

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

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)

in charge of work at MP \_\_\_\_\_, calling  
(Train No.) \_\_\_\_\_ (after train answers giving  
his identification): \_\_\_\_\_

This is RI \_\_\_\_\_  
(Occupation) (Name)

in charge of the work between MP \_\_\_\_\_ and  
MP \_\_\_\_\_ Train Order No. \_\_\_\_\_

We are in the clear and you may proceed past the  
red conditional stop sign and through the limits of  
order at \_\_\_\_\_ MPH.

Where Rule 10(i)2 is authorized, Foreman will  
omit the words, "Train Order No. \_\_\_\_\_"

**ENGINEER'S ORAL ACKNOWLEDGMENT  
OF FORM U CLEARANCE**

This is engineer of RI Train

\_\_\_\_\_  
(Train No.) (Direction)

I may proceed past the red conditional stop sign  
and through the limits of Order No. \_\_\_\_\_

between MP \_\_\_\_\_ and MP \_\_\_\_\_ at  
\_\_\_\_\_ repeat \_\_\_\_\_ miles per hour.

(Speed) (Speed)

Where Rule 10(i)2 is authorized, Engineer will  
omit the words, "of Order No. \_\_\_\_\_"

**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 Employees

**OFFICERS—ILLINOIS DIVISION**

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

Senior/Asst. Divn. Superintendent  
 Asst. Divn. Superintendent  
 Terminal Superintendent  
 Terminal Superintendent  
 Asst. Terminal Superintendent  
 Asst. Terminal Superintendent  
 Genl. Supervisor Suburban Operations  
 Suburban Trainmaster  
 Suburban Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Trainmaster  
 C. E. Baker  
 J. F. Forrest  
 Trainmaster  
 Trainmaster  
 Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Trainmaster  
 Trainmaster  
 Division Engineer  
 Safety Supervisor  
 Master Mechanic  
 Assistant Master Mechanic  
 Assistant Master Mechanic  
 Terminal Master Mechanic  
 Asst. Terminal Master Mechanic Suburban & Psgr.  
 Terminal Road Foreman Engs., Subn. & Psgr.  
 Road Foreman of Engines  
 Road Foreman of Engines  
 Road Foreman of Engines  
 Chief Dispatcher  
 Master Car Repairer  
 Master Car Repairer-Freight Equipment  
 Asst. Master Car Repairer-Freight Equipment  
 Asst. Master Car Repairer  
 Asst. Master Car Repairer

Kelly Yard  
 Kelly Yard  
 Blue Island  
 Kelly Yard  
 Blue Island  
 Kelly Yard  
 Chicago  
 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  
 Chicago  
 Blue Island  
 Kelly Yard  
 Kelly Yard  
 Des Moines  
 Kelly Yard  
 Blue Island  
 Blue Island  
 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**

SUBDIVISION 1 STATIONS TIME TABLE NO. 5 March 2, 1969		Miles From Chicago	Signs	FIRST CLASS																			
				111	203	205	207	113	209	115	7	117	119	211									
				Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Psgr.	Sub.	Sub.	Sub.									
GO..CHICAGO .....	*TO.	0	RW	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
1.1		1.1	TY	12.25	12.45	6.45	8.00	8.05	8.40	9.05	9.10	10.05	11.05	11.20									
.....IC Crossing.....		5.6																					
.....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																					
.....AUBURN PARK.....		8.6		s12.42	s1.01	s7.01	s8.16	s8.22	g8.56	s9.21		s10.21	s11.21	s11.36									
.....GRESHAM.....		9.8	Y	s12.45	s1.04	s7.04	s8.19	s8.25	s8.59	s9.24		s10.24	s11.24	s11.39									
.....GRESHAM JCT.....		9.9		12.46				8.26		9.25		10.25	11.25										
.....SO. CHICAGO LINE JCT.....		10.0		A.M.				A.M.		A.M.		A.M.	A.M.										
.....CRISP Crossing.....		10.1			1.05	7.05	8.20		9.00		9.49			11.40									
.....SO. CHICAGO LINE JCT.....		10.3																					
.....LONGWOOD MANOR-95th St.....		10.9			s1.07	s7.07	s8.22		s9.02					s11.42									
.....LONGWOOD MANOR-99th St.....		11.4			s1.09	s7.09	s8.24		s9.04					s11.44									
.....PRR Crossing.....		12.0									9.52												
.....WASHINGTON HEIGHTS.....		12.0			s1.11	s7.11	s8.26		s9.06					s11.46									
.....GIVINS.....		12.9				s7.14								s11.49									
BI..BLUE ISLAND.....	*TO.	15.7	RFWY Yd		s1.17	s7.18	s8.31		s9.12		9.58			s11.54									
.....WESTERN AVENUE JCT.....		15.9																					
.....ROBBINS.....		17.2			s1.20	s7.20	s8.34							s11.57									
.....MIDLOTHIAN.....		18.4			s1.22	s7.22	s8.36		s9.17					s11.59									
.....OAK FOREST.....	P.	20.4			s1.26	s7.26	s8.40		s9.21		10.02			s12.04									
.....TINLEY PARK.....	P.	23.5			s1.31	s7.31	s8.45		s9.26		10.05			s12.09									
.....MOKENA.....	P.	29.6			s1.38	s7.38	s8.52		s9.33		10.10			s12.16									
.....NEW LENOX.....	P.	34.0			s1.44	s7.44	s8.58		s9.39		10.14			s12.22									
.....EJ&E Crossing.....	P.	38.9																					
.....MC Crossing.....	P.	39.2																					
.....GM&O & AT&Sf Cr.....	P.	40.2																					
J...JOLIET.....	*TO.	40.2	RFWT Yd		s1.55	s7.55	s9.10		s9.55		g10.26			s12.35									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. 209 stops at Englewood and Auburn Park except Saturdays.
- (g) No. 7 Joliet receive for points where scheduled to stop.

**MAIN LINE WESTWARD**

SUBDIVISION 1  
**STATIONS**  
TIME TABLE NO. 5  
March 2, 1969

**FIRST CLASS**

Miles From Chicago	Signs	FIRST CLASS										
		121	123	123	125	215	127	217	501	129	219	131
		Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.
0	RW	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	TY											
6.7		s12.33		s1.33	s2.18	s2.48	g3.18	s3.43	s4.18	s4.21	s4.48	s4.53
6.7			1.18									
7.8				s1.35	g2.21			s3.46		s4.24		s4.56
8.6		s12.36		s1.38	s2.24	s2.51	g3.21	s3.49	s4.21	s4.27		s4.59
9.8	Y	s12.39	s1.24	s1.41	s2.27	s2.54	s3.24	s3.52	s4.24	s4.30		s5.02
9.9		12.40 P.M.	1.25 P.M.		2.28 P.M.		3.25 P.M.		4.25 P.M.	4.31 P.M.		5.08 P.M.
10.0												
10.1				1.42		2.55		3.53			4.54	
10.3												
10.9				s1.44		s2.57		s3.55			s4.56	
11.4				s1.46		s2.59		s3.57			s4.58	
12.0												
12.0				s1.48		s3.01		s3.59			s5.00	
12.9				s1.51		s3.04		s4.02			g5.02	
15.7	RFWY Yd			s1.56		s3.09		s4.07		P.M. 4.49	s5.07	
15.9												
17.2				s1.58		s3.12		s4.10	s4.51			
18.4				s2.01		s3.15		s4.13	s4.54		s5.12	
20.4				s2.05		s3.19		s4.17	s4.57		s5.17	
23.5				s2.10		s3.24		s4.22	s5.01		s5.21	
29.6				s2.17		s3.31		s4.29	s5.08		s5.28	
34.0				s2.23		s3.37		s4.35	s5.14		s5.33	
38.9												
39.2												
40.2												
40.2	RFWT Yd			s2.34 P.M.		s3.47 P.M.		s4.45 P.M.	s5.25 P.M.		s5.47 P.M.	

