.02	s8.12	s8.37	s9.02	s9.17		s10.57	s11.16		
02016		то	16.4	6.00 P.M.		8,00 P.M.	8,10 P.M.	s8.35	9.00 P.M.	9.15 - P.M			11.14 P.M.		
ll .	WESTERN AVE LCT	ı	16.6	II		I	l	8 34	l		1		1	1 1	1

See Page 12 for Speed Restrictions and Special Instructions

MAXIMUM SPEED: Passenger Trains 35 MPH Freight Trains 20 MPH

E¢.	TW/	i D	n.	
⊏ 3	1 17 /	чκ.	ע	

...... WESTERN AVE. JCT.....

SOUTH CHICAGO BRANCH

8.34 P.M.

EASTWARD

	FI	RST CLA	\$\$			SUBDIVISION 1-B					FIRST		
613	707	609	705	607				from 90		710	706	608	610
C&0	B&O	C&0	B&0	C%0		STATIONS		£ 6		B&O 10	B&0	C&O	C&O
13	/	9	5	/	l	TIME TABLE NO. 5		ďΫ́	Su .	10	6	В	
Sun. Only	Daily	Daily Ex. Sun.	Daily	Daily Ex. Mon.		March 2, 1969		≉દ્	Signs	Daily	Daily	Daily	Daily Ex. Sat.
P.M:	P.M.	A.M.	A.M.	A.M.		(A .M .	P.M.	P.M.	P.M.
7.57	3.36	9.49	8.00	3.19		R1 JCT		15.4		9.56	4.17	5.51	10.14
s7.58	s3.37	s9.50	8.01	s3.20	4	SOUTH CHICAGO*	ŧ E	15.2	RFW Yd	s9.55	4.16	s5.50	s10.13
8.01	3.40	9.53	8.03	3.23	-1.5	NYC & St L. CrossingUX	Syst	13.2		9.50	4.13	5.48	10.07
					fect MP	C&WI CrossingUX	ock	13.3					
8.04	3.44	9.56	8.06	3.27	les 450-49 In Effect 0.4 to MP	C&WI Crossing	Main ic Bl	10.8		9.47	4.10	5.46	10.04
					I.≂ ∵	MAIN LINE JCT	Two	10.0					
8.07	3.47	9.59	8.08	3.30	¥ .	CRI&P Crossing	Auto	10.1		9.42	4.07	5.43	10.01
8.10	3.48	10.02	8.09	3.32		BRAINERD JCT	-	10.4		9.39 A.M.	4.05 P.M.	5.42 P.M.	10.00 P.M.
P.M.	P.M.	A.M.	A.M.	A.M.		, ,,,		<u> </u>		A.a.	1 1911	4 -191 -	L III -

See Page 12 for Speed Restrictions and Special Instructions

MAXIMUM SPEED: Passenger Trains 45 MPH Freight Trains 30 MPH

							Ý	AAIN I	LINE 1	WESTW.	ARD				_
				FII	RST CLA	\SS									
					l	11	5	221	7	Past Chicago				SUBDIVISION 2	
					TOFC Mail	Psgr.	Psgr.	Sub. Exp.	Psgr.	유다 잃근	Station Numbers			STATIONS	
	-				Mixed			Daily.		Mile	\$ <u>\$</u>			TIME TABLE NO. 5	
	,		,		Daily	Daily		Ex. Sat.,Sun. & Halj.		≥.∓	vs 2			March 2, 1969	
			-		P.M. 9.01	P.M. 6.15	P.M. 5.35	P.M. 5.11	A.M. 9.10	0	02001	GO		tHICAGO*TO	
			•		9.30	6.41	6.00	5.36	9.58	15.7	02016	ві		BLUE ISLAND*TO	
					10.20	g7.08	s6.25	s6.08	g10.26	40.2	03040	J.	.E. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	(۱
								s6.11		42.2	03042		AP 39 MP 39 Pole 52 MP 43	ROCKDALEP	
								-P.M		51.1	03051			MINGDKA	
					10.55	g7.29	g6.45		g10.48	61.7	03062	MD	Rules 400-406 MP 43 Pole 18 MP 63	MORRIS	
		-								65.5	03066		. '	/ STOCKDALE	
					11.05	7.39	6.55		10.58	71.9	03072	Ī		6.4	
					11.10	7.44	7.01		11.03	77.3	03077	ļ		5.4	
					11.17	s7.53	s7.10		s11.12	84.5	03085	₩A	582	7.2 ottawa*TO	
										84.8		Ī	Pole 150-4	CB&Q Crossing	[]
										89.0	03089	T	les 450-453 63 Pole 20 103 Pole 1	ARZNER	Block System
					11.27	8.02	7.19		11.22	94.0	03094	κ	36.4 8×2×2	UTICATO	[🕌
					11.32	s8.12	s7.30		s11.38	99.0	03099	UD		5.0 5.0 5.0 2.0	
					1					101.0				CB&Q Crossing	Automatic
			-						,	104.3	03104		400-406 3 Pole 1 5 Pole 32	SPRING VALLEYF	
					11.43	8.25	7.41		11.48	109.9	03110		55° <u>°</u> €	5.6 PUEF	
!					11.48	s8.30	s7.47		s11.53	114.2	03114	AU	* <u>2</u>	BUREAU*TC	Main Tracks
			. '		11.56	P.M.	7.55		12.01 P.M.	122.4	03123	<u></u>	5 4 2 E	6.2 TI5K LWAF	
					P.M. 12.10		8.07		12.13	136.5	03137	SF_	1453 16 32 16 33	SHEFFIELD*TC	. ₹
					12.15		8.11		12,17	141.9	03142		115 Pol 118 Pol	3.7	0 +
					12.19		8.14		12.20	145.6	03146			ANNAWANF	:
					12.25		8.19		12.25	151.5	03152			AT KINSONF	
					12.32		g8.26		12.32	159.1	03159	GΥ	423	GENESEOTO	
					12.42					169.6	03170		400-40 Pole 3	COLONAF	<u>: </u>
										169.7			827	CB&Q Crossing	:
					s1.10		8.40		12.55	173.7	05173	VN	중류트	KELLY YARD*TO	:
							8,42		12.58	175.1	05175		MP 211 N	EAST MOLINEF	:
							8.50		1.03	178.9	05179		427 F S	3.8 MOLINE	: [
					s1.35 A.M.		s9.00 P.M.		s1,15 P.M.	181.1	05181	٠,	Roles MP 17 Pol	ROCK ISLANDF	

18

See Page 12 for Speed Restrictions and Special Instructions MP 0 to MP 45 See Page 20 for Speed Restrictions and Special Instructions MP 45 to Rock Island

(g) No. 7 Joliet receive for points where scheduled to stop

(g) No. 7 Morris receive and discharge to and from points where scheduled to stop No. 221 time shown at Rockdale applies at Center Street MP 41.1

(g) No. 5 Morris discharge and receive from and to points where scheduled to stop (g) No. 5 Geneseo discharge from schedule stop points

(g) No. 11 Joliet receive for points where scheduled to stop

(g) No. 11 Morris discharge from points where scheduled to stop No. 1 schedule originates at 12th Street Chicago No. 7 and No. 1 will obtain clearance at Kelly Yard

RULE 99(j) AUTHORIZED MP 45 TO ROCK ISLAND.

Freight Trains 60 MPH

MAXIMUM SPEED: Passenger Trains 79 MPH

MAIN LINE EASTWARD

	•					! !				ST CLA			_
	SUBDIVISION 2			4	ჟ]	214	2	12	6	10		
	STATIONS TIME TABLE NO. 5		Footage Capacity of Westward Sidings	Footage Capacity of Eastward Sidings	Car Capacity of Other Tracks	s EB	Sub- Exp.	TOFC Mail Mixed	Psgr.	Psgr.	Psgr.		_
	March 2, 1969		L ∩ ≥ v	T Q B S	उँउँह	Sign	Except Sat.Sun. & Holi.	Daily	Daily	Daily	Daily		
	CHICAGO					RWT Yd	A.M. s8.20	A.M. s11.59	A.M. s9.45	A.M. s10.00	P.M. s8.40	\longrightarrow	_
	BLUE ISLAND					RFWT Yd	7.55	9.45	9.17	9.28	g8.05		_
. 55 25 8 5	JOLIET	`		4800	Yard	RFWT Yd	s7.24	9.15	g8.52	g9.04	g7.34		_
Rules: 450-453 MP 39 Pole 52 MP 43 Pole 18	ROCKDALE		4800	11400	Yard	Yd	7.15						_
.8m=m2	10.6			4800			A.M.						
Bules 400-406 MP 43 MP 63 Pole 18	MORRIS	1	4600	2200	Yard	W		8.51	s8.29	8.44	g7.10		
_4-F-F (STOCKDALE	l .			E-20								
ł	SENECA		5200	3700	Yard	Y Y d		8.41	8.18	8.34	6.59		
- (MARSEILLES			,,,,,,	Yard	Yd .	-	8,36	8.13	8.29	6.54		_
20 7	OTTAWA	ĺ		6000 5900	Yard	MA A9		8.29	s8.06	g8.22	s6.47		
Rules 450-453 MP 63 Pole 20 MP 103 Pole 1	CB&Q Crossing	E											
63 1	ARZNER	System	- 6400			Yd							_
5 4 4	5.0UTICA	Block		5200	Yard	Yd		8.19	7.55	8.12	6.37		
-	5.0			-143353	Yard	Yd		8.13	s7.50	g8.07	s6.32		
~ - 5	2.0 CB&Q Crossing	ļ∺							_				
9-40	SPRING VALLEY	Automat			34								_
28.5 7.7.1	DE PUE	ſ .	4800	5500	Yard			8.01	7.36	7.56	6.20		_
Rules 400-406 MP 103 Pole 1 MP 115 Pole 32	BUREAU	Tracks	7900		Yard	RWY		7.56	7.31 A.M.	g7.51	s6.15		_
332	TISKILWA	먇	5600		40	<u></u>		7.48	A.M.	7.43	6.06		_
450-453 5 Pole 32 8 Pole 33	SHEFFIELD	Eai	5300	3100	50			7.34		7.31	5.54	·	_
115 118	MINERAL	9			15			. 7.29		7.26	5.49		i_
Rules 4 MP 115 MP 148	3.7	-	*****		45		<u></u>	7.25		7.23	5.46		<u>_</u>
	ATKINSON	1			80			7.20	_	7.18	5.41		_
Rules 400-406 MP 148 Pole 33 MP 172 Pole 42	7.6 GENESEO		6400		150			7.13		g7.11	5.34		L
12 P. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.					₩5								_
7 P 17	CB&Q Crossing						<u> </u>					:	L
	KELLY YARD				Yerd	RFWY Yd	·	s7.00		6.56	5.21		\vdash
Rules 450-453 MP 172 Pole 42 to MP 211 Pole 34	EAST MOLINE	'			Yard	Yd		6.00		6.54	5.19		L
172 I 172 I 3 MP	3.8MOLINE		*****		Yard	Yd		5.55	_	6.50	5.15		L
Rules MP 42 to	ROCK ISLAND	}			Yard	RFWT Yd		5.50 A.M.		6.45 A.M.	5.10 P.M.	.	l

