

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. 7

EFFECTIVE AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, JUNE 25, 1972

M. R. EWING
Superintendent

F. J. GARNER
Asst. Gen. Manager

C. R. HURT
Asst. Gen. Manager

W. C. HOENIG
General Manager

This Time Table for the exclusive use
and guidance of Employees

MAIN LINE WESTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

FIRST CLASS

		Miles From Chicago	Signs												
				501	211	101	503	505	213	103	507	509	105	107	
				Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	
0	RW BC			A.M. 12.30	A.M. 6.50	A.M. 8.05	A.M. 8.05	A.M. 8.30	A.M. 8.45	A.M. 9.40	A.M. 11.10	A.M. 11.30	P.M. 12.10	P.M. 12.20	
1.1	TY														
6.7				12.42	7.02	8.17	8.17	8.42	8.57	9.52	11.22	11.42	12.22	12.32	
9.8	Y				s7.07					s9.56					
9.9				12.47 A.M.		8.22 A.M.	8.22 A.M.	8.47 A.M.		9.57 A.M.	11.27 A.M.	11.47 A.M.	12.27 P.M.	12.37 P.M.	
10.1					7.08				9.02						
10.9					s7.10				s9.04						
11.4					s7.12				s9.06						
12.0															
12.0					s7.14				s9.08						
12.9					s7.17										
15.7	RFWTY Yd BC				s7.21				s9.13						
15.9				A.M. 1.13			A.M. 8.48	A.M. 9.13		A.M. 11.53	P.M. 12.12				
17.2				s1.16	s7.24		s8.51			s11.56	s12.14				
18.4				s1.19	s7.27		s8.54	s9.18	s9.18	s11.59 A.M.	s12.17				
20.4				s1.23	s7.31		s8.58	s9.22	s9.22	s12.03 P.M.	s12.21				
23.5				s1.28	s7.36		s9.03	s9.27	s9.27	s12.08	s12.26				
29.6				s1.35	s7.43		s9.10	s9.34	s9.34	s12.15	s12.33				
34.0				s1.41	s7.49		s9.16	s9.40	s9.40	s12.21	s12.39				
38.9															
39.2															
40.2															
40.2	RFWT Yd BC			s1.55 A.M.	s8.00 A.M.		s9.30 A.M.	s9.55 A.M.	s9.55 A.M.	s12.34 P.M.	s12.50 P.M.				

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

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:
 Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 mph
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 No. 211 Does not stop at Gresham Saturdays.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:
 Leave Chicago Arrive Blue Island
 6.15 A.M. 6.40 A.M.
 7.07 A.M. 7.40 A.M.
 7.25 A.M. 7.55 A.M.
 7.45 A.M. 8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

See page 10 for Speed Restrictions and additional Special Instructions.

MAIN LINE WESTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

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

FIRST CLASS

STATIONS	Miles From Chicago	Signs											
			109	511	215	111	513	113	217	115	219	117	301
			Sub. Exp.	Sub.	Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.
			Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sat. Only	Daily Except Sun. & *Holidays	Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Except Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	
GO..CHICAGO .....*(TO(N))	0	RW BC	P.M. 1.05	P.M. 1.15	P.M. 1.20	P.M. 2.05	P.M. 3.05	P.M. 3.05	P.M. 3.30	P.M. 4.08	P.M. 4.35	P.M. 4.40	P.M. 4.50
.....1.1 IC Crossing.....*	1.1	TY											
.....5.6 ENGLEWOOD.....	6.7								s3.42		s4.48		
.....0.0 PC Crossing.....	6.7		1.17	1.27	1.32	2.18	3.17	3.18		4.21		4.53	5.01
.....1.1 HAMILTON PARK.....	7.8												s5.04
.....0.8 AUBURN PARK.....	8.6								s3.46	s4.25		s4.57	
.....1.2 GRESHAM.....	9.8	Y		s1.31	s1.36	s2.22		s3.23	s3.49	s4.28		s5.00	s5.08
.....0.1 GRESHAM JCT.....	9.9		1.22 P.M.	1.32 P.M.		2.23 P.M.	3.22 P.M.	3.24 P.M.		4.29 P.M.		5.01 P.M.	
.....0.1 SO. CHICAGO LINE JCT.....	10.0												
.....0.1 CRI&P Crossing.....	10.1				1.37				3.50		4.54		5.09
.....0.2 SO. CHICAGO LINE JCT.....	10.3												
.....0.5 LONGWOOD MANOR-95th St.....	10.9				s1.39				s3.52		s4.56		s5.11
.....0.6 LONGWOOD MANOR-99th St.....	11.4				s1.41				s3.54		s4.58		s5.13
.....0.0 PC Crossing.....	12.0												
.....0.9 WASHINGTON HEIGHTS.....	12.0				s1.43				s3.56		s5.00		s5.15
.....2.8 GIVINS.....	12.9				s1.46				s3.59		s5.02		s5.18
.....0.2 BI..BLUE ISLAND.....*(TO(N))	15.7	RFWTY Yd BC			s1.50				s4.03		s5.06		s5.22 P.M.
.....1.3 WESTERN AVENUE JCT.....	15.9			P.M. 1.59			P.M. 3.47						
.....1.2 ROBBINS.....	17.2			s2.02	s1.53		s3.49		s4.06				
.....2.0 MIDLOTHIAN.....	18.4			s2.05	s1.56		s3.52		s4.09		s5.11		
.....3.1 OAK FOREST.....P.	20.4			s2.09	s2.00		s3.56		s4.13		s5.16		
.....6.1 TINLEY PARK.....P.	23.5			s2.14	s2.05		s4.01		s4.18		s5.21		
.....4.4 MOKENA.....P.	29.6			s2.21	s2.12		s4.08		s4.25		s5.28		
.....4.9 NEW LENOX.....P.	34.0			s2.27	s2.18		s4.14		s4.31		s5.34		
.....0.3 EJ&E Crossing.....P.	38.9												
.....1.0 MC Crossing.....P.	39.2												
.....0.0 GM&O & AT&SF Cr.....P.	40.2												
.....40.2 J...JOLIET.....*(TO(N))	40.2	RFWT Yd BC		s2.40 P.M.	s2.30 P.M.		s4.27 P.M.		s4.45 P.M.		s5.47 P.M.		

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:

Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH

No. 115 Does not stop at Auburn Park Saturdays
 (g) No. 219 stops at Givins Saturdays only.
 No. 219 Does not stop at Englewood Saturdays.

See page 10 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:

Leave Chicago	Arrive Blue Island
6.15 A.M.	6.40 A.M.
7.07 A.M.	7.40 A.M.
7.25 A.M.	7.55 A.M.
7.45 A.M.	8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

MAIN LINE WESTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

FIRST CLASS

		Miles From Chicago	Signs	FIRST CLASS											
				119	121	123	125	221	223	127	303	129	5	225	
				Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub.	Psgr.	Sub.	
				Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays			
GO..CHICAGO .....*TO(N)	0	RWBC		P.M. 4.55	P.M. 5.02	P.M. 5.05	P.M. 5.08	P.M. 5.11	P.M. 5.16	P.M. 5.18	P.M. 5.20	P.M. 5.28	P.M. 5.35	P.M. 5.40	
1.1	1.1	TY													
..... IC Crossing*	6.7										s5.32		s5.48	s5.53	
..... ENGLEWOOD	6.7			5.08	5.15	5.17	5.21	5.23	5.28	5.31		5.41			
..... PC Crossing	6.7														
..... HAMILTON PARK	7.8										s5.35				
..... AUBURN PARK	8.6											s5.45			
..... GRESHAM	9.8	Y			s5.20	s5.21					s5.39			s5.58	
..... GRESHAM JCT	9.9			5.13	5.21	5.22	5.26		5.36			5.48			
..... SO. CHICAGO LINE JCT	10.0			P.M.	P.M.	P.M.	P.M.					P.M.			
..... CRI&P Crossing	10.1							5.27	5.32		5.40		5.53	5.59	
..... SO. CHICAGO LINE JCT	10.3														
..... LONGWOOD MANOR-95th St.	10.9										s5.42			s6.01	
..... LONGWOOD MANOR-99th St.	11.4										s5.44			s6.03	
..... PC Crossing	12.0							5.29	5.35				5.56		
..... WASHINGTON HEIGHTS	12.0										s5.46			s6.05	
..... GIVINS	12.9										s5.49			s6.08	
..... BI..BLUE ISLAND.....*TO(N)	15.7	RFWTY Yd BC						5.34	5.40		s5.53		s6.02	s6.12	
..... WESTERN AVENUE JCT	15.9														
..... ROBBINS	17.2													s6.15	
..... MIDLOTHIAN	18.4								s5.45					s6.19	
..... OAK FOREST.....P.	20.4								s5.51			6.08		s6.24	
..... TINLEY PARK.....P.	23.5							s5.43	s5.57			6.11		s6.29	
..... MOKENA.....P.	29.6							s5.50	s6.05			6.17		s6.36	
..... NEW LENOX.....P.	34.0							s5.55	s6.11			6.22		s6.42	
..... EJ&E Crossing.....P.	38.9														
..... MC Crossing.....P.	39.2														
..... GM&O & AT&SF Cr......P.	40.2														
..... J...JOLIET.....*TO(N)	40.2	RFWT Yd BC						s6.08	s6.24			f6.31		s6.55	
				P.M.				P.M.				P.M.		P.M.	