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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**

SUBDIVISION 1  
**STATIONS**  
TIME TABLE NO. 5  
March 2, 1969

**FIRST CLASS**

Miles From Chicago	Signs	FIRST CLASS										
		303	133	135	137	139	221	305	223	141	143	5
		Sub.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.
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. 5.35
1.1	TY											
6.7		s5.03				s5.18		s5.24	s5.27			s5.48
6.7			5.08	5.13		5.21		5.29	5.31	5.41		
7.8		s5.06										
8.6		s5.08				s5.22		s5.32				
9.8	Y	s5.11				s5.25		s5.35				
9.9			5.14 P.M.	5.19 P.M.	5.26 P.M.	5.27 P.M.				5.37 P.M.	5.47 P.M.	
10.0												
10.1			5.12				5.30	5.36	5.35			5.54
10.3												
10.9		s5.14						s5.38				
11.4		s5.16						s5.40				
12.0							5.33	5.38				5.56
12.0		s5.19						s5.43				
12.9		s5.22						s5.46				
15.7	RFWY Yd	s5.28 P.M.					5.36	s5.54 P.M.	5.42			6.00
15.9												
17.2												
18.4								s5.47				
20.4								5.40	s5.52			6.04
23.5								5.43	s5.58			6.08
29.6								s5.49	s6.07			6.14
34.0								s5.54	s6.13			6.18
38.9												
39.2												
40.2												
40.2	RFWT Yd						s6.08 P.M.	s6.24 P.M.				s6.25 P.M.

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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 LINE WESTWARD**

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

Miles From Chicago	Signs	FIRST CLASS										
		225	145	11	227	147	149	229	151	1	153	231
		Sub.	Sub.	Psgr.	Sub.	Sub.	Sub.	Sub.	Sub.	TOFC Mail Mixed	Sub.	Sub.
0	RW	P.M. 5.40	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
1.1	TY											
6.7		s5.53		s6.28	g6.31	s6.43	g7.23		s6.23	s9.23	s9.28	
6.7			6.05					7.43				
7.8					g6.46			g8.26				
8.6			s6.09		s6.49	g7.26		s8.29		s9.26		
9.8	Y	s5.59	s6.12	s6.37	s6.52	s7.29	s7.49	s8.32		s9.29	s9.34	
9.9			6.18 P.M.		6.53 P.M.	7.30 P.M.		8.33 P.M.		9.30 P.M.		
10.0												
10.1		6.00		6.33	6.38			7.50			9.35	
10.3												
10.9		s6.02			s6.40			s7.52			s9.37	
11.4		s6.04			s6.42			s7.54			s9.39	
12.0				6.35								
12.0		s6.06			s6.44			s7.56			s9.41	
12.9		s6.09			s6.47						s9.44	
15.7	RFTY Yd	s6.14		6.40	s6.52			s8.01	9.30		s9.49	
15.9												
17.2		s6.17			g6.55			s8.03			s9.52	
18.4		s6.20			s6.58			s8.06			s9.55	
20.4		s6.24		6.44	s7.02			s8.10			s9.59	
23.5		s6.29		6.47	s7.07			s8.15			s10.04	
29.6		s6.36		6.52	s7.14			s8.22			s10.11	
34.0		s6.42		6.57	s7.20			s8.28			s10.17	
38.9												
39.2												
40.2												
40.2	RFTY Yd	s6.56 P.M.		g7.08 P.M.	s7.33 P.M.			s8.40 P.M.	10.20 P.M.		s10.27 P.M.	

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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**

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

Miles From Chicago	Signs	FIRST CLASS											
		155	157										
		Sub.	Sub.										
0	RW	P.M. 10.20	P.M. 11.15										
1.1	TY												
6.7		s10.33											
6.7			11.28										
7.8		g10.35											
8.6		s10.38											
9.8	Y	s10.41	s11.33										
9.9		10.42 P.M.	11.34 P.M.										
10.0													
10.1													
10.3													
10.9													
11.4													
12.0													
12.0													
12.9													
15.7	RFTY Yd												
15.9													
17.2													
18.4													
20.4													
23.5													
29.6													
34.0													
38.9													
39.2													
40.2													
40.2	RFTY Yd												

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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 LINE EASTWARD

SUBDIVISION 1 STATIONS TIME TABLE NO. 5 March 2, 1969	Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
				104	202	106	204	206	108	110	112	302	208
				Sub. Daily	Sub. Daily Except Sat.	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Sat. Only	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Sat. Only	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays
GO..CHICAGO .....*TO.	0	RW		A.M. s6.10	A.M. s6.25	A.M. s7.03	A.M. s7.20	A.M. s7.25	A.M. s7.36	A.M. s7.43	A.M. s7.49	A.M. s7.50	A.M. s7.54
1.1 .....IC Crossing.....	1.1	TY											
5.6 .....ENGLEWOOD.....	6.7			s5.55	s6.10	s6.48	s7.05	s7.10		s7.28	s7.34	s7.35	s7.38
0.0 .....PRR Crossing.....	6.7								7.21				
0.5 .....HAMILTON PARK.....	7.8							s7.07		s7.25		s7.32	
0.8 .....AUBURN PARK.....	8.6			s5.51	s6.06	s6.44	s7.01	s7.04		s7.23	s7.30	s7.29	
1.2 .....GRESHAM.....	9.8	Y		s5.49	s6.03	s6.42	s6.59	s7.01		s7.20	s7.27	s7.26	
0.1 .....GRESHAM JCT.....	9.9			5.48 A.M.	6.40 A.M.				7.15 A.M.	7.18 A.M.	7.26 A.M.		
0.1 .....SO. CHICAGO LINE JCT.....	10.0												
0.1 .....CRI&P Crossing.....	10.1				6.02		6.58	7.00				7.25	7.32
0.2 .....SO. CHICAGO LINE JCT.....	10.3												
0.6 .....LONGWOOD MANOR-95th St.....	10.9				s6.01		s6.56	s6.58				s7.23	
0.5 .....LONGWOOD MANOR-99th St.....	11.4				s5.59		s6.54	s6.56				s7.21	
0.6 .....PRR Crossing.....	12.0												7.29
0.0 .....WASHINGTON HEIGHTS.....	12.0				s5.57		s6.52	s6.54				s7.19	
0.9 .....GIVINS.....	12.9				s5.55		s6.50	s6.52				s7.16	
2.8 .....BI..BLUE ISLAND.....*TO.	15.7	RFWTY Yd		s5.51		s6.46	s6.48					7.12 A.M.	s7.24
0.2 .....WESTERN AVENUE JCT.....	15.9												s7.20
1.3 .....ROBBINS.....	17.2				s5.48		s6.43	s6.45					s7.17
1.2 .....MIDLOTHIAN.....	18.4				s5.45		s6.40	s6.42					s7.12
2.0 .....OAK FOREST.....P.	20.4				s5.41		s6.36	s6.38					s7.06
3.1 .....TINLEY PARK.....P.	23.5				s5.37		s6.31	s6.33					s7.06
6.1 .....MOKENA.....P.	29.6		S4400		s5.30		s6.24	s6.25					s6.57
4.4 .....NEW LENOX.....P.	34.0				s5.24		s6.18	s6.18					s6.50
4.9 .....EJ&E Crossing.....P.	38.9												
0.3 .....MC Crossing.....P.	39.2												
1.0 .....GM&O & AT&SF Cr.....P.	40.2												
0.0 .....J...JOLIET.....*TO.	40.2	RFWT Yd	S4800		5.15 A.M.		6.10 A.M.	6.10 A.M.					6.40 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