See Page 12 for Speed Restrictions and Special Instructions MP 0 to MP 45
See Page 20 for Speed Restrictions and Special Instructions MP 45 to Rock Island
No. 214 time shown at Rockdale applies at Center Street MP 41.1
No. 2 schedule terminates at 12th Street Chicago

(g) No. 12 Joliet discharge from scheduled stop points.
(g) No. 6 Genesse receive for scheduled stop points.
(g) No. 6 Bureau, La Salle and Ottawa discharge or receive

from or to schedule stop points.

(a) No. 6 Joliet discharge from Rock Island only.

(b) No. 10 Morris receive and discharge to and from scheduled stop points.

(c) No. 10 Joliet discharge from scheduled stop points.

(g) No. 10 Blue Island discharge from scheduled stop points. No. 2, No. 6 and No. 10 obtain clearance at Kelly Yard.

RULE 99(j) AUTHORIZED MP 45 TO ROCK ISLAND.

MAXIMUM SPEED: Passenger Trains 79 MPH

Freight Trains 60 MPH

SPEED RESTRICTIONS

	Psgr.	Freight
SUBDIVISION 2		
MP 49 Pole 12 to MP 50 Pole 30	70	55
MP 61 Pole 20 to MP 61 Pole 48	60	50
MP 73 Pole 0 to MP 73 Pole 34	75	55
MP 83 Pole 44 to MP 88 Pole 24	1	
(Except as shown below)	60	50
MP 84 Pole 50 CB&Q Crossing	50	
MP 96 Pole 5 to MP 101 Pole 0	55	40
MP 101 Pole 0 to MP 101 Pole 15	50	35
MP 101 Pole 15 to MP 102 Pole 27	65	45
MP 102 Pole 27 to MP 106 Pole 0	70	50
MP 112 Pole 22 to MP 113 Pole 42	60	50
MP 113 Pole 42 to MP 114 Pole 38	40	40
MP 127 Pole 35 to MP 130 Pole 14	60	50
MP 169 Pole 35 CB&Q Crossing	50	50
MP 169 Pole 46 to MP 178 Pole 12	1 **	-~
(Except as shown below)	50	30
MP 178 Pole 12 to MP 181 Pole 5	30	20
Westward trains and engines heading out west end	~~	l -
Kelly Yard from MP 174 Pole 30 to MP 174	1	l
Pole 38	15	15
	1 -	ı

SPECIAL INSTRUCTIONS

SUBDIVISION 2

Rock Island to MP 174.7 all trains and engines run at Restricted Speed. Second class, extra trains and engines may occupy main track on the time of First class trains but must avoid delay thereto.

Kelly Yard is the initial and terminal station for Second Class, Extra trains and No. 1 and No. 2.

Rock Island is the initial and terminal station for First Class Irains except

No. 1 and No. 2.

First Class trains will not require clearance at Pock Island

First Class trains will not require clearance at Rock Island Rule 83:

Burr Oak Yard Office—For freight trains originating or terminating. Joliet passenger station, Joliet Yard Office, Bureau and Kelly Yard.

Rock Island—only trains originating or terminating will register.

General Order Books or Boards are located at: Chicago Stationmaster Office 12th Street Yard Office Chicago Seneca 47th Street Engine House Chicago Marseilles 51st Street Yard Office Chicago Ottawa Yard Office Port Yard Office LaSalle Yard Office 97th Street Yard Office Kelly Yard - Engine House South Chicago Yard Office Blue Island- Engine House Yard Office In-freight Yard Office Rock Island-Register Room

Out-freight Yard Office Out-freight Yard Office Passenger Station Standard clocks are located at: Chicago Stationmaster Office

Chicago Stationmaster Office
47th Street Enginemen's Room
51st Street Yard Office
Blue Island Engine House
Blue Island Out-freight Yard Office
South Chicago Yard Office
Joliet Union Station
LaSalle Passenger Station
Kelly Yard—Yard Office
Welly Yard—Engine House
Chicago Towers
Slue Island In-freight Yard
Blue Island In-freight Yard
Blue Island Passenger Station
Ottawa
LaSalle Passenger Station
Kelly Yard—Engine House

Kelly Yard—Yard Office Kelly Yard—Engine House Rock Island—Register Room White classification signals will not be displayed on Extra Trains Sub-

Movement over Old Locks Road crossing located approximately 2000 feet East of the Northern Petrol Chemical Company track switch, MP 56, Pole 40, must be protected by member of crew on crossing before grade crossing occupied.

Train or engine in clear on side track Morris wishing to enter Westward main track at west end west siding will operate as follows:

Contact Train Controller at MC Tower, Joliet, for permission to enter Westward main track.

After receiving permission from Train Controller, member of crew will tine

switch to move from side track to Westward main track.

Train Controller will code in leaving signal to permit move from side track.

Frain Controller will code in leaving signal to permit move from side treatments of signal will clear only if switch is properly lined for movement.

SPECIAL INSTRUCTIONS—continued

At Kelly Yard, mast-type signal located directly north of the X-1 switch coming out of the bowl will govern movements of engine using X-1 switch to or from the 1 to 5 group of tracks. Signal has light indication displayed on east and west side of signal giving red indication to stay in the clear or green indication for movement in or out of the 1 to 5 group. This signal is independent of the trimmer light and will govern all movements in or out of the 1 to 5 group only. Signal No. 72697. Signal at the crest of the incline is a combination switch and trimmer signal, manually controlled. The signal displays the following aspects: Red-Stop; Yellow-Proceed at 3 MPH; Green-Proceed at 12 MPH: Flashing Red—Back up. When car is approaching crest of incline and reaches a point 300 feet west of crest, green signals automatically change to vellow aspect. Repeater signals are located west of crest approximately 1600 feet apart and are 3 unit signals displaying the same aspect in both directions. Trimmer signal located at crest is 2 unit signal displaying, Red-Stop; Green-Trim. Trimmer repeater signals located 500 feet east of crest. Retarder yard signal will govern movement of any engine engaged in moving cars to crest of hump after permission has been received from hump-master. No road engine or other engine will foul a lead into or off the lead to crest of hump until permission has first been received from humpmaster, who will govern all movements. Hump-master must know that the man who is ahead of the cut has the route properly lined and by conversation with this man will then instruct him and engineer to operate on the retarder yard signal. All movements westward out of bowl track will require a green trimmer signal. All movements in classification tracks will require permission of the yardmaster who must require retarder switchmen to plug the switch track to be occupied before track can be entered from the east end of retarder classification yard. All switches in retarder area are equipped with switch lights displaying green for north tracks and yellow for south tracks. When switch light is out on any switch, points must be examined before movement is made into track

Westward movements on eastward main track over CB&Q crossing MP 181 Pole 8 are governed by dwarf signal located between main tracks east of cross-over just east of CB&Q crossing. Single lunar light displayed by this signal will govern westward movement through cross-over to westward main track across CB&Q crossing. All other moves will be made on hand signals given by switch-lender with yellow light or yellow flag.

WESTWARD **EASTWARD** BUREAU - PEORIA MAIN LINE FIRST CLASS SECOND CLASS SECOND CLASSIFIRST CLASS SUBDIVISION 3 45 47 11 12 50 46 ootage apacity Sidings STATIONS M. P. fro Chicogo Freight Freight Psgr. Psgr. Freight Freight Station TIME TABLE NO. 5 Daily Daily Except Daily Daily Daily Daily March 2, 1969 Except Sun. Sun, P.M. P.M. A.M. A.M. P.M. A.M. 3900 114.2 RWY 1.01 12.01 8.30 Yard ΔUBUREAU.....*TO 03114 s7.31 10.25 10.55 12,15 122.1 7.23 10.41 1.15 8.38PUTNA#......P 04008 10.15 82 126.5GOODRICH......P 1.23 12.23 g8.44 30 4400 127.7 HN e7.18 10,07 10.33 1.31 12.31 8.50 15 134.7 5 PARLAND 7.11 9.58 10.23 04021 W g7.03 1.40 12.40 e8.58 75 3700 142.6 HACHILLICOTHE *TO 04029 9.48 10.13 **--** 1.5 9.43 10.08 1.45 12.45 9.00 5200 144.1COUGHLIN......P 04030 7.00 23MOSSVILLE......P 04037 9.07 151.1 6.54 - 3.0 -12.57 5 5000 155.0 6.51 9.32 9.55 1.57 9.11 160.0 BY 9.25 P.M. 9.45 2.05 1.05 A.M. s9.25 YardPEORIA.....*TO 04047 RFWT 6.45 P.M. A.M. P.M. 45.8 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
MAXIMUM SPEED: Passenger Trains 79 MPH
Freight Trains 60 MPH
RULE 99(j) AUTHORIZED

SPEED RESTRICTIONS:	Psgr. Frt
MP 114 Pole 5 to MP 115	40 40
MP 126 Pole 39 to MP 127 Po	ie 35 40 40
MP 156 Pole 15 to MP 157 Po	le 30 50 40
MP 157 Pole 30 to MP 160 Po	ile 0, 30 15

First Class Trains run at restricted speed MP 159 to MP 160.