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

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:
 Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 (f) No. 5 Joliet stop to receive for regular and conditional stop points.
 See page 10 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:

Leave Chicago	Arrive Blue Island
6.15 A.M.	6.40 A.M.
7.07 A.M.	7.40 A.M.
7.25 A.M.	7.55 A.M.
7.45 A.M.	8.10 A.M.

 This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

MAIN LINE WESTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

		Miles From Chicago	Signs	FIRST CLASS													
				131	11	227	515	133	135	229	137	517	519	139			
				Sub.	P.sqr.	Sub.	Sub.	Sub.	Sub. Exp.	Sub.	Sub. Exp.	Sub.	Sub. Exp.	Sub.			
GO..CHICAGO .....*TO(N)		0	RWBC	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
1.1																	
.....IC Crossing.....*		1.1	TY														
5.6																	
.....ENGLEWOOD.....		6.7			s6.28								s9.43				
0.0																	
.....PC: Crossing.....		6.7			6.07		6.37	6.42	6.47	7.27	7.42	8.22		10.12	10.57		
1.1																	
.....HAMILTON PARK.....		7.8						s6.50									
0.8																	
.....AUBURN PARK.....		8.6															
1.2																	
.....GRESHAM.....		9.8	Y		s6.12		s6.42	g6.46			s7.47					s11.01	
0.1																	
.....GRESHAM JCT.....		9.9			6.13			6.47	6.54	7.32		8.27	9.48	10.17	11.02		
0.1					P.M.			P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.		
.....SO. CHICAGO LINE JCT		10.0															
0.1																	
.....CRI&P Crossing.....		10.1			6.33	6.43					7.48						
0.2																	
.....SO. CHICAGO LINE JCT		10.3															
0.6																	
.....LONGWOOD MANOR-95th St.....		10.9					s6.45				s7.50						
0.5																	
.....LONGWOOD MANOR-99th St.....		11.4					s6.47				s7.52						
0.6																	
.....PC Crossing.....		12.0					6.36										
0.0																	
.....WASHINGTON HEIGHTS..		12.0					s6.49				s7.54						
0.9																	
.....GIVINS.....		12.9					s6.52										
2.8																	
.....BI..BLUE ISLAND.....*TO(N)		15.7	RFWTY Yd BC		s6.42	s6.57		P.M.			s7.59			P.M.	P.M.		
0.2								7.12						10.14	10.43		
.....WESTERN AVENUE JCT		15.9															
1.3																	
.....ROBBINS.....		17.2				s7.00	g7.14				s8.02			s10.17	s10.46		
1.2																	
.....MIDLOTHIAN.....		18.4				s7.03	s7.17				s8.05			s10.20	s10.49		
2.0																	
.....OAK FOREST.....*P.		20.4				6.48	s7.07	s7.21			s8.09			s10.24	s10.53		
3.1																	
.....TINLEY PARK.....*P.		23.5				6.51	s7.12	s7.26			s8.14			s10.29	s10.58		
6.1																	
.....MOKENA.....*P.		29.6				6.57	s7.19	s7.33			s8.21			s10.36	s11.05		
4.4																	
.....NEW LENOX.....*P.		34.0				7.02	s7.25	s7.39			s8.27			s10.42	s11.11		
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(N)		40.2	RFWT Yd BC		[7.11 P.M.	s7.38 P.M.	s7.50 P.M.				s8.40 P.M.			s10.55 P.M.	s11.24 P.M.		

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

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:
 Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 (f) No. 11 Joliet, Stop to receive for scheduled and conditional stop points.
 (g) No. 515 Stops at Gresham and Robbins Saturday only.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:
 Leave Chicago
 6.15 A.M. Arrive Blue Island
 7.07 A.M. 7.40 A.M.
 7.25 A.M. 7.55 A.M.
 7.45 A.M. 8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

See page 10 for Speed Restrictions and additional Special Instructions.

MAIN LINE EASTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

FIRST CLASS

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

GO..CHICAGO*TO(N)
 1.1
....IC Crossing..... *
 5.6
....ENGLEWOOD.....
 0.0
....PC Crossing..... @MP 6.4
 1.1
....HAMILTON PARK.....
 0.8
....AUBURN PARK.....
 1.2
....GRESHAM.....
 0.1
....GRESHAM JCT.....
 0.1
....SO. CHICAGO LINE JCT @MP 9.6
 0.1
....CRI&P Crossing..... @MP 9
 0.2
....SO. CHICAGO LINE JCT @MP 10.5
 0.6
....LONGWOOD MANOR-95th St.....
 0.5
....LONGWOOD MANOR-99th St.....
 0.6
....PC Crossing..... @MP 11.9
 0.0
....WASHINGTON HEIGHTS..... TO
 0.9
....GIVINS..... MP 12
 2.8
BI..BLUE ISLAND.....*TO(N)
 0.2
....WESTERN AVENUE JCT @MP 15.5
 1.3
....ROBBINS..... MP 18.2
 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. @MP 38.8
 0.0
J...JOLIET.....*TO(N)
 40.2

Automatic Block System Two or More Tracks

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
			104	202	106	204	206	500	108	110	302	112
			Sub. Ex.cept Sun. & *Holi-days	Sub. Ex.Sat. Sun. & *Holi-days	Sub. Ex.Sat. Sun. & *Holi-days	Sub. Ex.Sat. Sun. & *Holi-days	Sub. Sat. Only	Sub. Sun. & *Holi-days	Sub. Exp. Daily Ex.Sat. Sun. & *Holi-days	Sub. Exp. Daily Ex.Sat. Sun. & *Holi-days	Sub. Exp. Daily Ex.Sat. Sun. & *Holi-days	Sub. Exp. Daily Ex.Sat. Sun. & *Holi-days
0	RWBC		A.M. s6.11	A.M. s6.24	A.M. s7.02	A.M. s7.20	A.M. s7.20	A.M. s7.30	A.M. s7.35	A.M. s7.40	A.M. s7.46	A.M. s7.50
1.1	TY											
6.7				s6.09		s7.05	s7.04				s7.31	
6.7			5.55		6.46			7.14	7.20	7.24		7.34
7.8						s7.03					s7.29	
8.6						s7.00					s7.27	
9.8	Y		s5.50		s6.41	s6.57	s6.59	s7.09		s7.19	s7.24	
9.9			5.49 A.M.		6.40 A.M.			7.08 A.M.	7.15 A.M.	7.18 A.M.		7.29 A.M.
10.0												
10.1				6.04		6.55	6.57				7.23	
10.3												
10.9				s6.02		s6.53	s6.56				s7.21	
11.4				s6.00		s6.51	s6.54				s7.19	
12.0												
12.0				s5.58		s6.49	s6.52				s7.17	
12.9				s5.55		s6.46	s6.49				s7.14	
15.7	RFWY Yd BC			s5.51		s6.42	s6.45				7.10 A.M.	
15.9								A.M. 6.45				
17.2				s5.48		s6.39	s6.42	s6.42				
18.4				s5.45		s6.36	s6.39	s6.39				
20.4				s5.41		s6.31	s6.35	s6.35				
23.5		N1934		s5.37		s6.27	s6.31	s6.31				
29.6		N4600 S4400		s5.29		s6.20	s6.24	s6.24				
34.0				s5.23		s6.13	s6.18	s6.18				
38.9												
39.2												
40.2												
40.2	RFWT Yd BC	S4800		5.15 A.M.		6.05 A.M.	6.10 A.M.	6.10 A.M.				

MAXIMUM SPEEDS:

Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 See page 10 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3.00 P.M.	3.25 P.M.
3.55 P.M.	4.20 P.M.
5.00 P.M.	5.25 P.M.
6.45 P.M.	7.10 P.M.
7.25 P.M.	7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

MAIN LINE EASTWARD

SUBDIVISION 1
STATIONS
TIME TABLE NO. 7
June 25, 1972

Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS									
			506	134	136	508	510	512	138	514	516	218
			Sub. Exp.	Sub.	Sub.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.
			Daily Except Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sat. Only	Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sun. & *Holidays	Daily Except Sun. & *Holidays	Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays
			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0	RW BC		s11.40	s1.14	s2.14	s2.20	s2.35	s2.51	s4.12	s4.21	s6.05	s6.12
1.1	TY											
6.7												
6.7			11.25	12.59	1.59	2.04	2.18	2.36	3.57	4.05	5.49	5.57
7.8												
8.6												
9.8	Y			s12.54	s1.54			s2.31				
9.9			11.20	12.53	1.53	1.59	2.13	2.30	3.52	4.00	5.44	
10.0			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
10.1												5.52
10.3												
10.9												
11.4												
12.0												
12.0												s5.49
12.9												
15.7	RFWTY Yd BC		A.M.			P.M.	P.M.	P.M.		P.M.	P.M.	s5.44
15.9			10.56			1.36	1.50	2.06		3.36	5.21	
17.2			s10.53			s1.33	s1.48	s2.03		s3.33	s5.18	s5.41
18.4			s10.50			s1.30	s1.45	s2.00		s3.30	s5.15	s5.38
20.4			s10.46			s1.26	s1.41	s1.56		s3.26	s5.11	s5.34
23.5		N1934	s10.41			s1.21	s1.36	s1.51		s3.21	s5.06	s5.29
29.6		N4600 S4400	s10.34			s1.14	s1.29	s1.44		s3.14	s4.59	s5.22
34.0			s10.28			s1.08	s1.23	s1.38		s3.08	s4.53	s5.16
38.9												
39.2												
40.2												
40.2	RFWT Yd BC	S4800	10.20 A.M.			1.00 P.M.	1.15 P.M.	1.30 P.M.		3.00 P.M.	4.45 P.M.	5.08 P.M.