MAIN LINE EASTWARD

SUBDIVISION 1 STATIONS TIME TABLE NO. 5 March 2, 1969	Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
				114	116	118	120	210	122	212	214	124	126
				Sub. Daily	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Sat. Only	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Sat. Only	Sub. Daily Except Sat. Sun. & *Holidays	Sub. Daily Except Sat. Sun. & *Holidays
GO..CHICAGO .....*TO.	0	RW		A.M. s8.00	A.M. s8.06	A.M. s8.06	A.M. s8.09	A.M. s8.13	A.M. s8.17	A.M. s8.23	A.M. s8.20	A.M. s8.27	A.M. s8.31
1.1 .....IC Crossing.....	1.1	TY											
5.6 .....ENGLEWOOD.....	6.7				s7.51	s7.51		s7.58		s8.08		s8.12	
0.0 .....PRR Crossing.....	6.7			7.45			7.54		8.02		8.06		8.16
0.5 .....HAMILTON PARK.....	7.8				s7.48			s7.55					
0.8 .....AUBURN PARK.....	8.6				s7.46	s7.47		s7.52		s8.04		s8.08	
1.2 .....GRESHAM.....	9.8	Y			s7.43	s7.44		s7.49		s8.01		s8.05	s8.10
0.1 .....GRESHAM JCT.....	9.9			7.38 A.M.	7.42 A.M.	7.43 A.M.	7.48 A.M.		7.57 A.M.			8.04 A.M.	8.09 A.M.
0.1 .....SO. CHICAGO LINE JCT.....	10.0												
0.1 .....CRI&P Crossing.....	10.1							7.47		8.00	8.01		
0.2 .....SO. CHICAGO LINE JCT.....	10.3												
0.6 .....LONGWOOD MANOR-95th St.....	10.9							s7.45		s7.58			
0.5 .....LONGWOOD MANOR-99th St.....	11.4							s7.43		s7.56			
0.6 .....PRR Crossing.....	12.0										7.58		
0.0 .....WASHINGTON HEIGHTS.....	12.0							s7.41		s7.54			
0.9 .....GIVINS.....	12.9							s7.38		s7.51			
2.8 .....BI..BLUE ISLAND.....*TO.	15.7	RFWTY Yd						s7.34		s7.47	7.55		
0.2 .....WESTERN AVENUE JCT.....	15.9												
1.3 .....ROBBINS.....	17.2									s7.44			
1.2 .....MIDLOTHIAN.....	18.4							s7.29		s7.41			
2.0 .....OAK FOREST.....P.	20.4							s7.24		s7.37	7.50		
3.1 .....TINLEY PARK.....P.	23.5							s7.19		s7.32	s7.46		
6.1 .....MOKENA.....P.	29.6		S4400					s7.12		s7.25	s7.39		
4.4 .....NEW LENOX.....P.	34.0							s7.05		s7.19	s7.32		
4.9 .....EJ&E Crossing.....P.	38.9												
0.3 .....MC Crossing.....P.	39.2												
1.0 .....GM&O & AT&SF Cr.....P.	40.2												
0.0 .....J...JOLIET.....*TO.	40.2	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 LINE EASTWARD

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
			128	304	130	216	12	6	132	134	2	218
			Sub. Exp.	Sub.	Sub.	Sub.	Psgr.	Psgr.	Sub.	Sub.	TOFC Mail Mixed	Sub.
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. s10.15	A.M. s10.55	A.M. s11.59	A.M. s11.33
1.1	TY											
6.7				s8.32	s9.00	s9.05	s9.30	s9.49	s10.00	s10.40		s11.15
6.7		8.26										
7.8			s8.29	s8.56								
8.6			s8.26	s8.54	s9.01				s9.56	s10.36		s11.11
9.8	Y		s8.23	s8.51	s8.58				s9.54	s10.34		s11.08
9.9		8.20	A.M.	A.M.					9.53	10.33		
10.0												
10.1			8.22		8.57	9.24	9.34					11.07
10.3												
10.9			s8.20		s8.55							s11.05
11.4			s8.18		s8.53							s11.03
12.0						9.21	9.31					
12.0			s8.16		s8.51							s11.01
12.9					s8.49							s10.59
15.7	RFWTY Yd			8.10	A.M.	s8.45	9.17	9.28			9.45	s10.55
15.9												s10.52
17.2												s10.50
18.4					s8.40							
20.4					s8.36	9.12	9.23			9.36	s10.46	
23.5					s8.31	9.09	9.20			9.33	s10.42	
29.6		S4400			s8.24	9.03	9.15			9.27	s10.35	
34.0					s8.18	8.59	9.10			9.22	s10.28	
38.9												
39.2												
40.2												
40.2	RFWT Yd	S4800			8.10	8.52	9.04			9.15	10.20	A.M.

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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

MAIN LINE EASTWARD

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
			136	138	140	220	142	144	222	146	224	148
			Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.
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.M. s6.10
1.1	TY											
6.7			A.M. s11.59		s2.01	s2.24	s3.00	s4.00	s4.05	s4.46	s5.25	s5.54
6.7				12.59								
7.8					g1.58							
8.6			s11.56		s1.56		s2.56	s3.56	s4.01	s4.42	s5.21	s5.50
9.8	Y		s11.53	s12.53	s1.53	s2.18	s2.53	s3.54	s3.59	s4.39	s5.18	s5.47
9.9			11.52	12.52	1.52		2.52	3.53		4.38		5.46
10.0			A.M.	P.M.	P.M.		P.M.	P.M.		P.M.		P.M.
10.1						2.17			3.58		5.17	
10.3												
10.9						2.15			s3.56		s5.15	
11.4						2.13			s3.54		s5.13	
12.0												
12.0							2.11		s3.52		s5.11	
12.9							2.08		s3.49		s5.08	
15.7	RFWTY Yd					2.04			s3.45		s5.04	
15.9												
17.2							2.01		s3.42		s5.01	
18.4									s3.39		s4.59	
20.4							1.58		s3.35		s4.55	
23.5							1.50		s3.31		s4.51	
29.6		S4400					1.43		s3.24		s4.44	
34.0							1.37		s3.18		s4.38	
38.9												
39.2												
40.2												
40.2	RFWT Yd	S4800					1.30		3.10		4.30	P.M.

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

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 LINE EASTWARD

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

GO..CHICAGO .....\*TO.  
1.1  
.....IC Crossing.....  
5.6  
.....ENGLEWOOD.....  
0.0  
.....PRR Crossing.....  
0.5  
.....HAMILTON PARK.....  
0.8  
.....AUBURN PARK.....  
1.2  
.....GRESHAM.....  
0.1  
.....GRESHAM JCT.....  
0.1  
.....SO. CHICAGO LINE JCT.....  
0.1  
.....CR&P Crossing.....  
0.2  
.....SO. CHICAGO LINE JCT.....  
0.6  
.....LONGWOOD MANOR-95th St.....  
0.5  
.....LONGWOOD MANOR-99th St.....  
0.6  
.....PRR Crossing.....  
0.0  
.....WASHINGTON HEIGHTS.....  
0.9  
.....GIVINS.....  
2.8  
BI..BLUE ISLAND.....\*TO.  
0.2  
.....WESTERN AVENUE JCT.....  
1.3  
.....ROBBINS.....  
1.2  
.....MIDLOTHIAN.....  
2.0  
.....OAK FOREST.....P.  
3.1  
.....TINLEY PARK.....P.  
6.1  
.....MOKENA.....P.  
4.4  
.....NEW LENOX.....P.  
4.9  
.....EJ&E Crossing.....P.  
0.3  
.....MC Crossing.....P.  
1.0  
.....GM&O & AT&SF Cr.....P.  
0.0  
J...JOLIET .....\*TO.  
40.2