(g) No. 12 Chillicathe receive for points where scheduled to stop.

(g) No. 12 Henry discharge or receive from or to scheduled stops.

(g) No. 11 Henry and Chillicothe discharge only.

At Peoria Heights switch movements must stop and attend derail and flag over Marietta St., Prospect Ave. and West Glenn Ave.

division 2.

Yard Office

21

WESTWARD			TOULON BRANCH			_	EASTWARD
	Signs	Station Numbers	SUBDIVISION 3-A STATIONS TIME TABLE NO. 5 March 2, 1969	M.P. from Peoria	Footage Capacity of Sidings	Car Capacity of Other Tracks	
		05037	TO ULON	36.3		25	
	R Y d	05042	FLAFAYETTETO	41.9		100	
	Yd	05048		48.1	1000	30	
			CB&Q CrossingUX	48.7			
		,	CB&Q Crossing	48.9			
		05052		52.1		20	
		05057	,ULAH	57.8		E15	
		05061	3.7 CACAMBRIDGETO	61.5	1300	58	
	,	05067		67.5		w12	
		05072	ORION	72.4		. 12	· .
	P.		1.3 ORION JCT	73.7			
	R	03170		82.3			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD MAXIMUM SPEED: All Trains 45 MPH

MAXIMUM SEED: All Hallis 45 Mi II	
SPEED RESTRICTIONS:	All Trains
MP 36 Pole 0 to MP 43 Pole 8	20
MP 47 Pole 20 to MP 48 Pole 20	20
MP 48 Pole 20 to MP 57 Pole 30	30
MP 72 Pole 4 to MP 73 Pole 12	20

SPECIAL INSTRUCTIONS:

Trains may leave Toulon without clearance.

Between Colona and Orion Junction trains and engines will be governed by CB&Q

Timetable and Operating Rules.

Yard Limits extend from MP 41 to MP 50.

EASTWARD WESTWARD MAIN LINE FIRST CLASS FIRST CLASS SUBDIVISION 14 2 6 10 5 7 Footage Capacity of Sidings Car Capaci of Other TOFC Mail Mixed နီ g TOFC Mail Psgr. STATIONS. Psgr. Psgr. Psgr. TIME TABLE NO. 5 ۳.۵ Mixed March 2, 1969 ₹ંઇ Daily Daily Daily iš Daily Daily Daily RFWY A.M. P.M. P.M. P.M. A.M. A.M. s7.00 6.56 8.40 | 12.55 | 1.10 Yard 05173 ..KELLY YARD..... *TO 173.7 Υd 5.21 - 7.4 s1.15 s1.35 RFW 5.50 5.10 6.45 A.M. s9.00 05181 Yard ..ROCK ISLAND, ILL...... 181.1 1.25 1.45 ..CB&Q Crossing......UX 181.3 1.52 Υd 5.32 4.28 1.31 Yard 05183 ..DAVENPORT, IOWA.....P 182.8 4.26 1.33 1.55 05184 MO. DIV. JCT.....P 183.7 Υd 5.30 P.M. + A.M.A.M. Yard | 05185 | WN .WEST DAVENPORT .. *TO 184.9 RYd RYd Yard 06187TNAHAN... 186.5 ž Š 225 06191 ..LINWOOD......P | 190.9 Υď Wlo 06192 Υd .BUFFALO......P 192.0 ..MONTPELIER...... P 198.0 06197 06203 .FAIRPORT....P 203.8 Yard 06210 .MUSCATINE *P 211.3 WYd DY 🖁 06212 211.6 6860 ..CULVER.....*TO ЯYа 20 06217 ..FRUITLAND.....P 216.6 6233 33 06224 ..LETTSP 223.4 .FREDONIA......P 229.7 6230 10 06230 65 06231 ..COLUMBUS JCT.....P 230.8 WYCRI&P Crossing..... ..COTTER.....P 236.2 6145 10 06236 06241 .AINSWORTH.....P 240.9 15 6170 3 06245 ,KAY.....P 244.7 .CB&Q Crossing 245.4 6065 15 06261 ..BRIGHTON......P 261.4 34 W10 06264 ..E. PLEASANT PLAIN ...P 263.7 06273 ..OTERO.....P 272.5 6051CB&Q Crossing..... 274.8 FAIRFIELD.....P 275.1 w 06275 6068 06280LIBERTYVILLE.....P 280.2 15 RYYd 46 07292 ON .ELDON.....*TO 290.7 RFWYd 07292 .ELDON YARD.....P 291.5 Yard

MAXIMUM SPEED: Passenger Trains 70 MPH - Freight Trains 60 MPH.

RULE 99(k) AUTHORIZED MO. DIV. JCT. TO ELDON YARD.

Yard limits between Kelly Yard and MP 195 Pole 10. All Trains and engines will move at Restricted Speed. Second Class, Extra Trains and Engines may occupy main track on the time of First Class Trains but must avoid delay thereto.

CTC Rules 400-406 inc. in effect Westward track only MP 210 Pole 2 to Westward absolute signal Culver.

MP 213 Pole 34 MP 215 Pole 7

MP 220 Pole 11 MP 248 Pole 9

Dispatchers Phones located at: MP 253 Pole 38 MP 254

MP 268 Pole 22 MP 273 Pole 21

MP 273 Pole 33 MP 288 Pole 32

See Page 24 for Speed Restrictions and additional Special Instructions.

SPEED RESTRICTIONS

	Psgr.	Freight
SUBDIVISION 14		
MP 169 Pole 46 to MP 178 Pole 12 (except as	1	l
shown below)	50	30
MP 171 Pole 32 Crossover Switch North track Eng	1	
only	20	20
MP 178 Pole 12 to MP 181 Pole 5	30	20
Westward trains and engines heading out west end		
Kelly Yard from MP 174 Pole 30 to MP 174		
Pole 38	15	15
MP 181 Pole 8 CB&O Crossing	20	20
MP 182 Pole 0 to MP 185 Pole 3	15	15
MP 199 Pole 35 to MP 200 Pole 3	1	45
MP 201 Pole 39 to MP 209 Pole 16	1	50
MP 209 Pole 16 to MP 212 Pole 0	1	1
(Except as shown below)	1	35
MP 210 Pole 2 to MP 210 Pole 28		30
MP 220 Pole 0 to MP 221 Pole 0		50
MP 230 Pole 8 to MP 233 Pole 40		50
MP 252 Pole 0 to MP 257 Pole 2		50
MP 274 Pole 34 CB&Q Crossing		35
MP 288 Pole 10 to MP 290 Pole 31	1	55
MP 290 Pole 31 to MP 291 Pole 20 (Engine only)	1	20
mi 250 i die 01 to mi 251 i die 26 (Eligine diny)]
		,

SPECIAL INSTRUCTIONS

SUBDIVISION 14

Kelly Yard is the initial and terminal station for Second Class, Extra trains and No. 1 and No. 2.

Rock Island is the initial and terminal station for First Class trains except No. 1 and No. 2.

First Class Trains will not require clearance at Rock Island.

Rule 83:

Kelly Yard: Rock Island for trains originating or terminating; Eldon Yard. Eastward trains Eldon Yard will obtain clearance at Eldon.

General Order Books or Boards are located at:

Kelly Yard-Yard Office

Engine House

Rock Island-Register Room

West Davenport-Yard Office

Nahant—Yard Office

Engine House

Muscatine Washington

Eldon, Iowa

Standard clocks are located at:

Kelly Yard-Yard Office

Engine House Rock Island-Register Room

Culver Tower

Washington Eldon, Iowa

Westward movements on eastward main track over CB&Q crossing MP 181 Pole 8 are governed by dwarf signal located between main tracks east of cross over just east of CB&O crossing. Lunar light displayed by this signal will govern westward movement through cross-over to westward main track

across CB&Q crossing. All other moves will be made on hand signals given by switch-tender with yellow light or yellow flag.

CMStP&P trains operating between West Davenport and Culver are authorized to use a day marker, green on both sides, between sunrise and sunsel, when weather conditions afford good visibility.

West Davenport, the lower eastward arm on train order signal governs only the movement of CMStP&P trains to their tracks.

All railroad crossings at grade are protected by interlocking except: Location Crossing Remarks Operated By

MP 181.15 CB&Q Controlled Signal Switch-tender

SPEED RESTRICTIONS

	Pagr.	Freight
SUBDIVISION 4		
MP 183 Pole 33 to MP 185 Pole 35	. 50	40
MP 210 Pole 38 to MP 211 Pole 18	50	45
MP 221 Pole 15 CRI&P Crossing	50	50
MP 236 Pole 10 to MP 237 Pole 28	30	30
MP 267 Pole 0 to MP 267 Pole 30	_	50
MP 302 Pole 26 to MP 303 Pole 14	40	40
MP 303 Pole 14 to MP 311 Pole 5		
(Except as shown below)	_ '	50
MP 305 Pole 16 to MP 305 Pole 29	60	-
MP 314 Pole 30 to MP 319 Pole 20		
(Except as shown below)	_	50
MP 316 Pole 33 to MP 317 Pole 7	60	_
MP 319 Pole 21 to MP 323 Pole 30		50
MP 323 Pole 30 to MP 327 Pole 30	60	50
MP 327 Pole 30 to MP 346 Pole 31	_	50
MP 346 Pole 31 to MP 348 Pole 34 (Westward Track)	-	50
MP 348 Pole 34 to MP 348 Pole 39 (Westward Track)	60	l –
MP 352 Pole 31 to MP 353 Pole 16 (Westward Track)	40	35
MP 353 Pole 16 to MP 355 Pole 31 (Westward Track)	50	50
MP 354 Pole 21 to MP 355 Pole 31 (Eastward Track)	50	40
MP 355 Pole 31 to MP 357 Pole 31	20	20
MP 359 Pole 8 to MP 354 Pole 21 (Eastward Track).	45	35
MP 359 Pole 8 to MP 357 Pole 20 (Eastward Track).	60	55
MP 354 Pole 16 to MP 354 Pole 4 (Eastward Track).	50	40

SPECIAL INSTRUCTIONS

Westward second class and extra trains enroute to Subdivision 4 will receive clearance at Kelly Yard which will authorize movement from Kelly Yard and Missouri Division Junction. Eastward second class trains and extra trains arriving Missouri Division Junction from Subdivision 4 are authorized to move to Kelly Yard under Rules 450-453 and will register at Kelly Yard as authorized on Subdivision 4.