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

GO..CHICAGO*TO(N)
 1.1
IC Crossing.....
 5.6
ENGLEWOOD.....
 0.0
PC Crossing.....
 1.1
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
PC Crossing.....
 0.0
WASHINGTON HEIGHTS.....
 0.9
GIVINS.....
 2.8
 BI..BLUE ISLAND.....*TO(N)
 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(N)
 40.2

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:
 Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 See page 10 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:
 Leave Blue Island
 3.00 P.M.
 3.25 P.M.
 3.55 P.M.
 5.00 P.M.
 6.45 P.M.
 7.25 P.M.
 Arrive Chicago
 3.25 P.M.
 4.20 P.M.
 5.25 P.M.
 7.10 P.M.
 7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

MAIN LINE EASTWARD

**SUBDIVISION 1
STATIONS**
TIME TABLE NO. 7
June 25, 1972

FIRST CLASS

	Miles From Chicago	Signs	Footage Capacity of Sidings	FIRST CLASS								
				140	142	518	520	522	524	144	526	528
				Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.
GO..CHICAGO .....*TO(N)	0	RW BC		P.M. s6.15	P.M. s6.50	P.M. s7.35	P.M. s8.22	P.M. s9.20	P.M. s10.20	P.M. s11.47	P.M. s11.55	A.M. s12.20
.....1.1.....IC Crossing.....*	1.1	TY										
.....5.6.....ENGLEWOOD.....	6.7											
.....0.0.....PC Crossing.....	6.7			5.59	6.33	7.19	8.07	9.04	10.05	11.32	11.39	12.04 A.M.
.....1.1.....HAMILTON PARK.....	7.8											
.....0.8.....AUBURN PARK.....	8.6											
.....1.2.....GRESHAM.....	9.8	Y		s5.54					s10.00			
.....0.1.....GRESHAM JCT.....	9.9			5.53	6.28	7.14	8.02	8.59	9.59	11.27	11.34	11.59
.....0.1.....SO. CHICAGO LINE JCT.....	10.0			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....0.1.....CRI&P Crossing.....	10.1											
.....0.2.....SO. CHICAGO LINE JCT.....	10.3											
.....0.6.....LONGWOOD MANOR-95th St.....	10.9											
.....0.5.....LONGWOOD MANOR-99th St.....	11.4											
.....0.6.....PC Crossing.....	12.0											
.....0.0.....WASHINGTON HEIGHTS.....	12.0											
.....0.9.....GIVINS.....	12.9											
.....2.8.....BI..BLUE ISLAND.....*TO(N)	15.7	RFWY Yd BC			P.M. 6.51	P.M. 7.36	P.M. 8.36	P.M. 9.36			P.M. 11.11	P.M. 11.36
.....0.2.....WESTERN AVENUE JCT.....	15.9											
.....1.3.....ROBBINS.....	17.2				s6.48			s8.33		f11.08		
.....1.2.....MIDLOTHIAN.....	18.4				s6.45	s7.30	s8.30	s9.30		s11.05	s11.30	
.....2.0.....OAK FOREST.....P.	20.4				s6.41	s7.26	s8.26	s9.26		s11.01	s11.26	
.....3.1.....TINLEY PARK.....P.	23.5	N1934			s6.36	s7.21	s8.21	s9.21		s10.56	s11.21	
.....6.1.....MOKENA.....P.	29.6	N4600 S4400			s6.29	s7.14	s8.14	s9.14		s10.49	s11.14	
.....4.4.....NEW LENOX.....P.	34.0				s6.23	s7.08	s8.08	s9.08		s10.43	s11.08	
.....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(N)	40.2	RFWT Yd BC	S4800		6.15 P.M.	7.00 P.M.	8.00 P.M.	9.00 P.M.			10.35 P.M.	11.00 P.M.

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

Automatic Block System Two or More Tracks

MAXIMUM SPEEDS:

Suburban Trains Bi-Level Equipment 79 MPH
 Suburban Trains Conventional Equipment 70 MPH
 All other Passenger Trains 60 MPH
 Freight Trains 60 MPH
 See page 10 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3.00 P.M.	3.25 P.M.
3.55 P.M.	4.20 P.M.
5.00 P.M.	5.25 P.M.
6.45 P.M.	7.10 P.M.
7.25 P.M.	7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SPEED RESTRICTIONS

SUBDIVISION 1	Psgr.	Freight
Track No. 6	20	20
MP 0 to MP 6.65—Tracks Nos. 3, 4 and 5 (Except as shown below)	45	30
16th Street IC Crossing	15	15
22nd Street and Archer Ave. Curves	20	20
22nd Street and Archer Ave. through crossovers	10	10
MP 3 Pole 40 to MP 4 Pole 0 Track 5	25	25
22nd Street to 61st Street Track 2	20	20
37th Street to 47th Street Track No. 3 only 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 (PC Crossing)	25	25
MP 6 Pole 32 to MP 8 Pole 26 Track 5	60	30
MP 8 Pole 26 to MP 9 Pole 40 Track 5	45	30
MP 9 Pole 40 to MP 10 Pole 8 ascending or descending incline	40	25
MP 9 Pole 40 to MP 14 Pole 35 Track 5	25	25
MP 12 PC Crossing Tracks 3 and 4	50	30
MP 12 PC 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 8 to MP 40 Pole 47	25	15

All trains and engines must not exceed 10 MPH when approaching 139th Street from the East on Interchange Track.

SPECIAL INSTRUCTIONS

SUBDIVISION 1	Station Numbers
LaSalle Street Station	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

⊕ Indicates interlocking limits

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

Subdivision 1 Yard Limits MP 0 to MP 18

Subdivision 1 Rule 99 (j) authorized MP 6.7 to MP 40.2

Illinois Division

SPECIAL INSTRUCTIONS—Continued

SUBDIVISION 1

Between Chicago and Englewood trains and engines will be governed by CRI&P and PC 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 South Chicago and 12th Street Yard will not obtain clearance at those points but must obtain clearance at Blue Island.

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

Train order offices at Chicago, Blue Island and Joliet U.D. Tower are continuous.

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.

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.

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 Yard as directed by Train Controller at Gresham tower.

Rules 400 to 406, inclusive, are in effect on track No. 5 between Englewood and Gresham.

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

SPECIAL INSTRUCTIONS SUBDIVISION 1—Continued

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 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.

When No. 214 is authorized to occupy a Main Track between Joliet U.D. (MP 40.2) and Center Street platform (MP 41.1) an absolute block must be established at U.D. Tower to protect movement to Joliet Station.

When No. 221 is moved to Center Street platform at MP 41.1 an absolute block must be established at U.D. Tower until train is reported clear of Main Track by member of the crew.

Dimensional loads which exceed the width of the car floor below 5 ft. 0-inches ATR will not be permitted to move from Gresham to Chicago except on authority of General Superintendent of Transportation.

Except when an accident or collision appears imminent, whistle signal 14 (1) is not required on Subdivision 1, 1-A, and 1-B within the City limits of Chicago for public crossings

at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0 Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

Chicago 12th St. Viaduct MP 0.59—overhead clearance on tracks 2-3-4-5 is 16 ft. 7 in.

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

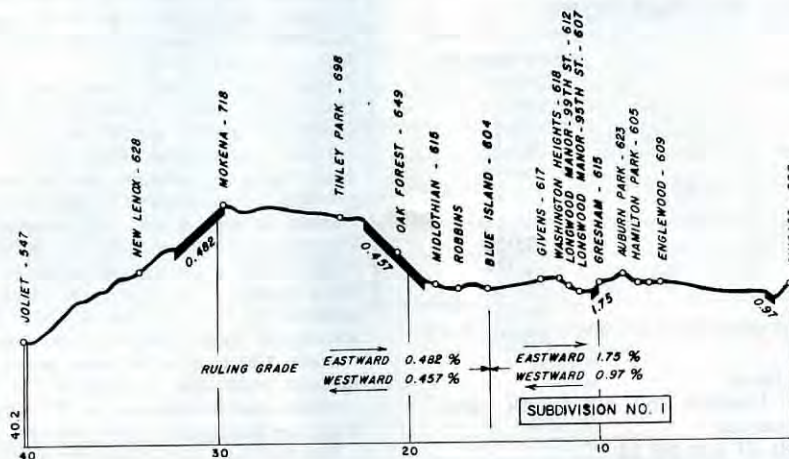
Track No. 319 (Wells St. Freight House)

Hand operated switches West end of west siding Mokena, MP 30 Pole 35, and East End Shaw Track, MP 37 Pole 40. Necessary to secure permission from Train Controller M.C. Tower before using these switches. Be governed by signal indication for movement to main track.