Automatic Block System Two or More Tracks

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
			226	150	228	152	10	154	156	230	502	158
			Sub.	Sub.	Sub.	Sub.	P.sgr.	Sub.	Sub.	Sub.	Sub.	Sub.
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	TY											
6.7			s6.20	g6.30	s7.25		s8.20	s8.31	s8.39	s8.45	s9.07	
6.7						7.30						9.30
7.8												
8.6			s6.16	g6.26	s7.21		s8.27		s8.41	s9.03		
9.8	Y		s6.18	s6.24	s7.19	s7.24		s8.24	s8.34	s8.38	s9.00	s9.24
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.
10.0												
10.1			6.12		7.18		8.18			8.37		
10.3												
10.9			s6.10		s7.16				s8.35			
11.4			s6.08		s7.14				s8.33			
12.0							8.10					
12.0			s6.06		s7.12				s8.31			
12.9			s6.03		s7.09				s8.28			
15.7	RFWTY Yd		s5.59		s7.05		g8.05		s8.24		P.M. 8.34	
15.9									s8.21			
17.2			s5.56		s7.02				s8.18	s8.29		
18.4			s5.53		s6.59				s8.15	s8.26		
20.4			s5.49		s6.55		7.59		s8.11	s8.22		
23.5			s5.45		s6.51		7.55		s8.04	s8.15		
29.6		S4400	s5.39		s6.44		7.48		s7.58	s8.08		
34.0			s5.33		s6.38		7.43					
38.9												
39.2												
40.2												
40.2	RFWT Yd	S4800	5.25 P.M.		6.30 P.M.		g7.34 P.M.		7.50 P.M.	8.00 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. 150 stop at Auburn Park and Englewood on Sundays and Holidays
- (g) No. 10 Joliet and Blue Island discharge from scheduled stop points

MAIN LINE EASTWARD

SUBDIVISION 1  
STATIONS  
TIME TABLE NO. 5  
March 2, 1969

FIRST CLASS

GO..CHICAGO .....\*TO.  
1.1  
.....IC Crossing.....  
5.6  
.....ENGLEWOOD.....  
0.0  
.....PRR Crossing.....  
0.5  
.....HAMILTON PARK.....  
0.8  
.....AUBURN PARK.....  
1.2  
.....GRESHAM.....  
0.1  
.....GRESHAM JCT.....  
0.1  
.....SO. CHICAGO LINE JCT.....  
0.1  
.....CR&P Crossing.....  
0.2  
.....SO. CHICAGO LINE JCT.....  
0.6  
.....LONGWOOD MANOR-95th St.....  
0.5  
.....LONGWOOD MANOR-99th St.....  
0.6  
.....PRR Crossing.....  
0.0  
.....WASHINGTON HEIGHTS.....  
0.9  
.....GIVINS.....  
2.8  
BI..BLUE ISLAND.....\*TO.  
0.2  
.....WESTERN AVENUE JCT.....  
1.3  
.....ROBBINS.....  
1.2  
.....MIDLOTHIAN.....  
2.0  
.....OAK FOREST.....P.  
3.1  
.....TINLEY PARK.....P.  
6.1  
.....MOKENA.....P.  
4.4  
.....NEW LENOX.....P.  
4.9  
.....EJ&E Crossing.....P.  
0.3  
.....MC Crossing.....P.  
1.0  
.....GM&O & AT&SF Cr.....P.  
0.0  
J...JOLIET .....\*TO.  
40.2

Automatic Block System Two or More Tracks

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS				
			160	232	162	234	164
			Sub.	Sub.	Sub.	Sub.	Sub.
0	RW		P.M. s10.00	P.M. s10.35	P.M. s11.40	P.M. s11.50	P.M. s11.59
1.1	TY						
6.7					s11.25	s11.33	s11.44
6.7			9.45	10.18			
7.8							
8.6					s11.21		
9.8	Y		s9.39	s10.12	s11.19	s11.28	s11.38
9.9			9.38 P.M.		11.18 P.M.		11.37 P.M.
10.0							
10.1				10.11		11.27	
10.3							
10.9				s10.09			
11.4				s10.07			
12.0							
12.0				s10.05		s11.23	
12.9							
15.7	RFWTY Yd			s10.00		s11.18	
15.9							
17.2						11.15	
18.4				s9.55		s11.13	
20.4				s9.51		s11.09	
23.5				s9.46		s11.05	
29.6		S4400		s9.39		s10.59	
34.0				s9.33		s10.53	
38.9							
39.2							
40.2							
40.2	RFWT Yd	S4800		9.25 P.M.		10.45 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.

**SPEED RESTRICTIONS**

	Psg.	Freight
<b>SUBDIVISION 1</b>		
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 descending 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 below).....	60	40
MP 38 Pole 48 EJ&E crossing.....	50	40
MP 39 Pole 10 MC Interlocking.....	40	30
MP 40 Pole 6 to MP 40 Pole 47.....	25	15
MP 40 Pole 47 to MP 42 Pole 2.....	60	50
<b>SUBDIVISION 1-A</b>		
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 Street.....	10	10
<b>SUBDIVISION 1-B</b>		
Through Interlocking Gresham.....	15	15

**SPECIAL INSTRUCTIONS**

	Station Numbers
<b>SUBDIVISION 1</b>	
Chicago Depot.....	02001
Chicago 12th Street.....	02003
Englewood.....	02007
Auburn Park-Gresham.....	02009
Gresham.....	02010
Chicago-Burr Oak.....	02015
Midlothian.....	02018
Oak Forest.....	02020
Tinley Park.....	02024
Mokena.....	02030
New Lenox.....	02034
Joliet.....	03040
<b>SUBDIVISION 1B</b>	
South Chicago.....	01005

@Indicates 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).

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

Rule 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 at:  
 Chicago Stationmaster Office South Chicago Yard Office  
 12th Street Yard Office Blue Island—Engine House  
 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  
 Joliet Union Station

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 SPEED.

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**

To C&E \_\_\_\_\_

Run against the current of traffic on \_\_\_\_\_ Track

From \_\_\_\_\_ To \_\_\_\_\_

Time \_\_\_\_\_ AM \_\_\_\_\_ PM

\_\_\_\_\_ Train Controller or Towerman

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&WI 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.

Eastward main track between Vermont St. and Prairie St. Blue Island Subdivision 1A, 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 at Restricted Speed.

Trains and engines must not pass a train 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 MP 41.1 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. Div.	Location	Crossing	Remarks	Operated By	Normal Position Gates AGAINST	Light Arrangement For	
						Stop	Proceed
I-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 Commercial Avenue (Westward, main track)	Belt Ry	Hand Signal	Train Director			
I-B	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	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 flat 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)
- Track No. 319 (Wells St. Freight House)