Kelly Yard is the initial and terminal station for Second Class. Extra trains and No. 1 and No. 2.

Rock Island is the initial and terminal station for first class trains except No. 1 and No. 2.

lowa City is initial and terminal station for trains originating and terminating. Short Line Junction is the initial station for trains originating.

Des Moines is the initial station for trains originating.

First Class Trains will not require clearance at Rock Island.

Rule 83:

Kelly Yard

Rock Island-Trains originating or terminating only.

West Liberty

Short Line Junction

Des Moines

24

General Order Books or Boards are located at:

Kelly Yard — Yard Office

Engine House Rock Island-Register Room Short Line Junction—Yard Office Engine House Des Moines-Passenger Station

Iowa City

Standard Clocks are located at:

Kelly Yard - Yard Office Engine House Iowa City-Passenger Station Short Line Junction—Yard Office

Rock Island-Register Room

Engine House

West Liberty

Des Moines-Telegraph Office

Engines and trains may move between Short Line Junction and West Des Moines without train orders. Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Junction when protection has been afforded by yardmaster and crew so notified.

All railroad crossings at grade are protected by interlocking except as follows:

Location	Crossing	Remarks	Operated By	of Gates	Light Arrangement For Stop Proceed
MP 181 Pole 8	CB&Q	Controlled Signal	Switch- tender		
MP 356 Pole 9	DMU- CNW- FtDDM&S				

Westward			Cli	nton Branch (Information Or		<u>Eastward</u>					
D _c		Other Tracks Footage Capacity of Sidinas	Station Numbers	SUBDIVISION 14-A STATIONS TIME TABLE NO. 5 March 2, 1969		M.P. from Silvis	Signs	Daily Ex. Son.	SECON	D CLASS	
- P	7.M. 1.00		05035	CHCLINTON	то	46.5	RFW Yd	P.M. 10.15			
	1.00		05185	WNWEST DAVENPORT	то	11.2	R Yd	9.00 P.M.			

Trains between West Davenport and Clinton will be governed by DRI&NW Railway Timetable and Operating Rules.

Westward			<u>Eastward</u>				
	Car Capacity of Other Tracks	Footage Capacity of Sidings	Station Numbers	SUBDIVISION 14-B STATIONS TIME TABLE NO. 5 March 2, 1969	M.P. from Chicago	Signs	
┝╼╌┼─┼─┼─┼	15		06241	P	240.9	Yd	
	277		06007	WAWASHINGTONTO	248.2	RFWY Yd	
 				0.5CMStP&P Crossing	248.7		
	20		07015	WESTCHESTER	255.6	,	
	35		07022	7.3 KEOTA22	262.9		

TRAINS AND ENGINES WILL OPERATE PER RULE 93 RULE 10 (i) (2) AUTHORIZED

MAXIMUM SPEED: 30 MPH .

Speed Restrictions: MP 248.2 to MP 262.9.....20 MPH

General Order Books or Boards and Standard Clock located at Washington.

All trains and engines will flag crossings at Westchester.

						MAI	N LIN	E WES	TWAR	D	
		SECOND	CLASS			FIRST	CLAS	5	1	$\overline{}$	
99	87	81	43	83	59		7	1	E	<u>u</u>	SUBDIVISION 4
Freight	Freight	Freight	Freight	Freight	Freight		Þsgr.	TOFC Mail Mixed	M. P. from Chicago	Footage Capacity of Sidings	STATIONS TIME TABLE NO. 5
Daily	Daily	Daily	Daily	Daily	Daily	 	Daily	Daily	₹Ö	m, o, e	March 2, 1969
P.M. 11.30	P.M. 5.30	P.M. 3.00	P.M. 1.30	A.M. 6.30	A.M. 5.55		P.M. 1.33	A.M. 1.55	183.7		
				_		<u> </u>	1.45	2.09	194.9		HM \$\frac{\pi}{2}\$ WALCOTT
						<u> </u>			199.2		
				_					202.0		N =
				_			1.56	2.22	207.6	E3516	2 ₩ILTON
									215.9		ATALISSA P
12.30	6.20	3.45	2.15	7.30	6.45		s2.06	2.36	221.3	7689	W. 0 7 k
— A.M.—	- P.M	10 4.05	2.40	8.00	7.05		s2.25	2.52	236.8	11961	IC. 5º0 ₹ 15.6 10 ₩A CITY*TO
		4.10	2.45	8.06	7.09		2.30	2.57	241.0	4139	P
									244.7		3.7
		4.21	2.55	8.21	7,21		2.40	3.07	251.5	4598	VOXFORDTO
		4.27	3.06	8.51	7.28	'	2.45	3.12	256.6	3057	5.1 × W
		4.39 — 82	3.18	9.05	7,40		g 2,56	3.22	267.3	5384	10.7 S
		4.51	3.25	9.14	7.47		3.03	3.28	273.9	4556	6.6 LADORAP
		4.59	3.32	9.21	7.53		3.09	3.34	279.9	4568	₩BvicToRTO
		5.08	3.40	9.32	8.03	_ _	3.17	3.44	287.7	7814	BROOKLYNTO
									293.7		P
		5.19	3.50	9.45	8.14		3.27	3.55	297.3	4133	3.6 ASCALON
		5.25	3,56 82	9.53	8.21		s3.33	4.01	302.7	7922	GR*TO
		5.37	4.08	10.07	8.33		3.44 82	4.13	313.8	4092	KGKELLOGGTO
		5.47	4.19	10.20	8.43		s3.55	4.23	322.5	6165	G*TO
		6.01	4.32	10.39	8.56		4.06	4.36	334.7	5932	FXCOLFAXTO
		6.08	4.38	10.48	9.02		4.12	4.42	340.6	3875	5.9 MITCHELLVII I F P
		6.15	4.45	10,58	9.09		4.20	4.50	346.9		6.3
		6.35 P.M.	5.35 - P.M	11.30 -A.M.	9.24 -A.M.		4.30	s5.05	355.6		"A +o.' (CRIGE Crossing) 'TIV
									356.2		au 岩 「F+DDM&S Crs'q」。
							s4.35 A.M.	s6.00 A.M.	357.8		MS 2 1.6

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON SINGLE TRACK OR ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK.

RULE 99(k) AUTHORIZED BETWEEN ALTOONA AND DES MOINES TRAINS AND ENGINES WILL BE GOVERNED BY DES MOINES DIVISION TIME TABLE.

MAXIMUM \$PEED: Passenger Trains 70 MPH Freight Trains 60 MPH

Dispatchers phones located at: MP 190 Pole 8 MP 220 Pole 15 MP 237 Pole 0 MP 243 Pole 20

MP 309 Pole 0

MP 328 Pole 36

Trains will register by form 1339 at West Liberty.

(g) No. 7 Marengo discharge or receive from or to schedule stop points.

See Page 24 for Speed Restrictions and Special Instructions.

	-		MA	IN LI	NE EAST	-WARE)							
		\$5			SECON	CLAS	SS							
	SUBDIVISI	ON 4	÷			2	10		84	52	82	94	60	
	STATIC TIME TABL		Car Capacity of Other Tracks	Station Numbers	Signs	TOFC Mail Mixed	Psgr.		Freight	Freight	Freight	Freight	Freight	
	March 2, 1969			\$ Z	i,	Daily	Daily		Daily	Daily	Daily	Daily	Daily	
		IV. JCT		05184	Yd	A.M. 5.30	P.M. 4.26		A.M. 5.25	A.M. 5.10	P.M. 6.20	P.M. 8.00	P.M. 9.15	
	₩ALC	OTT	50	40011		5.17	4.12							•
		(TON	E10	40016			_							
	MP183.50 — 5.	TN	40	40018						L				•
- 1	Ž [™] IL TO	N	61	40024		5.02	4.00		• •					
	1 0	i\$SA }	30	40032			— 81 —							
1	WEST	LIBERTY	384	40038	RWYYd	4.50	s3.45		4.38	4.10	5.33	7.00	8.28	
	2 - 2 - 15.	CITY	220	40053	RFWY	4.33	s3.30		4.22	- A.M	5.13	- P.M	8.10	
	VERNI		41057		4.29	3.23		4.17		5.07		8.04		
≨	TIFFIN			41061		L								
SYSTEM		RD	20	41068	**********	4.19	3.12 43		4.06		4.57		7.53	
		STEAD	20	41073		4.14	3.06		4.00		4.52		7.47	
AUTOMATIC BLOCK		NGO	124	41084	W.	4.04	g2.56		3.49		4.39	-	7.35	
<u> </u>		RA	10	41090		3.57	2.50	_	3.42		4.28		7,28	
Ĕ		R	10	41096		3.51	2.45		3.34		4.22		7.22	
8		KLYN	73	41104		3.44	2.38	<u> </u>	3.21		4.14	ļ	7.14	
7		Ом	40	41110				·			ļ		-	
		LON		41114		3.34	2.29		3.11		4.03	ļ	7.04	
	C&NW GRINN	Crossing	60	41119		3.29	s2.24		3.05		3.56		6.58	
		OGG	34	41130		3.16	2.13		2.50		3.44		6.44	
		ON	250	41139		3.08	s2.05		2.40		3.28		6.34	
ļ	—— 12. COLF —— 5.	AX	36	41151	,,,,,,,,	2.55	1.51		2.26		3.14		6.20 - 81	
ļ		ELLVILLE	30	41157		2.49	1.46		2.20	L	3.08	<u> </u>	6.08	
1		ONA	46	41163		2.40	1.40	l	2.12		3.00		6.01	

DES MOINES..... TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON SINGLE TRACK OR ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK.