Do not spot cars within 500 feet of either side of Hamilton Road Crossing MP 30 Pole 11 on the Westward siding. 500 foot mark painted yellow on rail.

Following manual (M) interlockings on Subdiv. 1:

Station	Miles from Chicago	Railroad Crossing
Polk Street	0.0	.....
IC Crossing	1.1	IC
Root Street	3.9	.....
63rd Street	6.64	PC
Gresham	10.12	CR1&P
Washington Heights	12.0	PC
Blue Island	15.6	.....
Joliet	38.9	EJ&E
Joliet (MC)	39.2	MC
Joliet (UD)	41.17	GM&O-AT&SF



SUBURBAN BRANCH WESTWARD

SUBDIVISION 1-A STATIONS TIME TABLE NO. 7 June 25, 1972		Miles from Chicago	FIRST CLASS										
			501	101	503	505	103	507	509	105	107	109	511
			Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.
		Daily	Daily Except Sun. & *Holi- days	Sun. & *Holi- days	Sat. Only	Daily Ex. Sat. Sun. & *Holi- days	Daily Except Sun. & *Holi- days	Sun. & *Holi- days	Daily Ex. Sat. Sun. & *Holi- days	Sat. Only	Sun. & *Holi- days	Daily Ex. Sat. Sun. & *Holi- days	
GRESHAM JCT.	0.5	9.9	A.M. 12.47	A.M. 8.22	A.M. 8.22	A.M. 8.47	A.M. 9.57	A.M. 11.27	A.M. 11.47	P.M. 12.27	P.M. 12.37	P.M. 1.22	P.M. 1.32
BRAINARD JCT.	0.2	10.4	12.48	8.23	8.23	8.48	9.58	11.28	11.48	12.28	12.38	1.23	1.34
BRAINERD	0.4	10.6	s12.49	s8.24	s8.24	s8.49	s9.59	s11.29	s11.49	s12.29	s12.39	s1.24	s1.35
BEVERLY JCT.	0.3	11.0	12.50	8.25	8.25	8.50	10.00	11.30	11.50	12.30	12.40	1.25	1.36
PC Crossing.....M	0.0	11.3											
BEVERLY HILLS-91st St.	0.4	11.3	s12.51	s8.26	s8.26	s8.51	s10.01	s11.31	s11.51	s12.31	s12.41	s1.26	s1.37
BEVERLY HILLS-95th St.	0.6	11.7	s12.54	s8.29	s8.29	s8.54	s10.04	s11.34	s11.54	s12.34	s12.44	s1.28	s1.40
BEVERLY HILLS-99th St.	0.5	12.3	s12.56	s8.31	s8.31	s8.56	s10.06	s11.36	s11.56	s12.36	s12.46	s1.30	s1.42
BEVERLY HILLS-103rd St.	0.5	12.8	s12.58	s8.33	s8.33	s8.58	s10.08	s11.38	s11.57	s12.38	s12.48	s1.31	s1.44
BEVERLY HILLS-107th St.	0.5	13.3	s1.00	s8.35	s8.35	s9.00	s10.10	s11.40	s11.59 A.M.	s12.40	s12.50	s1.33	s1.46
MORGAN PARK-111th St.	0.5	13.8	s1.02	s8.37	s8.37	s9.02	s10.12	s11.42	s12.01 P.M.	s12.42	s12.52	s1.35	s1.48
MORGAN PARK-115th St.	0.5	14.3	s1.04	s8.39	s8.39	s9.04	s10.14	s11.44	s12.03	s12.44	s12.54	s1.37	s1.50
BLUE ISLAND-119st St.	0.4	14.8	s1.06	s8.41	s8.41	s9.06	s10.16	s11.46	s12.05	s12.46	s12.56	s1.39	s1.52
BLUE ISLAND-123rd St.	0.6	15.2	s1.08	s8.43	s8.43	s9.08	s10.18	s11.48	s12.07	s12.48	s12.58	s1.41	s1.54
BLUE ISLAND-Prairie St.	0.6	15.8	s1.10	s8.45	s8.45	s9.10	s10.20	s11.50	s12.09	s12.50	s1.00	s1.43	s1.56
BLUE ISLAND-Vermont St. ...*(TO(N)	0.2	16.4	s1.12	s8.48 A.M.	s8.47	s9.12	s10.23 A.M.	s11.52	s12.11	s12.53 P.M.	s1.03 P.M.	s1.46 P.M.	s1.58
WESTERN AVE. JCT.	6.7	16.6	1.13 A.M.		8.48 A.M.	9.13 A.M.		11.53 A.M.	12.12 P.M.				1.59 P.M.

Two Main Tracks

MAXIMUM SPEEDS:
 Passenger Trains 35 MPH
 Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:

Leave Chicago	Arrive Blue Island
6.15 A.M.	6.40 A.M.
7.07 A.M.	7.40 A.M.
7.25 A.M.	7.55 A.M.
7.45 A.M.	8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH WESTWARD

SUBDIVISION 1-A STATIONS TIME TABLE NO. 7 June 25, 1972		Miles from Chicago	FIRST CLASS																																																																																																						
			111	513	113	115	117	119	121	123	125	127	129																																																																																												
			Sub. Daily Except Sun. & *Holi- days	Sub. Exp. Sat. Sun. & *Holi- days	Sub. Daily Ex.Sat. Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days	Sub. Exp. Daily Ex.Sat. Sun. & *Holi- days	Sub. Exp. Daily Except Sun. & *Holi- days	Sub. Daily Except Sun. & *Holi- days																																																																																											
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">GRESHAM JCT.</td> <td style="width: 50%;">0.5</td> </tr> <tr> <td>BRAINERD JCT.</td> <td>0.2</td> </tr> <tr> <td>BRAINERD.....</td> <td>0.4</td> </tr> <tr> <td>BEVERLY JCT.</td> <td>0.3</td> </tr> <tr> <td>PC Crossing.....M</td> <td>0.0</td> </tr> <tr> <td>BEVERLY HILLS-91st St.</td> <td>0.4</td> </tr> <tr> <td>BEVERLY HILLS-95th St.</td> <td>0.6</td> </tr> <tr> <td>BEVERLY HILLS-99th St.</td> <td>0.5</td> </tr> <tr> <td>BEVERLY HILLS-103rd St.</td> <td>0.5</td> </tr> <tr> <td>BEVERLY HILLS-107th St.</td> <td>0.5</td> </tr> <tr> <td>MORGAN PARK-111th St.</td> <td>0.5</td> </tr> <tr> <td>MORGAN PARK-115th St.</td> <td>0.5</td> </tr> <tr> <td>BLUE ISLAND-119th St.</td> <td>0.4</td> </tr> <tr> <td>BLUE ISLAND-123rd St.</td> <td>0.6</td> </tr> <tr> <td>BLUE ISLAND-Prairie St.</td> <td>0.6</td> </tr> <tr> <td>BLUE ISLAND-Vermont St. *TO (N)</td> <td>0.2</td> </tr> <tr> <td>WESTERN AVE. 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MAXIMUM SPEEDS:

Passenger Trains 35 MPH
 Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:

Leave Chicago	Arrive Blue Island
6.15 A.M.	6.40 A.M.
7.07 A.M.	7.40 A.M.
7.25 A.M.	7.55 A.M.
7.45 A.M.	8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH WESTWARD