**SUBURBAN BRANCH EASTWARD**

Station Numbers	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969	M. P. from Chicago	FIRST CLASS												
			104	106	108	110	112	114	116	118	120	122	124	126	128
			Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub.
.....	GRESHAM JCT. ....	9.9	A.M. 5.48	A.M. 5.40	A.M. 7.15	A.M. 7.18	A.M. 7.26	A.M. 7.36	A.M. 7.42	A.M. 7.43	A.M. 7.48	A.M. 7.57	A.M. 8.04	A.M. 8.09	A.M. 8.20
.....	BRAINARD JCT. ....	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
X1	BRAINERD. ....	10.6	5.46	6.38	7.18	7.16	7.24	7.36	7.40	7.41	7.46	7.55	8.02	8.07	8.18
.....	BEVERLY JCT. ....	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	8.16
.....	PRR Crossing .....	11.3													
X1-a	BEVERLY HILLS-91st St. ....	11.3	5.44	6.35	7.10	7.13	7.22	7.33	7.38	7.39	7.44	7.53	8.00	8.05	8.15
X2	BEVERLY HILLS-95th St. ....	11.7	5.42	6.33	7.08		7.20	7.31	7.36	7.37	7.42	7.51	7.58	8.03	8.13
X2-a	BEVERLY HILLS-99th St. ....	12.3	5.40	6.31	7.06		7.18	7.29	7.34	7.35	7.40	7.49	7.56	8.01	8.11
X3	BEVERLY HILLS-103rd St. ....	12.8	5.38	6.29	7.03		7.16	7.27	7.32	7.33	7.38	7.47	7.54	8.00	8.09
X3-a	BEVERLY HILLS-107th St. ....	13.3	5.36	6.27	7.01		7.14	7.25	7.30	7.32	7.36	7.45	7.53	8.00	8.07
02014	MORGAN PARK-111th St. ....	13.8	5.35	6.25	6.59	7.07	7.13	7.23	7.28	7.30	7.34	7.43	7.51	8.00	8.05
X4-a	MORGAN PARK-115th St. ....	14.3	5.33	6.23	6.57		7.11	7.21	7.26	7.28	7.32	7.41	7.49	7.55	8.03
.....	BLUE ISLAND-119th St. ....	14.8	5.31	6.21	6.55	7.04	7.09		7.24	7.26	7.30	7.39	7.47	7.51	8.01
.....	BLUE ISLAND-123rd St. ....	15.2	5.29	6.19	6.53		7.08		7.22	7.25	7.28	7.37	7.46	7.49	8.00
X5	BLUE ISLAND-Prairie St. ....	15.8	5.28	6.17	6.51	7.01	7.06	7.17	7.20	7.23	7.26	7.35	7.44	7.47	7.58
02016	BLUE ISLAND-Vermont St. ....	16.4	5.26	6.15	A.M.	6.55	7.04	A.M.	7.18	7.21	A.M.		7.42	7.45	7.56
.....	WESTERN AVE. JCT. ....	16.6	A.M.	A.M.									A.M.	A.M.	

Station Numbers	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969	M. P. from Chicago	FIRST CLASS												
			130	710	132	134	136	138	140	142	144	706	146	608	148
			Sub.	B&O 10	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	B&O 6	Sub.	C&O 8
.....	GRESHAM JCT. ....	9.9	A.M. 8.50		A.M. 9.53	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. 4.38		P.M. 5.46
.....	BRAINERD JCT. ....	10.4	8.49	9.39	9.52	10.32	11.51	12.51	1.51	2.51	3.52	4.05	4.37	5.42	5.45
X1	BRAINERD. ....	10.6	8.48		9.51	10.31	11.50	12.50	1.50	2.50	3.51		4.36		5.44
.....	BEVERLY JCT. ....	11.0	8.47	9.38	9.50	10.30	11.49	12.49	1.49	2.49	3.50	4.04	4.35	5.40	5.43
.....	PRR Crossing .....	11.3										P.M.			
X1-a	BEVERLY HILLS-91st St. ....	11.3	8.46		9.49	10.29	11.48	12.48	1.48	2.48	3.49		4.34		5.42
X2	BEVERLY HILLS-95th St. ....	11.7	8.44		9.47	10.27	11.46	12.46	1.46	2.46	3.47		4.32		5.40
X2-a	BEVERLY HILLS-99th St. ....	12.3	8.42		9.45	10.25	11.44	12.44	1.44	2.44	3.45		4.30		5.38
X3	BEVERLY HILLS-103rd St. ....	12.8	8.40		9.43	10.23	11.42	12.42	1.42	2.42	3.43		4.28		5.36
X3-a	BEVERLY HILLS-107th St. ....	13.3	8.38		9.41	10.21	11.40	12.40	1.40	2.40	3.41		4.26		5.34
02014	MORGAN PARK-111th St. ....	13.8	8.36		9.39	10.19	11.39	12.39	1.39	2.39	3.39		4.24		5.32
X4-a	MORGAN PARK-115th St. ....	14.3	8.34		9.37	10.17	11.37	12.37	1.37	2.37	3.37		4.22		5.30
.....	BLUE ISLAND-119th St. ....	14.8	8.32		9.35	10.15	11.35	12.35	1.35	2.35	3.35		4.20		5.28
.....	BLUE ISLAND-123rd St. ....	15.2	8.31		9.34	10.14	11.34	12.34	1.34	2.34	3.34		4.19		5.27
X5	BLUE ISLAND-Prairie St. ....	15.8	8.29		9.32	10.12	11.32	12.32	1.32	2.32	3.32		4.17		5.25
02016	BLUE ISLAND-Vermont St. ....	16.4	8.27		9.30	10.10	11.30	12.30	1.30	2.30	3.30		4.15		5.23
.....	WESTERN AVE. JCT. ....	16.6	A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			P.M.		P.M.

MAXIMUM SPEED: Passenger Trains 35 MPH  
Freight Trains 20 MPH  
See Page 12 for Speed Restrictions and Special Instructions

**SUBURBAN BRANCH WESTWARD**

Station Numbers	SUBDIVISION 1-A STATIONS TIME TABLE NO. 5 March 2, 1969	M. P. from Chicago	FIRST CLASS															
			151	153	155	157												
			Sub.	Sub.	Sub.	Sub.												
.....	GRESHAM JCT. ....	9.9	P.M. 8.33	P.M. 9.30	P.M. 10.42	P.M. 11.34												
.....	BRAINARD JCT. ....	10.4	8.34	9.31	10.43	11.35												
X1	BRAINERD. ....	10.6	8.35	9.32	10.44	11.36												
.....	BEVERLY JCT. ....	11.0	8.36	9.33	10.45	11.37												
.....	PRR Crossing .....	11.3																
X1-a	BEVERLY HILLS-91st St. ....	11.3	8.37	9.34	10.46	11.38												
X2	BEVERLY HILLS-95th St. ....	11.7	8.40	9.37	10.49	11.41												
X2-a	BEVERLY HILLS-99th St. ....	12.3	8.42	9.39	10.51	11.43												
X3	BEVERLY HILLS-103rd St. ....	12.8	8.44	9.41	10.53	11.45												
X3-a	BEVERLY HILLS-107th St. ....	13.3	8.46	9.43	10.55	11.47												
02014	MORGAN PARK-111th St. ....	13.8	8.48	9.45	10.57	11.49												
X4-a	MORGAN PARK-115th St. ....	14.3	8.50	9.47	10.59	11.51												
.....	BLUE ISLAND-119th St. ....	14.8	8.52	9.49	11.01	11.53												
.....	BLUE ISLAND-123rd St. ....	15.2	8.54	9.51	11.03	11.55												
X5	BLUE ISLAND-Prairie St. ....	15.8	8.56	9.53	11.05	11.57												
02016	BLUE ISLAND-Vermont St. ....	16.4	8.58	9.56	11.07	11.59												
.....	WESTERN AVE. JCT. ....	16.6	P.M.	P.M.	P.M.	P.M.												

MAXIMUM SPEED: Passenger Trains 35 MPH  
Freight Trains 20 MPH

See Page 12 for Speed Restrictions and Special Instructions





**SPEED RESTRICTIONS**

	Psgr.	Freight
<b>SUBDIVISION 2</b>		
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 (Except as shown below)	60	50
MP 84 Pole 50 CB&Q Crossing	50	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 (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 Kelly Yard from MP 174 Pole 30 to MP 174 Pole 38	15	15

**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 trains except No. 1 and No. 2.

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	Morris
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	Depue
South Chicago Yard Office	Kelly Yard—Engine House
Blue Island—Engine House	Yard Office
In-freight Yard Office	Rock Island—Register Room
Out-freight Yard Office	Yard Office
Passenger Station	

Standard clocks are located at:

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

White classification signals will not be displayed on Extra Trains Sub-division 2.