RULE 99(k) AUTHORIZED

Υd

Yard | 50172 | RFWTY

341 50174 RWYd

BETWEEN ALTOONA AND DES MOINES TRAINS AND ENGINES WILL BE GOVERNED BY DES MOINES DIVISION TIME TABLE.

1.55

1.45 A.M.

1.25 P.M.

MAXIMUM SPEED: Passenger Trains 70 MPH Freight Trains 60 MPH

0.6

___ 1.6 -

Dispatchers phones located at: MP 190 Pole 8 MP 220 Pole 15

MP 211 Pole 4 MP 237 Pole 0 MP 309 Pole 0

2.00

A.M.

MP 243 Pole 20 MP 328 Pole 36

2.45

5.50

P.M.

Trains will register by form 1339 at West Liberty

(g) No. 10 Marengo discharge or receive from or to scheduled stop points,

SHORT LINE JCT..... (CRI&P Crossing).....

DMU-CNW-FIDDM&S Crs'g.

See Page 24 for Speed Restrictions and Special Instructions.

Westward			Eastward				
	Footage Capacity of Sidings	Other Tracks Station Numbers	SUBDIVISION 4-A STATIONS TIME TABLE NO. 5 March 2, 1969	M.P. from Iowa City	Signs		
	2	10 40053	IC*TO	0,0	RFWY Yd		
		31 40007	7.2 ————————————————————————————————————	7.2			
		44 40014	RIYERSIDE	14.0			
	:	23 40021	KALONA	20.5			
		70 40028	WELLMAN	27.7	Y		
	w	24 40036	KINROSS	35.9			
	W	24 40042	50. ENGLISH	41.4			
			CMStP&P CrossingUX	45.4			
	E	13 40046	₩EBSTÉR4.0	45.8			
	W	27 40050	KESWICK	49.8			
	E	25 40055	THORNBURG	54.9			_ [-]
		18 40059	GIB50N	58.6			
	w	17 40064	BARNES CITY	63.2			
		40071	MONTEZUMA	70.5	T Yd		T

TRAINS MUST RECEIVE CLEARANCE BEFORE LEAVING IOWA CITY TRAINS AND ENGINES WILL OPERATE PER RULE 93 RULE 10 (i) (2) AUTHORIZED MAXIMUM SPEED—20 MPH

Speed Restriction—5 MPH over Bridge 397 with fully loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks and they must be separated from the engine and each other by at least one car of lighter capacity.

All trains and engines will flag crossings at Webster-Thornburg-Riverside-and Highway crossing MP 56.7.

All railroad crossings at grade are protected by interlocking except CMStP&P Crossing at MP 45.4.

Car Capacity of Other Tracks 52 22 94 87 23 99 SUBDIVISION 9 M.P. from Burlington Freight CB&Q Freight CB&Q Footage Capacity of Sidings STATIONS Freight Freight Mixed Mixed Station Numbers TIME TABLE NO. 5 Daily Ex.Sat. Daily March 2, 1969 Ex.Sat. Daily Daily Daily Daily Sun. Sun. P.M. A.M. 2.55 7.20 06000 | BN.....TO RYd ..MARKET STREET 2.50 7.25BURLINGTON.....TO 7.30 Yard 06001 RWT 2.46 ***** (Freight Station)SPERRY 21 06012 11.6 8.25 41MEDIAPOLIS......TO | 15.2 2.10 22.5 06023 MORNING SUN 22.8 20 1513 06029 ...WAPELLO...... 29.2 06231 CJCOLUMBUS JCT *TO 40.5 2404 97 AAAMCRI&P Crossing 40.5CMStP&P Crossing...... 46.9 47.5CONE.....NICHOLS 54.7 983CRI&P Crossing 61.4 12.30 WEST LIBERTY TO | 61.4 1551 119 40038 W... RWY Yd 4.10 7.00 6.20 6.39 6.39 2777 31 52069 B.. WEST BRANCHTO 69.6 3.48 12.45 OASIS......P | 73.2 E22 52073 6.30 6182 52075 m ≥ 2 | ELMIRA.....P | 74.6 12,55 6.50 6.16 SOLONTO 82.2 3.30 7.00 1.05 2227 21 52082 MD 6.05 20 52089 ELY.....P 89.0 3,20 7.08 1.15 4153 C&NW Crossing Υd 52097CEDAR RAPIDS..... Yard 52097 CR....CEDAR RAPIDS YARD *TO 98.1 RFWT 3.00 5.30 P.M. 2.00 A.M. 7.30 P.M. Υd

Main Line

Eastward

SECOND CLASS

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

EXCEPT NO. 23 IS SUPERIOR TO NO. 22.

RULE 99 (k) AUTHORIZED BETWEEN WEST LIBERTY AND CEDAR RAPIDS YARD.

All trains must obtain clearance and will register by Form 1339 at West Liberty.

See Page 30 for Speed Restrictions and additional Special Instructions.

Illinois Division

28

Illinois Division

Westward

SECOND CLASS

29

SPEED RESTRICTIONS

	All Trains
SUBDIVISION 9	
MP 0 to MP 1 Pole 20	25
MP 22 Pole 16 C&NW Crossing	20
MP 46 Pole 29 CMStP&P Crossing	35
MP 61 Pole 4 CRI&P Crossing Westward	20
MP 61 Pole 4 CRI&P Crossing Eastward	30
MP 75 Pole 20 to MP 80 Pole 0	45
MP 83 Pole 11 to MP 83 Pole 24	45
MP 95 Pole 37 to MP 98 Pole 5	20
SUBDIVISION 10	
MP 98 Pole 5 to MP 99 Pole 6	20
MP 99 Pole 6 to MP 103 Pole 18	35
MP 111 Pole 29 to MP 112 Pole 0	40
MP 120 Pole 2 to MP 121 Pole 37	35
MP 128 Pole 32 to MP 130 Pole 39	45
MP 138 Pole 24 to MP 138 Pole 31	45
MP 143 Pole 0 to MP 224 Pole 32	
(Except as shown below)	50 .
MP 148 Pole 36 to MP 150 Pole 24	20 .
MP 150 Pole 24 to MP 152 Pole 20	30
MP 154 Pole 29 to MP 157 Pole 9	30
MP 156 Pole 8 C&NW Crossing	20
MP 157 Pole 9 to MP 159 Pole 22	40
MP 157 Pole 23 IC Crossing	20
MP 165 Pale 0 to MP 166 Pale 17	40
MP 177 Pole 15 to MP 177 Pole 25	45
MP 178 Pole 29 to MP 178 Pole 39	, 30
MP 178 Pole 37 C&NW Crossing	25
MP 202 Pole 23 to MP 203 Pole 25	35
MP 209 Pole 30 to MP 210 Pole 31	35
MP 210 Pole 29 CMStP&P Crossing	- 30
MP 219 Pole 20 CMStP&P Crossing	40
MP 219 Pole 21 MP 219 Pole 30	40
MP 224 Pole 21 to MP 225 Pole 4	
(Except as shown below)	35
MP 224 Pole 32 C&NW Crossing	10

SPECIAL INSTRUCTIONS

SUBDIVISIONS 9 AND 10

Burlington is the initial station for CB&Q No. 23.

Rule 83:

Burlington Freight Station

West Liberty Vinton-Trains to or from Subdivision 10B Cedar Rapids Yard

Mediapolis—trains originating or terminating Manly

General Order Books or Boards are located at: Burlington—Union Station Waterloo-Yard Office

Freight Station

Manly—Passenger Station Cedar Rapids—Yard Office Engine House

Engine House

Standard Clocks are located at:

Burlington—Freight Station West Liberty

Manly-Passenger Station Cedar Rapids—Yard Office

Engine House

Yard Office At Mediapolis the normal position of switches connecting the CB&Q main

track to the CRI&P main track will be left set for CRI&P track. Eastward CB&Q trains must approach these switches at restricted speed. Normal position of switch connecting CB&Q main track to CRI&P park track lined for CRI&P west crossover switch.

Cedar Rapids, between C&NW crossing, Ninth Ave., junction switch east of Seventh Ave. and B Ave. all train and engine movements will be made on signal indication given by towerman, Ninth Ave. Tower.

The eastward signal at Seventh Ave. governs movements over CMStP&P junction switch; indications; Lunar over Red for CRI&P main track; Lunar

under Red for CMStP&P line to west side.

The color light signal for Westward trains below the arm on mast of automatic block signal 965 is a two aspect signal. Red for "Stop" and Lunar for "Proceed." Westward trains must not pass this signal while it indicates stop except by permission of Towerman. When this signal indicates Lunar or "Proceed," it does not supersede the indication given by automatic block signal 965.

Illinois Division

SPECIAL INSTRUCTIONS—continued

When westward train or engine is held at holding signal No. 965, a train employee will go immediately to Ninth Ave. Tower and will be governed by instructions of Towerman.

Dwarf signal installed protecting facing point movement westward over spring switch located at "B" Avenue displaying indication per Rule 290-292.

Movements to the Rock Island main track in the area of "B" Avenue will be made by contacting the 9th Avenue Tower Operator over one of the yard communicating speakers located on the East side of the Rock Island main track at "A" Avenue and "B" Avenue, Operator at 9th Avenue Tower; will authorize all movements to the Rock Island main track on authority of Rock Island Yardmaster. All movements through or over spring switch will be made in accordance with Rule 104 (a) Rock Island Uniform Code of Operating Rules. All requests for movements will be made in accordance with Rule 80 of the Rock Island Uniform Code of Operating Rules.

Switch engines approaching 16th Avenue crossing on West Side Belt at Cedar Rapids must stop before reaching crossing and flagman must be sent lo protect crossing before cars or engines are moved over it.