SUBDIVISION 1-A STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Chicago	FIRST CLASS										
		131	515	133	135	137	517	519	139			
		Sub.	Sub.	Sub.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub.			
		Daily Ex. Sat. Sun. & *Holi- days	Sat. Sun. & *Holi- days	Daily Ex. Sat. Sun. & *Holi- days	Daily Ex. Sat. Sun. & *Holi- days	Daily Except Sun. & *Holi- days	Daily Except Sat.	Sat. Only	Daily Ex. Sat. Sun. & *Holi- days			
GRESHAM JCT..... 0.5	9.9	P.M. 6.13	P.M. 6.47	P.M. 6.54	P.M. 7.32	P.M. 8.27	P.M. 9.48	P.M. 10.17	P.M. 11.02			
BRAINERD JCT..... 0.2	10.4	6.14	6.48	6.55	7.33	8.28	9.49	10.18	11.03			
BRAINERD..... 0.4	10.6	s6.15	s6.49	s6.56	s7.34	s8.29	s9.50	s10.19	s11.04			
BEVERLY JCT..... 0.3	11.0	6.16	6.50	6.57	7.35	8.30	9.51	10.20	11.05			
PC Crossing.....M 0.0	11.3											
BEVERLY HILLS-91st St..... 0.4	11.3	s6.18	s6.51	s6.58	s7.36	s8.31	s9.52	s10.21	s11.06			
BEVERLY HILLS-95th St..... 0.6	11.7	s6.21	s6.54	s7.01	s7.39	s8.34	s9.55	s10.24	s11.09			
BEVERLY HILLS-99th St..... 0.5	12.3	s6.23	s6.56	s7.03	s7.41	s8.36	s9.57	s10.26	s11.11			
BEVERLY HILLS-103rd St..... 0.5	12.8	s6.25	s6.58	s7.05	s7.43	s8.38	s9.59	s10.28	s11.13			
BEVERLY HILLS-107th St..... 0.5	13.3	s6.27	s6.59	s7.07	s7.45	s8.40	s10.01	s10.30	s11.15			
MORGAN PARK-111th St..... 0.5	13.8	s6.29	s7.01	s7.09	s7.47	s8.42	s10.03	s10.32	s11.17			
MORGAN PARK-115th St..... 0.5	14.3	s6.31	s7.03	s7.11	s7.49	s8.44	s10.05	s10.34	s11.19			
BLUE ISLAND-119th St..... 0.4	14.8	s6.33	s7.05	s7.13	s7.51	s8.46	s10.07	s10.36	s11.21			
BLUE ISLAND-123rd St..... 0.6	15.2	s6.35	s7.07	s7.15	s7.53	s8.48	s10.09	s10.38	s11.23			
BLUE ISLAND-Prairie St..... 0.6	15.8	s6.37	s7.09	s7.17	s7.55	s8.50	s10.11	s10.40	s11.25			
BLUE ISLAND-Vermont St. *TO (N) 0.2	16.4	s6.40	s7.11	s7.20	s7.58	s8.53	s10.13	s10.42	s11.28			
WESTERN AVE. JCT. 6.7	16.6	P.M.	7.12 P.M.	P.M.	P.M.	P.M.	10.14 P.M.	10.43 P.M.	P.M.			

MAXIMUM SPEEDS:
 Passenger Trains 35 MPH
 Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

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Leave Chicago	Arrive Blue Island
6.15 A.M.	6.40 A.M.
7.07 A.M.	7.40 A.M.
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7.45 A.M.	8.10 A.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH EASTWARD

**SUBDIVISION 1-A
STATIONS**
TIME TABLE NO. 7
June 25, 1972

	Miles from Chicago	FIRST CLASS										
		104	106	500	108	110	112	114	116	118	120	122
		Sub.	Sub.	Sub.	Sub. Exp.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.	Sub.
		Daily Except Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Sat. Only	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays	Daily Ex. Sat. Sun. & *Holidays
GRESHAM JCT. 0.5	9.9	A.M. 5.49	A.M. 6.40	A.M. 7.08	A.M. 7.15	A.M. 7.18	A.M. 7.29	A.M. 7.37	A.M. 7.39	A.M. 7.50	A.M. 7.54	A.M. 8.04
BRAINARD JCT. 0.2	10.4	5.48	6.39	7.07	7.14	7.17	7.28	7.36	7.38	7.49	7.53	8.03
BRAINARD 0.4	10.6	s5.47	s6.38	s7.06	s7.13	s7.16	s7.27	s7.35	s7.37	s7.48	s7.52	s8.02
BEVERLY JCT. 0.3	11.0	5.46	6.36	7.05	7.11	7.14	7.25	7.34	7.35	7.46	7.50	8.00
PC Crossing M 0.0	11.3											
BEVERLY HILLS-91st St. 0.4	11.3	s5.45	s6.35	s7.04	s7.10	s7.13	s7.24	s7.33	s7.34	s7.45	s7.49	s7.59
BEVERLY HILLS-95th St. 0.6	11.7	s5.43	s6.33	s7.02	s7.08		s7.22	s7.31	s7.32	s7.43	s7.47	s7.57
BEVERLY HILLS-99th St. 0.5	12.3	s5.41	s6.31	s7.00	s7.06		s7.20	s7.29	s7.30	s7.41	s7.45	s7.55
BEVERLY HILLS-103rd St. 0.5	12.8	s5.39	s6.29	s6.58	s7.03		s7.18	s7.27	s7.28	s7.39	s7.43	s7.53
BEVERLY HILLS-107th St. 0.5	13.3	s5.37	s6.27	s6.56	s7.01		s7.16	s7.25	s7.26	s7.37	s7.41	s7.51
MORGAN PARK-111th St. 0.5	13.8	s5.36	s6.25	s6.54	s6.59	s7.07	s7.14	s7.24	s7.24	s7.35	s7.39	s7.49
MORGAN PARK-115th St. 0.5	14.3	s5.34	s6.23	s6.53	s6.57	s7.05	s7.12	s7.22	s7.22	s7.33	s7.37	s7.47
BLUE ISLAND-119st St. 0.4	14.8	s5.32	s6.21	s6.51	s6.55	s7.03	s7.10	s7.20		s7.31	s7.35	s7.45
BLUE ISLAND-123rd St. 0.6	15.2	s5.30	s6.19	s6.49	s6.53			s7.19	s7.19	s7.29	s7.33	s7.43
BLUE ISLAND-Prairie St. 0.6	15.8	s5.29	s6.17	s6.48	6.51 A.M.	s7.00	7.07 A.M.	s7.17	7.17 A.M.	s7.27	7.31 A.M.	s7.41
BLUE ISLAND-Vermont St. *TO(N) 0.2	16.4	5.27 A.M.	6.15 A.M.	s6.46		6.55 A.M.		7.15 A.M.		7.25 A.M.		7.39 A.M.
WESTERN AVE. JCT. 6.7	16.6			6.45 A.M.								

Two Main Tracks

MAXIMUM SPEEDS:
Passenger Trains 35 MPH
Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3.00 P.M.	3.25 P.M.
3.55 P.M.	4.20 P.M.
5.00 P.M.	5.25 P.M.
6.45 P.M.	7.10 P.M.
7.25 P.M.	7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH EASTWARD

SUBDIVISION 1-A
STATIONS
TIME TABLE NO. 7
June 25, 1972

FIRST CLASS

	Miles from Chicago	FIRST CLASS										
		124	126	128	502	130	132	504	506	134	136	508
		Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub.	Sub. Exp.
		Sat. Only	Daily Except Sat. Sun. & *Holidays	Daily Except Sat. Sun. & *Holidays	Sat. Only	Sun. & *Holidays	Daily Except Sun. & *Holidays	Sun. & *Holidays	Daily Except Sun. & *Holidays	Daily Except Sat. Sun. & *Holidays	Daily Except Sat. Sun. & *Holidays	Sat. Only
GRESHAM JCT. 0.5	9.9	A.M. 8.09	A.M. 8.19	A.M. 8.54	A.M. 9.09	A.M. 9.38	A.M. 9.54	A.M. 10.44	A.M. 11.20	P.M. 12.53	P.M. 1.53	P.M. 1.59
BRAINARD JCT. 0.2	10.4	8.08	8.18	8.53	9.07	9.37	9.53	10.43	11.19	12.52	1.52	1.58
BRAINERD 0.4	10.6	s8.07	s8.17	s8.52	s9.06	s9.36	s9.52	s10.42	s11.18	s12.51	s1.51	s1.57
BEVERLY JCT. 0.3	11.0	8.06	8.15	8.50	9.05	9.34	9.50	10.41	11.17	12.50	1.50	1.56
PC Crossing .....M 0.0	11.3											
BEVERLY HILLS-91st St. 0.4	11.3	s8.05	s8.14	s8.49	s9.04	s9.33	s9.49	s10.40	s11.16	s12.49	s1.49	s1.55
BEVERLY HILLS-95th St. 0.6	11.7	s8.03	s8.12	s8.47	s9.02	s9.31	s9.47	s10.38	s11.14	s12.47	s1.47	s1.53
BEVERLY HILLS-99th St. 0.5	12.3	s8.01	s8.10	s8.45	s9.00	s9.29	s9.45	s10.36	s11.12	s12.45	s1.45	s1.51
BEVERLY HILLS-103rd St. 0.5	12.8	s7.59	s8.08	s8.43	s8.58	s9.27	s9.43	s10.34	s11.10	s12.43	s1.43	s1.49
BEVERLY HILLS-107th St. 0.5	13.3	s7.57	s8.06	s8.41	s8.57	s9.25	s9.41	s10.32	s11.08	s12.41	s1.41	s1.47
MORGAN PARK-111th St. 0.5	13.8	s7.55	s8.04	s8.39	s8.55	s9.24	s9.39	s10.31	s11.06	s12.39	s1.39	s1.46
MORGAN PARK-115th St. 0.5	14.3	s7.53	s8.02	s8.37	s8.53	s9.22	s9.37	s10.29	s11.04	s12.37	s1.37	s1.44
BLUE ISLAND-119th St. 0.4	14.8	s7.51	s8.00	s8.35	s8.51	s9.20	s9.35	s10.27	s11.02	s12.35	s1.35	s1.42
BLUE ISLAND-123rd St. 0.6	15.2	s7.49	s7.58	s8.34	s8.49	s9.19	s9.34	s10.26	s11.01	s12.34	s1.34	s1.41
BLUE ISLAND-Prairie St. 0.6	15.8	s7.47	s7.56	s8.32	s8.48	s9.17	s9.32	s10.24	s10.59	s12.32	s1.32	s1.39
BLUE ISLAND-Vermont St.*TO(N) 0.2	16.4	7.45	7.54	8.30	s8.46	9.15	9.30	s10.22	s10.57	12.30	1.30	s1.37
WESTERN AVE. JCT. 6.7	16.6	A.M.	A.M.	A.M.	8.45 A.M.	A.M.	A.M.	10.21 A.M.	10.56 A.M.	P.M.	P.M.	1.36 P.M.