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 flip the switch to move from side track to Westward main track.

Train Controller will code in leaving signal to permit move from side track. 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 yellow 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 hump-master, 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-tender with yellow light or yellow flag.

**WESTWARD**

**BUREAU - PEORIA MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS		Car Capacity of Other Tracks	Footage Capacity of Sidings	M. P. from Chicago	SUBDIVISION 3 STATIONS TIME TABLE NO. 5 March 2, 1969	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
45	47		11							12	50	46	
Freight	Freight		Psg.							Daily	Daily	Daily	Except Sun.
Daily	Except Sun.	Daily	Daily										
A.M. 1.01	A.M. 12.01		P.M. 8.30	Yard	3900	114.2	AU	.....	.....	A.M. 7.31		P.M. 10.25	P.M. 10.55
1.15	12.15		8.38	7	.....	122.1		.....	.....	7.23		10.15	10.41
				82	.....	126.5		.....	.....				
1.23	12.23		8.44	30	4400	127.7	HN	.....	.....	g7.18		10.07	10.33
1.31	12.31		8.50	15		134.7		.....	.....	7.11		9.58	10.23
1.40	12.40		8.58	75	3700	142.6	HA	.....	.....	g7.08		9.48	10.13
1.45	12.45		9.00	...	5200	144.1		.....	.....	7.00		9.43	10.08
			9.07	23		151.1		.....	.....	6.54			
1.57	12.57		9.11	5	5000	155.0		.....	.....	6.51		9.32	9.55
2.05	1.05		9.25	Yard		160.0	BY	.....	.....	6.45		9.25	9.45
A.M.	A.M.		P.M.					.....	.....	A.M.		P.M.	P.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:**

MP 114 Pole 5 to MP 115	40	40
MP 126 Pole 39 to MP 127 Pole 35	40	40
MP 156 Pole 15 to MP 157 Pole 30	50	40
MP 157 Pole 30 to MP 160 Pole 0	30	15

First Class Trains run at restricted speed MP 159 to MP 160.  
(g) No. 12 Chillicothe 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.

WESTWARD				TOULON BRANCH				EASTWARD			
				SUBDIVISION 3-A STATIONS TIME TABLE NO. 5 March 2, 1969							
Signs	Station Numbers			M.P. from Peoria	Footage Capacity of Sidings	Car Capacity of Other Tracks					
	05037		.....	36.3	.....	25					
R Yd	05042	F	.....	41.9	.....	100					
Yd	05048	V	.....	48.1	1000	30					
			.....	48.7	.....	....					
			.....	48.9	.....	....					
	05052		.....	52.1	.....	20					
	05057		.....	57.8	.....	E15					
	05061	CA	.....	61.5	1300	58					
	05067	RD	.....	67.5	.....	w12					
	05072		.....	72.4	.....	12					
R			.....	73.7	.....	....					
R	08170		.....	82.3	.....	....					

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

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.

WESTWARD				MAIN LINE				EASTWARD			
FIRST CLASS				SUBDIVISION 14 STATIONS TIME TABLE NO. 5 March 2, 1969				FIRST CLASS			
5	7	1		2	6	10					
Psg.	Psg.	TOFC Mail Mixed	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Chicago	Signs	TOFC Mail Mixed Daily	Psg. Daily	Psg. Daily	
P.M. 8.40	P.M. 12.55	A.M. 1.10	.....	Yard	05173	173.7	RFWY Yd	A.M. 5.00	A.M. 6.56	P.M. 5.21	
9.00 P.M.	1.15 1.25	1.35 1.45	.....	Yard	05181	181.1	RFW TYd	5.50 5.45	6.45 A.M.	5.10 5.00	
	1.31 1.52		.....	Yard	05183	181.3					
	1.33 1.55		.....	Yard	05184	182.8	Yd	5.32		4.28	
	P.M. A.M.		.....	Yard	05185	183.7	Yd	5.30 A.M.		4.26 P.M.	
			.....	Yard	05187	184.9	RYd				
			.....	Yard	06187	185.5	RYd				
			.....		225	190.9	Yd				
			.....	W10	06192	192.0	Yd				
			.....		06197	198.0					
			.....		06203	203.8					
			.....	Yard	06210	208.8					
			.....		06212	211.3	WYd				
			.....		06217	211.6	RYd				
			.....	20	06217	216.6					
			.....		06224	223.4					
			.....		06230	229.7					
			.....	65	06231	230.8	WY				
			.....		06236	236.2					
			.....	15	06241	240.9					
			.....	3	06245	244.7					
			.....		06261	245.4					
			.....	15	06261	261.4					
			.....	W10	06264	263.7					
			.....		06273	272.5					
			.....		06275	274.6					
			.....	60	06275	275.1	W				
			.....	15	06280	280.2					
			.....	46	07292	290.7	RYd				
			.....	Yard	07292	291.5	RFWYd				

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.

Dispatchers Phones located at:			
MP 213 Pole 34	MP 220 Pole 11	MP 253 Pole 38	MP 268 Pole 22
MP 215 Pole 7	MP 248 Pole 9	MP 254	MP 273 Pole 21
			MP 273 Pole 33
			MP 288 Pole 32

See Page 24 for Speed Restrictions and additional Special Instructions.

**SPEED RESTRICTIONS**

	Pgr.	Freight
SUBDIVISION 14		
MP 169 Pole 46 to MP 178 Pole 12 (except as shown below)	50	30
MP 171 Pole 32 Crossover Switch North track Eng 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&Q Crossing	20	20
MP 182 Pole 0 to MP 185 Pole 3	15	15
MP 199 Pole 35 to MP 200 Pole 3		45
MP 201 Pole 39 to MP 209 Pole 16		50
MP 209 Pole 16 to MP 212 Pole 0 (Except as shown below)		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		55
MP 290 Pole 31 to MP 291 Pole 20 (Engine only)		20

**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&Q 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.  
 CMSIP&P trains operating between West Davenport and Culver are authorized to use a day marker, green on both sides, between sunrise and sunset, when weather conditions afford good visibility.  
 West Davenport, the lower eastward arm on train order signal governs only the movement of CMSIP&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**

	Pgr.	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	—
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.  
 Iowa 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  
 General Order Books or Boards are located at:  
 Kelly Yard —Yard Office  
     Engine House  
 Rock Island—Register Room  
 Iowa City  
 Newton  
 Short Line Junction—Yard Office  
     Engine House  
 Des Moines—Passenger Station  
 Standard Clocks are located at:  
 Kelly Yard —Yard Office  
     Engine House  
 Rock Island—Register Room  
 West Liberty  
 Iowa City—Passenger Station  
 Short Line Junction—Yard Office  
     Engine House  
 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	Normal Position of Gates Against	Light Arrangement For Stop Proceed
MP 181 Pole 8	CB&Q	Controlled Signal	Switch-tender		
MP 356 Pole 9	DMU-CNW-FIDDM&S				

Westward		Clinton Branch (Information Only)						Eastward		
SECOND CLASS		Car Capacity of Other Tracks	Footage Capacity of Sidings	Station Numbers	SUBDIVISION 14-A STATIONS		M.P. from Silvis	Signs	SECOND CLASS	
109					TIME TABLE NO. 5				110	
Daily Ex. Sun.		March 2, 1969		P.M. 11.00		P.M. 10.15		Daily Ex. Sun.		
	P.M. 11.00	.....	.....	05035	CN.....CLINTON.....	TO	46.5	RFW Yd		
	1.00 A.M.	.....	.....	05185	WN.....WEST DAVENPORT ..	TO	11.2	R Yd	9.00 P.M.	
					85.3					
					35.3					
Trains between West Davenport and Clinton will be governed by DRI&NW Railway Timetable and Operating Rules.										
Westward		Washington Branch						Eastward		
SECOND CLASS		Car Capacity of Other Tracks	Footage Capacity of Sidings	Station Numbers	SUBDIVISION 14-B STATIONS		M.P. from Chicago	Signs	SECOND CLASS	
109					TIME TABLE NO. 5				110	
Daily Ex. Sun.		March 2, 1969		P.M. 11.00		P.M. 10.15		Daily Ex. Sun.		
	P.M. 11.00	.....	.....	06241	.....AINSWORTH.....	P	240.9	Yd		
	1.00 A.M.	.....	.....	06007	WA.....WASHINGTON.....	TO	248.2	RFWY Yd		
					0.5					
					7.3					
					6.9					
					6.9					
					7.3					
					22					
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.										