. At Manly, between MP 224 Pole 38 and MP 225 Pole 10 movements of trains and engines are governed by signal indication controlled by operator Manly. Within these limits trains or engines must not enter or foul main track or re-enler main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located on siding at MP 225 Pole 10 governs movements through crossover to main track southward to "End of

All railroad crossings at grade are protected by interlocking except as follows:

Sub- div.	Location	Crossing	Remarks	Operated By	Position Gates Against	Arra	ngement For Proceed
•						_ `	
9	MP 97.0	C&NW	Gate	Towermen	C&NW	Red	
10	MP 156.2	C&NW	Electric Lock Gate	Towermen	C&NW	Red	Clear
10	MP 219.5	CMStP&P	Electric Lock Gate	Trainmen	CMSIP&P	Red	Clear

W	estward	1							Main Line				Eastwo	ard	
SEC	OND CL	ASS	<u></u>		u)			_		[SI	COND	CLASS
8		_	53	۰, ۱	ac ks				SUBDIVISION 10	E 5	i	94	54	52	
	ght Freis		Fre ight	84.5	<u>.</u> €£	E 25			STATIONS	₹ E	_ [Freight	Freight	Freight	
Dai	ly Dail		Daily Except Sun,	Footage Capacity of Sidings	Capacity Other Trac	Station Numbers			TIME TABLE NO. 5 March 2, 1969	M.P. from Burlington	Signs	Daily	Daily Except Sun.	Daily	
P.N			A.M. 4.00		Yard	52097	CR		CEDAR RAPIDS YD *TO	98.1	RFWT Yd	A.M. 11.59	P.M. 5.40	A.M. 1.20	
8.	21 7.3	38	4.10			53102	····			101.7		11.32	5.27	12.51	
8.	28 7.4	46	4.18	3615	10	53108		ı	PALOP	107.3		11.25	5.17	12.43	
•					22	53112	\$ G		SHELLSBURGTO	111.4	.,				
8.	50 8.0	05	4.38	3130		53121	N		VINTONTO	121.0		11.10	4.52	12.22	
			4.40 A.M.						VINTON JCTP	121.7	R		4.50 P.M.	-А.М	<u> </u>
9.	08 B.:	30	А.м.	3095	65	53135	PA	5.1	LA PORTE CITYTO	135.3		10.50		12.05 P.M.	
9.	24 9.	15		4634	243	53149		ю 22	BRYANTP	148.2	Υd	10.30		11.50	<u> </u>
	\top							Ē.,	CNW Crossing	150.2					<u> </u>
					370	53151	₩Đ	ъ 98/	WATERLOOTO	150.2	Υd	l		<u> </u>	
								Σ.	WATERLOO R. R. Crossing.	151.0	•	<u> </u>			\perp
	_ _							stea	CNW CrossingUX	156.2		<u> </u>			
9.	.37 9.	.31		1272	10	53156	FA	ŝ	CEDAR FALLSTO	156.5	W	10.15	-	11.28	\vdash
					ļ <u>.</u>			Block	IC CrossingP			. ,, .			
10		.55		3586	25	53172	SH	.0	SHELL ROCKTO	172.1		9.55		11.08	1
		94						oma†	CNW Crossing	178.9		<u> </u>	ļ	<u> </u>	<u> </u>
10	.15 10.	.20		5279	33	53179	cυ	Ā	CLARKSVILLETO	179.0		9.45		10.59	igspace
		1			50	53190	GN		GREENETO	190.0		<u> </u>		L 87 −	\sqcup
	40 10.	.45		3965	46	53196	RA		MARBLE ROCKTO	195.7		9.20	<u> </u>	10.40	
	52				65	53204	RF		ROCKFORDTO	203.7	₩	₽—	<u> </u> -		
10	.59 11.	.10		3204	20	53211			NORA SPRINGSP	210.7		8.55		10.18	<u> </u>
									CMStP&P Crossing	210.7		↓	—	-	├ —
									CMStP&P CrossingUX	 	*******		├ -	 	\vdash
									CNW Crossing	+		₩—	 -	1.	├
		.45 .M.			Yard	57225	JU		MANLY*TO	225.1	RFWT Yd	8.30 A.M.		10.00 P.M.	L

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99 (k) AUTHORIZED.

MAXIMUM SPEED: 60 MPH

Yard limits extend MP 102 to Cedar Rapids Yard.

Trains and engines from subdivision 10A must obtain permission from Train Dispatcher before entering main track at Linn Junction.

No. 54 may leave Vinton without clearance when train order office is closed and train order signal indicates proceed.

Vinton Junction: Permission must be received from Dispatcher before entering main track Subdivision 18.

See Page 30 for Speed Restrictions and additional Special Instructions.

_											
ADDITIONAL STATIONS											
Capacity and Direction of Entry Into Spur	Mile Post	NAME	Station Number								
16 32 W13	128.9 143.3 168.0	MOUNT AUBURN P WASHBURN P WAVERLY JCT, P	53129 53143 53168								
26 W10	185.1 216.4	PACKARD P ROCK FALLS P	53186 53217								

Westward			Eastward				
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 10-A STATIONS TIME TABLE NO. 5 March 2, 1969	M.P. from Cedar Rapids	Signs	
			53102	P	3.8	Υd	
				WATERLOO R. R. Crossing UX	17.0		
	,	43	52014	RBCENTER POINTTO	17.3		
		18	52021	6.8 WALKER	24.1		
	.,,.,.	15	52027	ROWLEY	31.3	,	
		70		INDEPENDENCE	38.3	,	
				IC Crossing	39.0		
		15	52045	HAZELTON	49.3		
				CNW Crossing	52.3	*******	
	1819	50	52049	OELWEIN	52.6		
		27	52056	MAYNARD	59.7		
				CMStP&P CrossingUX	68.1		
		30	52070	₩EST UNION	74.0		
		15	52081	ELGIN	84.6		
		15	52084	CLERMONT	88.5		
		в	52004	POSTVILLETO	97.7	Т	

TRAINS AND ENGINES WILL OPERATE PER RULE 93 RULE 10 (i) (2) AUTHORIZED

MAXIMUM SPEED: 20 MPH

Speed Restrictions: MP 9 Pole 22 to MP 9 Pole 2815 MPH Independence Main Street...... 5 MPH

Movement over Highway No. 52 at MP 96 Pole 5; over lowa Highway No. 150 (Main Street) Maynord; and over Charles Street, Oelwein must be protected by member of crew on crossing.

To clear Absolute Signals automatic interlocking C&NW Crossing MP 52.3, CR1&P trains must occupy approaching section, (eostward trains or engines must stop not less than one hundred fifty (150) feet west of Eastward Absolute Signals, Westward trains or engines not less than six hundred (600) feet east of Westward Absolute Signal).

32

Illinois Division

Westw	ard			Eastward								
SECOND (CLASS	y of				מ			SECOND CLASS			
	53 Freight Daily Except	Footage Capacity of Sidings	Car Capacity Other Tracks	Station Numbers	SUBDIVISION 14B STATIONS TIME TABLE NO. 5 March 2, 1969	M.P. from Cedar Rapids	Signs	54 Freight Daily Except				
	A.M. 4.40				VINTON JCT	23.8	R.	Sun. P.M. 4.50				
- - -			20	54007	6.4	30.2				-+		
- - 	5.10		50	54016	DTDYSARTTO	38.8		4.15				
-:.			20	 	8.8	47.6						
_			25	54031		53.8						
	5.55	2411	40	54036		59.8		3.27				
					O.2 CNW Crossing	60.0						
			25	54040	3.8	63.8	-					
	6.30		50	54046	GRUNDY CENTER	69.2	,,,,,,,,	3.05				
			50	54048	HOLLAND	71.8						
	7.05	<u> </u>	20	54056	WSTO	79.0		2.45				
			25.	54062	CLEVES	85.6						
			10	54064	ABBOTT Crossing	86.9						
					C&NW Crossing	87.4	*******					
					CRI&P Crossing	96.7		 		_ _		
					IC Crossing	96.8						
		,,	112	55074	AO*TO	97.0	WYd					
	8.30 A.M.		Yard	55074	* 73.7	97.4	RFWT YdY	2.00 P.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. EXCEPT NO. 53 IS SUPERIOR TO NO. 54.

MAXIMUM SPEED: 30 MPH

Speed Restrictions: MP 23 Pole 21 to MP 24 Pole 025 MPH MP 47 Pole 17 to MP 47 Pole 2425 MPH MP 60 Pale 0 C&NW Crossing......20 MPH MP 87 Pole 14 C&NW Crossing20 MPH MP 96 Pole 24 to MP 97 Pole 420 MPH

At Vinton Junction permission must be received from Dispatcher before entering main track Subdivision 10.

Rule 83:

Vinton-trains to or from Subdivision 10B Iowa Falls Yard

General Order Books or Boards and Standard Clock are located at lowa Falls yard office.

RULES CHANGES

RULE 110(a) HIGH-WIDE LOAD-A load which is contained on more than one car, or: on one car, or: equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or: contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors, in checking waybills for trains handling a high-wide load or excessive weight shipment, must immediately notify the Chief Train Dispatcher if they do not have instructions governing movement of car. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains Yardmaster must notify the Chief Dispatcher.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and, crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stooped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below.

- 1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
- 2. On single track-trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment if on other than main track when being met or passed by train on adjacent track must be stopped and other train must move at restricted speed until entire train has passed wide shipment.
- On two or more tracks-trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
- 3. Shipment must come to a complete stop and be very carefully handsignalled at the lowest possible speed at (location).
- 4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
- 5. Do not pass any trains or equipment on Bridge 1822, Davenport.
- 6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport. 7. Use westward track only over Bridge 3611 at Des Moines.
- 8. Use eastward track only over Bridge 3611 at Des Moines.
- 9. Speed must not exceed_____MPH at (or between)___ 10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the Item 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

"Extra 300 West has (car number) in train measuring	іп
width andin height. Be governed by Rule 110(a)	lterns
One, Two and Nine, 10 MPH at Bridge	

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

Rule 111(b) - Mirrors of any type must not be used in making inspection as required by Rule 111.

Rule 282 of the Uniform Code of Operating Rules is not in effect in cab signal territory.