Two Main Tracks

MAXIMUM SPEEDS:
Passenger Trains 35 MPH
Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3.00 P.M.	3.25 P.M.
3.55 P.M.	4.20 P.M.
5.00 P.M.	5.25 P.M.
6.45 P.M.	7.10 P.M.
7.25 P.M.	7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH EASTWARD

SUBDIVISION 1-A
STATIONS
TIME TABLE NO. 7
June 25, 1972

		FIRST CLASS										
		510	512	138	514	516	140	142	518	520	522	524
		Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.	Sub. Exp.	Sub. Exp.	Sub.	Sub. Exp.
	Miles from Chicago	Sun. & *Holi-days	Daily Ex. Sat. Sun. & *Holi-days	Sun. & *Holi-days	Daily Except Sun. & *Holi-days	Sat. Sun. & *Holi-days	Daily Ex. Sat. Sun. & *Holi-days	Daily Ex. Sat. Sun. & *Holi-days	Sat. Only	Daily Ex. Sat. Sun. & *Holi-days	Sat. Sun. & *Holi-days	Daily Ex. Sat. Sun. & *Holi-days
GRESHAM JCT.	9.9	P.M. 2.13	P.M. 2.30	P.M. 3.52	P.M. 4.00	P.M. 5.44	P.M. 5.53	P.M. 6.28	P.M. 7.14	P.M. 8.02	P.M. 8.59	P.M. 9.59
0.5 BRAINERD JCT.	10.4	2.12	2.29	3.51	3.59	5.43	5.52	6.26	7.13	8.01	8.58	9.58
0.2 BRAINERD.....	10.6	s2.11	s2.28	s3.50	s3.58	s5.42	s5.51	s6.25	s7.12	s8.00	s8.57	s9.57
0.4 BEVERLY JCT.	11.0	2.10	2.27	3.49	3.56	5.41	5.49	6.24	7.11	7.58	8.56	9.56
0.3 PC Crossing.....M	11.3											
0.0 BEVERLY HILLS-91st St.	11.3	s2.09	s2.26	s3.48	s3.55	s5.40	s5.48	s6.23	s7.10	s7.57	s8.55	s9.55
0.4 BEVERLY HILLS-95th St.	11.7	s2.07	s2.24	s3.46	s3.53	s5.38	s5.46	s6.21	s7.08	s7.55	s8.53	s9.53
0.6 BEVERLY HILLS-99th St.	12.3	s2.05	s2.22	s3.44	s3.51	s5.36	s5.44	s6.19	s7.06	s7.53	s8.51	s9.51
0.5 BEVERLY HILLS-103rd St.	12.8	s2.03	s2.20	s3.42	s3.49	s5.34	s5.42	s6.17	s7.04	s7.51	s8.49	s9.49
0.5 BEVERLY HILLS-107th St.	13.3	s2.01	s2.18	s3.40	s3.47	s5.32	s5.40	s6.15	s7.03	s7.49	s8.47	s9.47
0.5 MORGAN PARK-111th St.	13.8	s2.00	s2.16	s3.39	s3.46	s5.31	s5.38	s6.14	s7.01	s7.47	s8.46	s9.46
0.5 MORGAN PARK-115th St.	14.3	s1.58	s2.14	s3.37	s3.44	s5.29	s5.36	s6.12	s6.59	s7.45	s8.44	s9.44
0.5 BLUE ISLAND-119th St.	14.8	s1.56	s2.12	s3.35	s3.42	s5.27	s5.34	s6.10	s6.57	s7.43	s8.42	s9.42
0.4 BLUE ISLAND-123rd St.	15.2	s1.54	s2.11	s3.34	s3.41	s5.26	s5.33	s6.09	s6.56	s7.41	s8.41	s9.41
0.6 BLUE ISLAND-Prairie St.	15.8	s1.53	s2.09	s3.32	s3.39	s5.24	s5.31	s6.07	s6.54	s7.39	s8.39	s9.39
0.6 BLUE ISLAND-Vermont St... *TO(N)	16.4	s1.51	s2.07	3.30 P.M.	s3.37	s5.22	5.29 P.M.	6.05 P.M.	s6.52	s7.37	s8.37	s9.37
0.2 WESTERN AVE. JCT.	16.6	1.50 P.M.	2.06 P.M.		3.36 P.M.	5.21 P.M.			6.51 P.M.	7.36 P.M.	8.36 P.M.	9.36 P.M.
6.7												

MAXIMUM SPEEDS:

Passenger Trains 35 MPH
Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3.00 P.M.	3.25 P.M.
3.55 P.M.	4.20 P.M.
5.00 P.M.	5.25 P.M.
6.45 P.M.	7.10 P.M.
7.25 P.M.	7.50 P.M.

This as a matter of information only—Trains may be operated over either Sub-division 1 or 1-A.

SUBURBAN BRANCH EASTWARD

SUBDIVISION 1-A STATIONS TIME TABLE NO. 7 June 25, 1972		Miles from Chicago	FIRST CLASS																	
			144	526	528															
			Sub. Exp.	Sub. Exp.	Sub. Exp.															
			Sat. Only	Daily Ex. Sat. Sun. & *Holi- days	Sun. & *Holi- days															
GRESHAM JCT.....		9.9	P.M. 11.27	P.M. 11.34	P.M. 11.59															
0.5 BRAINARD JCT.		10.4	11.26	11.33	11.58															
0.2 BRAINERD.....		10.6	s11.25	s11.32	s11.57															
0.4 BEVERLY JCT.		11.0	11.24	11.31	11.56															
0.3 PC Crossing.....M		11.3																		
0.0 BEVERLY HILLS-91st St.		11.8	s11.23	s11.30	s11.55															
0.4 BEVERLY HILLS-95th St.		11.7	s11.21	s11.28	s11.53															
0.6 BEVERLY HILLS-99th St.		12.3	s11.19	s11.26	s11.51															
0.5 BEVERLY HILLS-103rd St.		12.8	s11.17	s11.24	s11.49															
0.5 BEVERLY HILLS-107th St.		13.3	s11.15	s11.22	s11.47															
0.5 MORGAN PARK-111th St.		13.8	s11.14	s11.21	s11.46															
0.5 MORGAN PARK-115th St.		14.3	s11.12	s11.19	s11.44															
0.5 BLUE ISLAND-119th St.		14.8	s11.10	s11.17	s11.42															
0.4 BLUE ISLAND-123rd St.		15.2	s11.09	s11.16	s11.41															
0.6 BLUE ISLAND-Prairie St.		15.8	s11.07	s11.14	s11.39															
0.6 BLUE ISLAND-Vermont St.		16.4	11.05	s11.12	s11.37															
0.2 WESTERN AVE. JCT.		16.6	P.M.	11.11	11.36															
0.6 P.M.				P.M.	P.M.															

MAXIMUM SPEEDS: Passenger Trains 35 MPH
Freight Trains 20 MPH

See page 19 for Speed Restrictions and Special Instructions.

WESTWARD

SOUTH CHICAGO BRANCH

EASTWARD

SUBDIVISION 1-B STATIONS TIME TABLE NO. 7 June 25, 1972		Miles From Chicago	Signs
Rules 450-453 In Effect	Two Main Tracks Automatic Block System		
ROCK ISLAND JCT. PM		15.3	.....
0.8 SOUTH CHICAGO-Yates Ave. P*		14.5	RFWYd. YBC
1.2 N&W Crossing PUX		13.3	.....
0.1 C&WI Crossing PUX		13.2	.....
0.7 COTTAGE GROVE P		12.5	.....
1.7 C&WI Crossing M		10.8	.....
0.5 MAIN LINE JCT.		10.3	.....
0.2 CRI&P Crossing		10.1	.....
0.4 BRAINERD JCT. P		10.4	.....
5.6			

MAXIMUM SPEED: 30 MPH;

All Trains 15 MPH Through Interlocking Gresham.

Yard Limits over entire Subdivision.