Westward				Montezuma Branch				Eastward					
				SUBDIVISION 4-A STATIONS TIME TABLE NO. 5 March 2, 1969									
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Iowa City	Signs					
				.....	210	40053	IC.....IOWA CITY.....*TO	0.0	HFVY Yd				
				.....	31	40007	.....HILLS.....	7.2	.....				
				.....	44	40014	.....RIVERSIDE.....	6.8	.....				
				.....	23	40021	.....KALONA.....	14.0	.....				
				.....	70	40028	.....WELLMAN.....	20.5	.....				
				.....	W24	40028	.....WELLMAN.....	27.7	Y				
				.....	W24	40036	.....KINROSS.....	35.9	.....				
				.....	W24	40042	.....SO. ENGLISH.....	41.4	.....				
				.....			.....CMS&P Crossing.....UX	45.4	.....				
				.....	E13	40046	.....WEBSTER.....	45.8	.....				
				.....	W27	40050	.....KESWICK.....	49.8	.....				
				.....	E5	40055	.....THORNBURG.....	54.9	.....				
				.....	18	40059	.....GIBSON.....	58.6	.....				
				.....	W17	40064	.....BARNES CITY.....	63.2	.....				
				.....	64	40071	.....MONTEZUMA.....	70.5	T Yd				

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 CMS&P Crossing at MP 45.4.

Westward				Main Line				Eastward					
SECOND CLASS				SUBDIVISION 9 STATIONS TIME TABLE NO. 5 March 2, 1969				SECOND CLASS					
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Burlington	Signs					
				87	23	99	52	22	94				
				Freight	CB&Q Mixed	Freight	Freight	CB&Q Mixed	Freight				
				Daily	Daily Ex. Sat. Sun.	Daily	Daily	Daily Ex. Sat. Sun.	Daily				
				.....	.....	06000	BN.....BURLINGTON.....TO	.....	R Yd				
				.....	.....	.....	.....MARKET STREET.....	0.5	.....				
				.....	.....	06001	BU.....BURLINGTON.....TO	0.5	RWT Yd				
				.....	.....	06012	.....SPERRY.....	11.6	.....				
				.....	.....	06015	K.....MEDIAPOLIS.....TO	15.2	R				
				.....	.....	.....	.....C&NW Crossing.....	22.5	.....				
				.....	.....	06023	.....MORNING SUN.....	22.8	.....				
				.....	.....	06029	.....WAPELLO.....	29.2	.....				
				.....	.....	06231	CJ.....COLUMBUS JCT....*TO	40.5	YYdW				
				.....	.....	.....	.....CRI&P Crossing.....	40.5	.....				
				.....	.....	.....	.....CMS&P Crossing.....	46.9	.....				
				.....	.....	06048	.....CONE.....	47.5	.....				
				.....	.....	06055	.....NICHOLS.....	54.7	.....				
				.....	.....	.....	.....CRI&P Crossing.....	61.4	.....				
				.....	.....	40038	W...WEST LIBERTY.....*TO	61.4	RWY Yd				
				.....	.....	52069	B...WEST BRANCH.....TO	69.6	.....				
				.....	.....	52073	.....OASIS.....P	73.2	.....				
				.....	.....	52075	.....ELMIRA.....P	74.6	.....				
				.....	.....	52082	MD.....SOLON.....TO	82.2	.....				
				.....	.....	52089	.....ELY.....P	89.0	.....				
				.....	.....	.....	.....C&NW Crossing.....	97.0	.....				
				.....	.....	52097	.....CEDAR RAPIDS.....	97.9	Yd				
				.....	.....	52097	CR.....CEDAR RAPIDS YARD.....*TO	98.1	RFWT Yd				

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.

MAXIMUM SPEED: MP 0 to MP 62 .....40 MPH  
 MP 62 to MP 98 Pole 5.....50 MPH

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

See Page 30 for Speed Restrictions and additional Special Instructions.





Westward			Postville Branch					Eastward		
			SUBDIVISION 10-A STATIONS							
			TIME TABLE NO. 5							
			March 2, 1969							
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Cedar Rapids	Signs					
			53102		Ya					
			LINN JCT.....P 19.2	8.8						
			WATERLOO R. R. Crossing...UX 0.3	17.0						
		43	RB...CENTER POINT.....TO 6.8	17.3						
		18	WALKER..... 7.2	24.1						
		15	ROWLEY..... 7.0	31.9						
		70	INDEPENDENCE..... 0.7	38.3						
			IC Crossing..... 10.3	39.0						
		15	HAZELTON..... 3.0	49.3						
			CNW Crossing..... 0.5	52.3						
	1819	50	DELWEIN..... 6.9	52.6						
		27	MAYNARD..... 8.4	59.7						
			CMSiP Crossing.....UX 5.9	68.1						
		30	WEST UNION..... 10.6	74.0						
		15	ELGIN..... 3.9	84.6						
		15	CLERMONT..... 9.2	88.5						
		8	POSTVILLE.....TO 93.9	97.7	T					

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 28 .....15 MPH  
Independence Main Street..... 5 MPH  
MP 52 Pole 27 C&NW Crossing .....15 MPH

Movement over Highway No. 52 at MP 96 Pole 5; over Iowa Highway No. 150 (Main Street) Maynard; 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, CRi&P trains must occupy approaching section, (eastward 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).

Westward			Iowa Falls Branch						Eastward		
SECOND CLASS									SECOND CLASS		
53			SUBDIVISION 14B STATIONS						54		
Freight			TIME TABLE NO. 5						Freight		
Daily Except Sun.			March 2, 1969						Daily Except Sun.		
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Cedar Rapids	Signs						
			4.40								
			5.10								
			5.55	2411	40	54036				3.27	
			6.30			54046				3.05	
			7.05			54056				2.45	
			8.30								
			A.M.		Yard	55074				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 0 .....25 MPH  
MP 47 Pole 17 to MP 47 Pole 24 .....25 MPH  
MP 60 Pole 0 C&NW Crossing.....20 MPH  
MP 87 Pole 14 C&NW Crossing .....20 MPH  
MP 96 Pole 24 to MP 97 Pole 4 .....20 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 Iowa 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 stopped 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.