New Rule 282-A-Approach Medium (A)-(Color aspect yellow over yellow) INDICATION-Proceed reducing to 40 MPH or slower if necessary before

RULES CHANGES—Continued

reaching next signal is in effect, Cab signal indication 282-A will be Yellow over Green.

Maximum speed may be increased as well as decreased by train order.

TRAIN AIR BRAKE AND COMMUNICATION SIGNAL RULES.

Rule 33. Paragraph II

- II. At points other than initial terminals where locomotive crew, train crew, or both are changed on a freight train and consist including engine remains intact and it becomes necessary to stop train:
- A Enginemen of arriving train, after making stop, must complete a full service "Brake Pipe" reduction, if not aiready in effect.
- B. Enginemen of departing train must note as soon as he boards locomotive, that locomotive brakes are fully applied, as indicated by gauge, and that main reservoir pressure is within required limits.
- NOTE: When engine crew is changed without stopping train, the outbound Engineman must have the assurance from inbound Engineman that the train's air brakes are working properly.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Le	oaded	
85	Ft.	Ł	Longer	Cars

No. 2040	35
No. 1525	20
Others10	

MP 346 Pole 32 End of two main tracks

MP 211 Pole 26 End of two main tracks

Subdivision 14 MP 211 Pole 25 Westward main track

MP 213 Pole 1

MP 222 Pole 19 MP 223 Pole 30

MP 228 Pole 19

MP 229 Pole 20

MP 235 Pole 10

MP 236 Pole 22

MP 244 Pole 3

MP 245 Pole 14

MP 257 Pole 14

TOFC Trailers loaded with swinging meal thru No. 15 and No. 20

-•	
LOCATION No.	15 TURNOUTS
Subdivision 1	MP 9 Pole 42
	MP 9 Pole 50
	MP 10 Pole 18
	MP 10 Pole 22
	MP 10 Pole 25
	MP 15 Pole 40
	MP 15 Pole 45
	MP 16 Pole 2
	MP 16 Pole 40
	MP 17 Pole 10
	MP 17 Pole 14
	MP 17 Pole 17
	MP 20 Pole 32
	MP 29 Pole 37
	MP 39 Pole 8
	MP 39 Pole 16
Subdivision 2	MP 171 Pole 2 Crossov
	MP 171 Pole 4
	MP 172 Pole 31
	MP 172 Pole 32
	MP 174 Pole 19
Subdivision 3	MP 159 Pole 10
Subdivision 4	MP 236 Pole 36
	MP 335 Pole 33

SPEED RESTRICTIONS—continued

Subdivision 14	—Continued	
	MP 262 Pole I4	
	MP 271 Pole 36	
	MP 273 Pole 7	
	MP 280 Pole 10	
	MP 281 Pole 22	
LOCATION No.	20 TURNOUTS	
Subdivision 1	MP 35 Pole 16 Crossover	
	MP 35 Pole 20 Crossover	
	MP 43 Pole 20 Crossover	
	MP 43 Pole 24 Crossover	
Subdivision 2	MP 63 Pale 15 Crossover	
	MP 63 Pole 20 Crossover	
	MP 102 Pole 46 Crossover	
	MP 103 Pole 1 Crossover	
	MP 112 Pole 47 Crossover	
	MP 114 Pole 1 Crossover	
	MP 114 Pole 3 Crossover	
	MP 115 Pole 28 Crossover	
	MP 115 Pole 37 Crossover	
	MP 148 Pole 28 Crossover MP 148 Pole 39 Crossover	
	MP 157 Pole 42 Crossover	
	MP 172 Pole 42 Crossover	
	MP 174 Pole 27 Crossover	
_		
Subdivision 4		
	MP 221 Pole 13	
	MP 222 Pole 38	
	MP 234 Pole 201/2	
MAXIMUM EN	GINF SPEEDS	МРН

Psg	r. Freight
550-559, 561, 563, 900-915	4
529-546, 1001, 1005, 1008, 1014-1015	
765-779, 795-797, 811-840	
675-677, 920-936, 940-949, 1200-1353	
410-411, 415-416, 422-423, 430-441, 450-475, 615, 617,	
213-220, 222, 224-227, 235-237, 240-242, 404-406, 408,	
10, 12-23, 29, 30, 34, 35, 42-49, 100-127, 200-207, 209-	
300-305, 307-309, 311-333, 340-352, 354-372, 374-381	
485-489, 491, 495-499	
208, 223, 228-230, 234, 238, 243-281, 285-299, 417-421	
353, 373, 382-396	
648-650, 652-655, 750-751	

	Psgr.	Freight
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-1A and 1B	59	49
Trains and engines making movement against current of traffic on two main tracks over facing point spring		
switches not protected by signals or indicators		30
	Engii	nes only
Railroad crossing not protected by interlocking except		10
where higher speed authorized in this rule		nes only
Facility and the second light as with only one one	Eligii	iles offig
Engines running forward light, or with only one car (except suburban service)		35
Road (reight or passenger diesels, other than road		33
switchers, backing up		25
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve		
Trains Handling Scale Test Car RI 95384		40
Scale lest cars moving in trains will be handled next ahead of caboose.		
Short Wheel base ore hoppers		30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro		
and caterpillar crane, on own wheels, unless other- wise advised by officer		25
Illinais Division		

SPEED RESTRICTIONS—continued

	Psgr.	Freig
Pile Driver 95231, 95232 and Crane 95260.		
Main Line	35	i
Branch Line (Except as shown below)	25	i
Subdivision IB	30	
Subdivisions 3A, 14B	20	
Subdivisions 1A, 10A Bridge 818	15	i
Subdivision 4A must not be handled unless authorized		
by officers		
industrial and other back tracks unless otherwise		
authorized by officer and must not be handled in		
trains when pile leads and platforms are attached		
to boom in either a raised or lowered position un-		
less accompanied by the operator in the cab of		
the machine.		
These machines moving on own wheels should be		
handled on rear of train ahead of caboose and		
boom must be turned to trailing position at first		
point where can be done unless otherwise		
authorized.		
Ditcher, or other type of spreaders handled in trains		
in through movements, must have wings in trailing		
position when practicable.		
These instructions will not apply to relief derricks		
with boom traiting when trained behind engine in		
relief train service. In such case speed restrictions		
will be as follows:		
Subdivisions 9, 10	35	
Subdivision 10B	30	
Subdivision 1B	25	j
Subdivisions 3A, 14B	20	
Subdivisions 1A, 10A	15	
All other Subdivisions	40)
Spreader 95319 when being moved in train with		
wings in trailing position and coupled to loaded		
cars on both ends	- 40	}
Trains handling welded rail of any length will not		
exceed 35 MPH on tangent track or 5 MPH through		
turnouts. Buffer cars must be placed on both ends		
of welded rail and must be placed in train as		
instructed.		
Air dump cars under load	40	,
Where speeds on any subdivision or part thereof are		
lower than the above, THE LOWER SPEED WILL		
GOVERN.		
All Work Equipment cars converted from old pas-		
senger cars are to be moved only on rear end of		
freight trains, no more than five cars ahead of		
caboose. Where more than one of such cars are to		
be moved in the same train, all such cars must be		
trained together with rear car not more than five		
cars ahead of caboose.		
Suburban cars series 2500 and 2600 are conven-		
tional equipment restricted to 70 MPH.		

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

Maximum height of water above rail

Diesel engines	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

3. f-Flag stop to receive or discharge traffic.

g-Conditional stop for revenue passengers only.

4. When snow plows are operated preceding or following other trains. Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

When handling snow plows, a maximum speed of 30 MPH must not be exceeded, except when using Vanderbilt type snow plow the officer in charge is authorized to permit a maximum speed of 40 MPH if conditions permit.

Snow plows, and Diesel Units with pilot plows, when plowing snow will stop when meeting or being passed by a passenger train.

When operating snow plows flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snow plows to avoid buckling.

When operating snow plows, journal boxes must be inspected at least once every 50 miles.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

F-Fuel station

P-Train dispatcher's telephone

R-Train register station

T-Turntable

W-Water station Y—Wye

Illinois Division

UX-Railroad crossing not protected by interlocking

TO-Train order station per Rule 221

TO (N)-Train order station, no train order signal

Yd-Station where yard limit signs are maintained

*-Radio installation

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

8. Conductors checking waybills or trains having a load wider than the equipment upon which it is loaded, will immediately notify the Chief Dispatcher in the event that they do not have appropriate instructions covering the handling of the car.

Yard foremen, in making up trains, must call the attention of the Yardmaster to any load wider than the equipment upon which it is loaded that is being lined up for movement.

9 A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop auto-

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing, switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved, extreme care should be taken to see the correct controller is used.

11. HOLIDAYS: New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

SPECIAL INSTRUCTIONS—continued

Drawbridges are located as follows:

JOLIET-Des Plaines River

SENECA (Dupont Spur)-Illinois River Normal position open.

ROCK ISLAND-Mississippi River. Trains and engines must approach Absolute Signal at Low Speed and when Low aspect is displayed, proceed at 15 MPH over bridge. If train or engine is stopped or delayed between Absolute Signal and draw-span of bridge, train or engine must be backed clear of Absolute Signal and receive signal indication to proceed, or a member of crew must receive verbal assurance from towerman that it is safe to proceed.

14. In CTC territory where maximum speed is in excess of 20 MPH, trains using a hand operated main track switch not equipped with electric lock. must have a portion of its train occupying main track or leave main track switch open while using such track. Trains must not clear main track at such

15. Dead engines will be handled behind the shorts but not more than 25 or less than 5 cars from the operating units.

When moving two or more road switcher type engines in same train, separate each engine by at least 1 car.

16. Loads of bundled floating-type lumber must be entrained not more than 10 cars ahead of caboose or 10 cars behind engine to permit (requent inspection. At least one buffer car must be placed between these loads and the caboose or between these loads and the engine. Trains handling these loads, before meeting or passing another train must make inspection and ascertain that loads are not shifted. Yardmasters must advise train dispatchers of any of these loads moving in trains and train dispatcher must keep crews informed of locations of other trains

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

(1) Less than two and one-half inches-Normal Speed.