See page 20 for Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 1-A	Psg.	Freight
Maximum Speed (Except as shown below)	35	20
Main line trains detouring	25	
Through interlockings	20	
MP 9.88 Morgan St. Bridge	10	10
MP 13 Westward track only, 103rd Street to 105th Street (Engines only)	17	10
MP 15.8 to Western Ave. Jct.	30	

SPECIAL INSTRUCTIONS

SUBDIVISION 1-A

Eastward main track between Vermont St. and Prairie St., Blue Island Subdivision 1A, may be used in either direction. All movements against the current of traffic must be made at LOW SPEED.

Movement against the current of traffic on Subdivision 1-A between Brainerd Jct. (MP 10.4) and Blue Island, Vermont Street (MP 16.4) may be made by signal indication leading onto these tracks or by verbal Authority of Train Controller at Gresham Tower.

No hand operated switch on Eastward Main Track may be operated for movement East of Prairie Street (MP 15.8) except on authority of Train Controller at Gresham Tower. (This

SPECIAL INSTRUCTIONS—Continued

does not apply to trains terminating or assuming a schedule at Blue Island or Prairie Street MP 15.8).

Movement against the current of traffic must be made at LOW SPEED.

Train Controller at Gresham Tower has jurisdiction over all train and engine movements on Subdivision 1-A Gresham Junction to Blue Island Vermont Street.

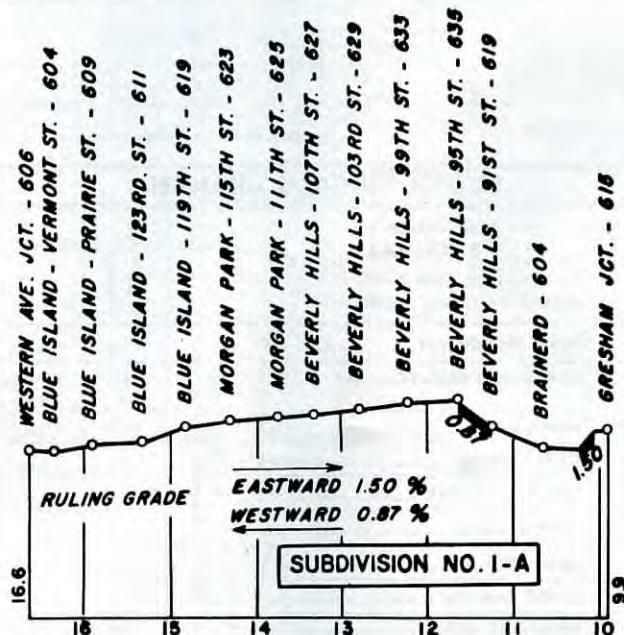
Except when an accident or collision appears imminent, whistle signal 14 (1) is not required on Subdivision 1, 1-A, and 1-B within the City Limits of Chicago for public crossings at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0, Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

Subdivision 1-A Yard limits MP 9.9 to MP 16.6. Automatic Block Signal Rules are in effect as follows: Subdivision 1-A, between Beverly Junction and Brainerd Junction. Between Prairie Street and Vermont Street Blue Island, Westward track only.

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.

White classification signals will not be displayed on Extra Trains on Subdivision 1-A.

Train order office Blue Island, Vermont Street is continuous office.



SPECIAL INSTRUCTIONS

SUBDIVISION 1-B

Train controller at Gresham Tower has jurisdiction over all train and engine movements.

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 main track at hand operated switches.

Movement may be made against the current of traffic between Main Line Junction (MP 10.3) and Cottage Grove (MP 12.5) on verbal authority of Train Controller at Gresham Tower or by signal indication leading onto these tracks.

Rock Island Lines Form B authorized between Cottage Grove (MP 12.5) and Rock Island Jct. (MP 15.3).

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

ROCK ISLAND LINES FORM B

_____ 19 _____

To C&E _____

Run against the current of traffic on _____ Track

From _____ To _____

Time _____ AM _____ PM

_____ Train Controller

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

Rule 83: South Chicago Yard Office—for freight trains originating or terminating.

The following signal system will govern at CRI&P Crossing-Pullman Junction.

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.

The Penn Central overhead bridges at Rock Island Junction over the B&O Eastward and Westward main tracks have a height clearance of 17'-0" ATR. Shipments exceeding 17'-0" ATR must not be moved under these bridges without first obtaining permission and clearance from General Superintendent of Transportation Office, Chicago.

South Chicago Station Number: 01005

White classification signals will not be displayed on Extra Trains on Subdivisions 1B.

SPECIAL INSTRUCTIONS—Continued

South Chicago is initial and terminal station for trains originating and terminating.

Westward trains originating at South Chicago will not require clearance, but must obtain clearance at Blue Island.

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.

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
1-B	Pullman Jct.	C&WI	Gate and Lights	Flagman	CRI&P	Red	Yellow
	Stony Island So. Chicago	N&W	Gate	Flagman	N&W	Red Gate	Gate Open
	200 ft. east of Commercial Avenue (Westward, main track)	Belt Ry	Hand Signal	Train Director	-----	-----	-----
1-B	South Chicago 675 feet east of Rock Island Jct.	B&O	Cross Arm on signal mast: Horizontal- B&O Trains may proceed	B&O Trainmen	-----	-----	-----

Except when an accident or collision appears imminent, whistle signal 14 (1) is not required on Subdivision 1, 1-A, and 1-B within the City limits of Chicago for public crossings at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0 Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS			Miles from Chicago	Station Numbers	Office Hours	SUBDIVISION 2 STATIONS TIME TABLE NO. 7 June 25, 1972	Footage Capacity of Westward Sidings	Footage Capacity of Eastward Sidings	Car Capacity of Other Tracks	Signs	FIRST CLASS		
11	5	221									214	12	6
Psg.	Psg.	Sub. Exp.									Sub. Exp.	Psg.	Psg.
Daily	Daily	Daily Ex. Sat. Sun. & Holidays									Daily Ex. Sat. Sun. & Holidays	Daily	Daily
P.M. 7:11	P.M. 6:31	P.M. 6:08	40.2	03040	Continuous	JOLIET *TO(N) 0.9	.....	4800	Yard	BC RFWT Yd	A.M. 7:22	A.M. 9:10	A.M. 9:27
		s6.11 P.M.	41.1			CENTER STREET 1.1					7.13 A.M.		
			42.2	03042		ROCKDALE P 8.7	4800	8900	Yard	Yd			
			51.1	03051		MINOOKA 10.6	.....	4800					
g7.34	g6.54		61.7	03062	7:00A-4:00P&	MORRIS *TO 3.8			Yard	BW		s8.42	9.02
			65.5	03066		STOCKDALE P 6.4				E-20			
7.44	7.04		71.9	03072	8:00A-5:00P&	SENECA *TO(N) 5.4		3700	Yard	BY Yd		8.30	8.51
7.50	7.10		77.3	03077	7:30A-4:30P&	MARSEILLES ... *TO(N) 7.2			Yard	BC Yd		8.24	8.45
s7.59	s7.19		84.5	03085	Continuous	OTTAWA *TO 0.3						s8.16	g8.37
			84.8			BN Crossing A 4.2							
			89.0	03089		ARZNER P 5.0	6400			Yd			
8.09	7.29		94.0	03094	7:30A-4:30P&	UTICA TO(N) 5.0		5200	Yard	Yd		8.04	8.26
s8.17	s7.37		99.0	03099	7:00A-4:00P+	LA SALLE *TO 2.0			Yard	BC Yd		s7.59	g8.21
			101.0			BN Crossing A 3.3							
			104.3	03104		SPRING VALLEY..... P 5.6				W 34			
8.30	7.50		109.9	03110	7:30A-4:30P&	DE PUE TO(N) 4.3	4800	5500	Yard	BC		7.45	8.08
g8.37 P.M.	g7.56		114.2	03114	Continuous	BUREAU *TO 8.2	7900		Yard	CRWY		7.39 A.M.	g8.03
			122.4	03123		TISKILWA P 14.1	5600			40			
		g8.17	136.5	03137	7:00A-4:00P@	SHEFFIELD *TO 5.4	5300	3100	50				g7.39
			141.9	03142		MINERAL P 3.7				15			
			145.6	03146		ANNAWAN P 5.9				45			
			151.5	03152		ATKINSON P 7.6				80			
	g8.40		159.1	03159	7:30A-10:30A 3:00P-4:30P&	GENESEO TO 10.5	6400		150				g7.15
			169.6	03170		COLONA P 0.1				W 5			
			169.7			BN Crossing M/A 4.0							
		8.57	173.7	05173	Continuous	KELLY YARD ...*TO(N) 1.4			Yard	FBC WY Yd			6.59
			175.1	05175		EAST MOLINE P 3.8			Yard	Yd			
			178.9	05179		MOLINE P 2.2			Yard	Yd			
	s9.20 P.M.		181.1	05181		ROCK ISLAND *P 140.9			Yard	RFWT Yd BC			6.45 A.M.

Two Main Tracks - Automatic Block System

MAXIMUM SPEED: 60 MPH. RULE 99(j) AUTHORIZED.
Train Order Signal Geneseo governs Eastward trains only.

See Page 22 for Speed Restrictions and additional Special Instructions.