- 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).
- 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.
- Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
- Use westward track only over Bridge 1822 Mississippi River at Davenport.
- Do not pass any trains or equipment on Bridge 1822, Davenport.
- Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
- Use westward track only over Bridge 3611 at Des Moines.
- Use eastward track only over Bridge 3611 at Des Moines.
- Speed must not exceed \_\_\_\_\_ MPH at (or between) \_\_\_\_\_.
- 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 \_\_\_\_\_ in width and \_\_\_\_\_ in height. Be governed by Rule 110(a) Items 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 already 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:

	Loaded	
	85 Ft. & Longer Cars	
No. 20.....	40	35
No. 15.....	25	20
Others.....	10	

MPH

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

**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	
Subdivision 2	MP 17 Pole 14	
	MP 17 Pole 17	
	MP 20 Pole 32	
	MP 29 Pole 37	
Subdivision 3	MP 39 Pole 8	
	MP 39 Pole 16	
	MP 171 Pole 2 Crossover	
	MP 171 Pole 4	
Subdivision 4	MP 172 Pole 31	
	MP 172 Pole 32	
	MP 174 Pole 19	
Subdivision 14	MP 159 Pole 10	
	MP 236 Pole 36	
	MP 335 Pole 33	
Subdivision 14	MP 346 Pole 32 End of two main tracks	
	MP 211 Pole 25 Westward main track	
	MP 211 Pole 26 End of two main tracks	
	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	

**SPEED RESTRICTIONS—continued**

**Subdivision 14—Continued**

MP 262 Pole 14
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 Pole 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
Subdivision 4	MP 172 Pole 26 Crossover
	MP 174 Pole 27 Crossover
	MP 221 Pole 6 End of two main tracks

MP 221 Pole 13
MP 222 Pole 38
MP 234 Pole 20 1/2

**MAXIMUM ENGINE SPEEDS**

	MPH
402-403, 409, 603-612, 625-626, 628, 630-639, 641-646,	95
648-650, 652-655, 750-751.....	90
353, 373, 382-396.....	83
208, 223, 228-230, 234, 238, 243-281, 285-299, 417-421, 424.....	80
485-489, 491, 495-499.....	80
300-305, 307-309, 311-333, 340-352, 354-372, 374-381.....	77
10, 12-23, 29, 30, 34, 35, 42-49, 100-127, 200-207, 209-211,	
213-220, 222, 224-227, 235-237, 240-242, 404-406, 408,	
410-411, 415-416, 422-423, 430-441, 450-475, 615, 617,	
675-677, 920-936, 940-949, 1200-1353.....	70
765-779, 795-797, 811-840.....	65
529-546, 1001, 1005, 1008, 1014-1015.....	45
550-559, 561, 563, 900-915.....	40

Psg. 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
Railroad crossing not protected by interlocking except where higher speed authorized in this rule.....		10
Engines running forward light, or with only one car (except suburban service).....		Engines only
Road (freight or passenger) diesels, other than road 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.....		Engines only
Trains Handling Scale Test Car RI 95384.....		40
Scale test cars moving in trains will be handled next ahead of caboose.....		30
Short Wheel base ore hoppers.....		25
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....		25

**SPEED RESTRICTIONS—continued**

Psg. Freight

Pile Driver 95231, 95232 and Crane 95260		
Main Line.....		35
Branch Line (Except as shown below).....		25
Subdivision 1B.....		30
Subdivisions 3A, 14B.....		20
Subdivisions 1A, 10A Bridge 818.....		15
Subdivision 4A must not be handled unless authorized by officers.....		
These machines must not be handled over bridges on 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 unless 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 trailing 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
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 passenger 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 conventional 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.....	12 inches

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.

2. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 3. f—Flag stop to receive or discharge traffic.
- g—Conditional stop for revenue passengers only.
- s—Regular Stop

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
- 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 automatic crossing signal.

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 or drawbridges.

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 switches.

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 frequent 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 inspection point.

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 sunset 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.
- 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

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 Extra, etc.

Line-up will not contain information as to train and engine movements made exclusively by 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 figures:

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 to exceed nine hours.

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).

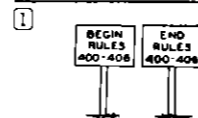
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers 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 mistakes.

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.

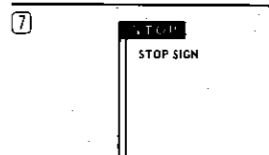
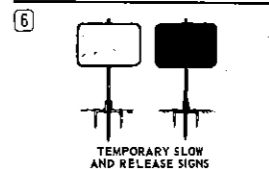
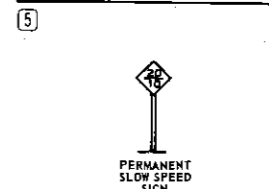
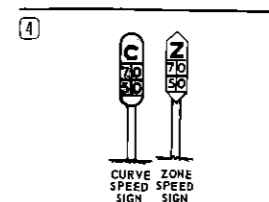
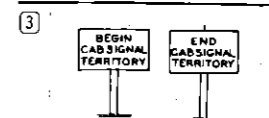
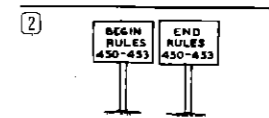
When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

Rule 21



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

Rule 21—Continued



2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

3. Indicates location of beginning and end of cab signal territory.

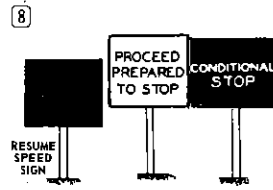
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance 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 sub-divisions 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).

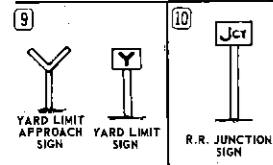
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g).

7. Indicates point where stop 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.

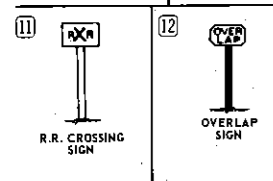
Rule 21—Continued



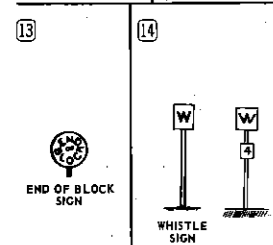
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign. "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed"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

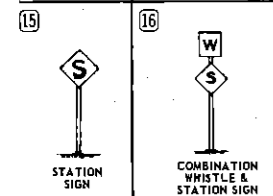


10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.  
11. R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.  
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

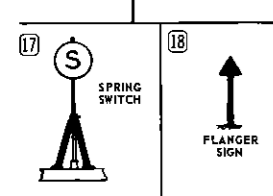


13. End of block sign indicates the point where block signal section ends.  
14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:  
40 MPH or less.....1320 Ft.  
40-60 MPH.....2000 Ft.  
60-80 MPH.....2600 Ft.  
80-90 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.

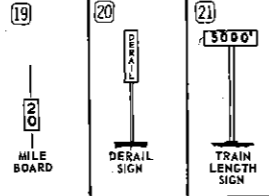


15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where max. freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

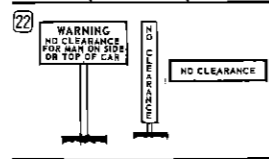


16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.  
17. Indicates location of spring switches.  
18. Flanger sign indicates location where flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

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 speed 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# for each foot that the car is shorter than the specified length.

TABLE I

Subdivision	From	To	Maximum 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:

Subdivision	Description	Maximum 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	Restrictions
2	Seneca	Langham	No Restrictions
3 P.T. Co.	Peoria	Pekin	No Restrictions

Restrictions: 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	Restrictions
9-10	Burlington	Manly	No Restrictions

Restrictions: 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.

Table II—Continued

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

From West Liberty to Manly gross weight without restrictions 263,000#.

Subdivision	From	To	Restrictions
10B	Vinton	Iowa Falls	No Restrictions

Bridge No.	Town	Speed
333	Garrison	10 MPH
552	Reinbeck	20 MPH

Subdivision	From	To	Restrictions
14B	Ainsworth	Washington	No Restrictions

CAB SIGNALS

Cab signal territory 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 this territory.

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

- Eastward—  
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 track, Davenport. Enginemen on all equipped engines, both passenger and freight, must cut in cab signal apparatus approximately 2 minutes before reaching this test 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-

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.  
Ottawa—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
Morris.....	MP 61.7	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.