(2) Two and one-half inches or more-Not to exceed 10 MPH to first in-

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES-Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

When track cars are operated between sunsel and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew;

1. Before placing track car on main track.

36

2. Before operating track cars foul of main track.

3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes: If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed for that train will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul

SPECIAL INSTRUCTIONS—continued

of main track by providing flag protection as prescribed by Rule 99.

The line-up shall list all trains on the road ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible. Such additional information as may be helpful to persons receiving the line-up must be given, for example, number of cars in train, or light engine. Local, Symbol Number, Passenger

Line-up will not contain information as to train and engine movements made exclusively with yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting

Example: Extra 303 East (Station) not before 7:30 AM; or

No. 74 Leave (Station) not before 2:01 PM, etc.

On main lines, line-up must not be issued for intervals of more than three hours, on secondary main lines not more than four hours. On branch lines when authorized by Superintendent line-up may be issued for intervals not

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely,"

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" (Wait Order).

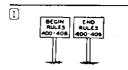
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

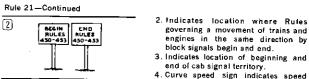
When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervison. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's conv.

Rule 21



1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.

SPECIAL INSTRUCTIONS—continued



(3)

(4)

BEGIN CABBIGNAL TERRITORY

PERMANENT SLOW SPEED SIGN

TEMPORARY SLOW

STOP

STOP SIGN

END CABSIGNAL TERRITORY

restriction for curve 4000 (t. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only

one set of figures are shown it

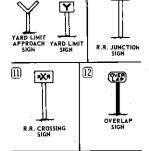
governs all trains and engines. See

Rule 10 (h).

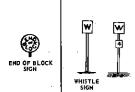
- 5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10 (h). 6. Temporary speed restriction sign
- indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g)
- 7. Indicates point where slop must be made before any part of train or engine passes such stop sign. This sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

Illinois Division

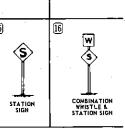
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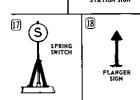


Jcı



[14]





8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) (1) and 10 (i) (2).

9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approx. 1 mile ahead, "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by

10. R. R. Jet. sign indicates R. R. jet. located 1 mile ahead.

11, R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.

12, Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

13. End of block sign indicates the point where block signal section ends.

14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

40 MPH or less	1320 Ft.
40-60 MPH	2000 Ft.
60-80 MPH	2600 Ft.
ളവ₋രവ MPH	3000 Ft

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.

15. Station sign indicates station ahead 1 mile from sign except on subdivisions where max. freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

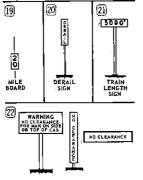
16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.

17. Indicates location of spring switches. 18. Flanger sign indicates location where

flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

SPECIAL INSTRUCTIONS—continued

Rule 21-Continued



19. Mile board indicates mile post location.

20. Derail sign indicates location of derails.

21 Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

23 Roadway signs facing direction of approaching trains (except temporary sneed restriction signs) will be respected regardless of which side of the tracks signs are located.

22. Loads (gross weight of car and lading) with a maximum gross weight of 263,000# can be moved over all sub-divisions, except subdivisions shown in TABLE 1 below, provided that the 263,000# load is on a car 40 ft. or longer over strikers. For cars shorter than that specified in preceding sentence, the gross weight load should be reduced by 8,000 r for each foot that the car is shorter than the specified length.

TABLE I

			Maximum
Subdivision	From	To	Gross Weight
3 P.T. Co.	Peoria	Pekin	221,000
4A	Iowa City	Montezuma	190,000
9	Burlington	West Liberty	190,000
10A	Linn Jct.	Postville	190,000
10B	Vinton	Iowa Falls	190,000
14B	Ainsworth	Keota .	190,000

The following industrial spurs have restrictions as described below:

		Maximum
Subdivision	Description	Gross Weight
1.2 & 14	All bridges on industrial spurs	190,000

All maximum gross weights shown in TABLE I are based on the following cars. Gross weight of 221,000? loaded on a car 35 ft. or longer over strikers. Gross weight of 190,000# loaded on a car 30 ft. or longer over strikers. For cars shorter than specified, the gross weight will have to be reduced by 8,000# for each foot that the car is shorter than specified.

Restrictions for 100-ton hopper cars and 30,000 gallon tank cars.

100-ton hopper cars and 30,000 gallon tank cars having gross weights exceeding gross weight in TABLE I, but not exceeding 263,000# and having minimum axle spacing of 5 ft. 8 in. and minimum truck centers of 49 ft. may be moved over subdivisions shown in TABLE II.

TABLE II

Subdivision	From	To	No Restrictions
2	Seneca	Langham	
Subdivision	From .	To	No Restrictions
3 P.T. Co.	Peoria	Pekin	

100-ton hopper cars or 30,000 gallon tank cars must be three (3) cars from the engine and must be separated from each other or other heavy loads by 1 light car.

Subdivision	From	To
9-10	Burlington	Manly

38

100-ton hopper cars or 30,000 gallon tank cars must be 3 cars from the engine and must be separated from each other or other heavy loads by 1 light car.

SPECIAL INSTRUCTIONS—continued

Bridge No.	Town	Speed
63	Latty	20 MPH
254	Morning Sun	25 MPH
275	Wapello	20 MPH

From West Lib	erty to Maniy (gross weight without	restrictions 263,000 F.
Subdivision 10B	From Vinton	To Iowa Falls	
Restrictions:			
Bridge No.	Town	Speed	
333	Garrison	10 MPH	
552	Reinbeck	20 MPH	
Subdivision	From	To	
14R	Ainsworth	Washington	No Restrictions

CAB SIGNALS

Cab signal lerritory extends from MP 13 Pole 49 Subdivision 1 to MP 181 Pole 2 Subdivision 2. All equipped engines operating in this territory must keep cab signal apparatus power switch in "On" position and air supply valve to warning whistle open at all times. The above mentioned power switch must be placed in "Off" position and air supply valve must be closed when leaving

Cut-in sections for the purpose of informing enginemen when cab signal territory is being entered are located at the following points:

Eastward—

Table II—Continued

Rock Island-On eastward main track MP 181 pole 2 to MP 180 pole 37. Kelly Yard-On east lead of east yard track at MP 172 pole.

Bureau-On main track Subdivision 3, MP 115 pole 7 to MP 114 pole 38. Westward-Blue Island

On westward main track MP 13 pole 37 to MP 13 pole 49.

On eastward main track MP 15 pole 37 to MP 15 pole 41,

On crossover, track 5 to westward main track at MP 15 pole 30.

On crossover, track 5 to westward main track at MP 15 pole 43. At west end of track 5 MP 15 pole 48 to MP 16 pole 11.

Depue, Illinois-West end of Eastward siding.

Eastward and Westward-

Joliet-On Roundhouse lead.

Bureau—Engine Tie Up Track.

Running test section for eastward trains is located at MP 183 pole 12 to MP 183 pole 38, eastward main frack, Davenport, Enginemen on all equipped engines, both passenger and freight, must cut in cab signal apparatus approximately 2 minutes before reaching this lest section to allow time for equipment to heat up properly. A speed of not to exceed 12 MPH must be maintained while passing through the test section. Cab signal should display, Clear (green), Approach Medium (yellow over green), Approach (yellow), and Low (red over yellow), signals in the order named, and proper acknowledgment should silence the cab signal whistle, while passing through test circuit. Im-

SPECIAL INSTRUCTIONS—continued

proper operation of indications must be reported to the Chief Dispatcher at Des Moines immediately by wire or phone.

Operation of cab signal apparatus must be noted on the work report.

Non-equipped engines must not be operated in cab signal territory except: Yard engines or other engines with or without cars, speed not to exceed 20 MPH, at the following general switching limits:

Kelly Yard-MP 170 pole 30 to MP 181 pole 2.

Bureau-MP 111 pole 30 to MP 116 pole 10.

LaSalle-Peru-MP 97 pole 10 to MP 101 pole 20

Utica-MP 91 pole 20 to MP 95 pole 3.

Otlawa-MP 82 pole 21 to MP 88 pole 3.

Marseilles-MP 75 pole 33 to MP 79 pole 3.

Joliet-Rockdale-MP 37 pole 25 to MP 43 pole 30.

Blue Island-MP 14 pole 2 to MP 18 pole 25.

Work trains, between Blue Island MP 15 pole 37, and Rock Island, MP 181 pole 2, low speed. Engines for repairs, or to relieve an engine to be repaired, or to fill a new

assignment, or to perform switching service, proceed at low speed, unless otherwise restricted, at and between the following points:

Blue Island MP 15.7	Utica MP 94.0
Joliet MP 40,2	Depue MP 109.9
	Bureau MP 114.2
Marseilles MP 77.3	Geneseo MP 151,5
Ottawa MP 84.5	Kelly Yard MP 173.7

If after passing a fixed signal, the cab signal indication changes from Low Speed to a more favorable indication, speed must not be increased until train has moved its length.

If the cab signal warning whistle sounds longer than 10 seconds, the employee nearest the operating compartment of the engine, will go to the engineer immediately.

When cab signal indication does not correspond with block signal indication, for two consecutive blocks, cab signal may be considered inoperative. If previous advice has been received from train dispatcher or by bulletin of inoperative cab signal within designated limits, train must proceed within those limits in accordance with the following two paragraphs, and must report the facts to the train dispatcher from the next available point of communication.

When a cab signal device becomes inoperative, train may proceed in accordance with block signal indications but not exceeding 40 miles per hour and report to the train dispatcher, who will instruct as to cutting out cab signal devices and further movement of train.

When cab signal devices have been cut out, train may proceed in accordance with block signal indications but not exceeding maximum speed and as much slower as rules and/or conditions require.

When cab signal warning signal fails to sound when cab signal changes to a more restrictive indication, it constitutes a failure.

Cab signal apparatus shall be cut out as follows:

- (1) On all engines except lead engine when double heading.
- (2) When leaving cab signal territory as indicated by roadway signs,
- (3) When defect is apparent.