- (f) No. 5 & No. 11 Joliet receive for scheduled and conditional stop points.
 (g) No. 5 Morris, Bureau, Sheffield discharge and receive for scheduled and conditional stop points.
 (g) No. 5 Geneseo discharge from scheduled and conditional stop points.
 (g) No. 11 Morris discharge from scheduled stop points.
 (g) No. 11 Bureau receive and discharge for scheduled and conditional stop points.
 Train No. 5 will detain passengers at Rock Island from Yard Track adjacent to Westward Main Track.

TRAIN ORDER OFFICE:
 & Daily Except Sunday & Holidays
 % Daily Except Saturday & Holidays
 + Daily
 @ Daily Except Saturday, Sunday and Holidays

- No. 6 will obtain clearance at Kelly Yard.
 (g) No. 12 discharge from scheduled and conditional stop points.
 (g) No. 6 Receive and Discharge from and to scheduled of conditional stop points.
 Train No. 6 will receive passengers at Rock Island from Yard track adjacent to Westward Main Track fifteen minutes prior to departure time.

SPEED RESTRICTIONS

SUBDIVISION 2	Psg.	Freight
MP 40 Pole 8 to MP 40 Pole 47	25	15
MP 40 Pole 47 to MP 42 Pole 2	60	50
MP 49 Pole 12 to MP 50 Pole 30	60	55
MP 61 Pole 20 to MP 61 Pole 48	60	50
MP 73 Pole 0 to MP 73 Pole 34	60	55
MP 83 Pole 44 to MP 88 Pole 24 (Except as shown below)	60	50
MP 84 Pole 50 BN 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	60	45
MP 102 Pole 27 to MP 106 Pole 0	60	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 BN Crossing	50	50
MP 169 Pole 46 to MP 178 Pole 12 (Ex- cept as shown below)	50	50
MP 171 Pole 32 (Switch) North Track (Eng. only)	20	20
MP 174 Pole 30 to MP 174 Pole 38 West- ward trains and engines heading out west end Kelly Yard	15	15
MP 178 Pole 12 to MP 181 Pole 5	30	20

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 and Extra trains.

Rock Island is the initial and terminal station for First Class trains

First Class trains will not require clearance at Rock Island.

Rule 83: Bureau

Joliet passenger station.

Joliet Yard Office for trains originating or terminating.

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

Rock Island—only trains originating or terminating will register.

White classification signals will not be displayed on Extra Trains Subdivision 2.

Train or engine in clear on west siding Morris entering 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 line switch to move from west siding to Westward main track on signal indication.

Illinois Division

SPECIAL INSTRUCTIONS—Continued

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 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.

When No. 214 is authorized to occupy Main Track between Joliet U.D. (MP 40.2) and Center Street platform (MP 41.1) an absolute block must be established at U.D. Tower to protect movement to Joliet Station.

When No. 221 is moved to Center Street platform at MP 41.1 an absolute block must be established at U.D. Tower until train is reported clear of Main Track by member of the crew.

Drawbridge 407 over Des Plaines River at Joliet protected by manual interlocking.

Dragging Equipment Detector located as the bottom unit off set to the right on Signal 1369 Westward Main Track located at MP 136 Pole 38.

When train movement is being made on the Westward Main Track by Signal 1369 and Trainmen observe the bottom signal flashing a red light, Trainmen must stop train and make visual inspection for dragging equipment.

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

When moving on track known as the "old third main" MP 180 Pole 0 to MP 180 Pole 40 all crossings protected by automatic gates and flashers. It must be known that the devices are in operation or the crossing must be protected by member of crew on the ground at the crossing before crossing is occupied.

WESTWARD

BUREAU-PEORIA MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	Footage Capacity of Sidings	Car Capacity or Length of Other Track	Station Numbers	Office Hours	SUBDIVISION 3 STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Chicago	Signs	FIRST CLASS			SECOND CLASS			
47	45	11								12	50	46	12	50	46	
Freight	Freight	Psg.								Psg.	Freight	Freight	Psg.	Freight	Freight	
Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
A.M. 3.01	A.M. 2.01	P.M. 8.37	3900	Yard	03114	Continuous	Automatic Block System	BUREAU *TO(N)	114.2	CRWY	A.M. 7.39	P.M. 10.45	P.M. 10.55			
3.17	2.17	8.46	.....	W7	04008			PUTNAM P	122.1	.....		7.29	10.32	10.42		
			.....	.....	.....			GOODRICH P	126.5	.....					
3.25	2.25	g8.53	4000	2310'	04014	7:25A-8:55A; 12:10P-4:25P@		HENRY TO(N)	127.7	.....		g7.23	10.24	10.34		
3.35	2.35	9.01		W15	04021			SPARLAND TO(N)	134.7	.....		7.15	10.14	10.24		
3.45	2.45	g9.10	3700	4383'	04029	9:20A-10:20A@		CHILlicothe TO	142.6	W		g7.06	10.04	10.14		
3.49	2.49	9.12	5200	.....	04030			COUGHLIN P	144.1	.....		7.03	10.00	10.10		
		9.20	.....	23	04037			MOSSVILLE P	151.1	.....		6.56				
4.05	3.05	9.24	5000	W5	04041			SANKOTY P	155.0	.....		6.52	9.45	9.55		
4.30 A.M.	3.30 A.M.	s9.40 P.M.	.....	Yard	04047	6:00A-2:00P+ 2:30P-10:30P+		PEORIA *TO(N)	160.0	RFWT BC Yd		6.45 A.M.	9.35 P.M.	9.45 P.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

MAXIMUM SPEED:

Passenger Trains 60 MPH

Freight Trains 50 MPH

RULE 99(j) AUTHORIZED

SPEED RESTRICTIONS:

	Psg.	Freight
MP 114 Pole 5 to MP 115	40	40
MP 126 Pole 39 to MP 127 Pole 35	40	40
MP 142 Pole 10 to MP 143 Pole 10	30	30
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.

SPECIAL INSTRUCTIONS:

- (g) No. 12 Chillicothe receive for scheduled and conditional stop points.
- (g) No. 12 Henry and Bureau receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Henry receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Chillicothe discharge from scheduled and conditional stop points.

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

At Pioneer Park switch movements must stop and member of crew must flag movement over State Highway 174.

TRAIN ORDER OFFICES

- + Daily
- @ Daily Except Saturday, Sunday & Holidays

WESTWARD

TOULON BRANCH

EASTWARD

				Signs	Station Numbers	Office Hours	SUBDIVISION 3-A STATIONS		Miles from Peoria	Footage Capacity of Sidings	Car Capacity or Length of Other Tracks		
							TIME TABLE NO. 7					June 25, 1972	
				.....	05037		.... TOULON	36.3	.....	25		
				R Yd	05042	7:00A-4:00P@ 5:00P-1:00A#	.... LAFAYETTE..... *TO	42.3	.....	85		
				Yd	05048		.... GALVA..... TO	48.1	1000	2349'		
				.....	.....		.... BN Crossing..... M	48.7	.....	....	
				.....	.....		.... BN Crossing..... UX	48.9	.....	....	
					05052		.... BISHOP HILL	52.1	.....	20		
					05057		.... ULAH.....	57.8	.....	E15		
				.....	05061	7:30A-4:30P&	.... CAMBRIDGE..... *TO	61.5	1300	3366'		
				.....	05067		.... OSCO	67.5	.....	W-12		
					05072		.... ORION.....	72.4	.....	12		
					.....		... ORION JCT	73.7	.....	....	
					03170		.... COLONA.....	82.3	.....			

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

SPEED RESTRICTIONS:	MPH
MP 36 Pole 0 to MP 43 Pole 8.....	10
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

At MP 39 Pole 30 State Highway No. 78 crossing, all trains and engines must stop and member of crew must flag crossing.

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

SPECIAL INSTRUCTIONS:

Yard Limits extend from MP 41 to MP 50.

Westward trains must obtain BN clearance at Cambridge.

Between Colona and Orion Jct. trains and engines will be governed by BN Timetable and Operating Rules.

Trains and engines leaving BN tracks at Colona will not be required to notify the BN Train Dispatcher when clear of BN main track by use of pole phone at Colona provided the information is relayed by radio to operator at Kelly Yard who will in turn relay the information to the BN Train Dispatcher.

Between Toulon and LaFayette trains and engines will operate per Rule 93.

Location	Crossing	Remarks	Operated By	Normal Position Gate Against	Sign Arrangement For	
					Stop	Proceed
MP 48.9	BN	Gate	Trainmen	BN	Red	.....

TRAIN ORDER OFFICES

@ Daily Except Saturday, Sunday & Holidays

Daily Except Sunday, Monday & Holidays

& Daily except Sunday & Holidays.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		SUBDIVISION 14 STATIONS					FIRST CLASS		
5	Footage Capacity of Sidings	Car Capacity or Length of Other Tracks	Station Numbers	Office Hours	VN	Miles from Chicago	Signs	6	
Psg.								Psg.	
Daily								Daily	
P.M. 9.01	.....	Yard	05173	Continuous	VN	173.7	FWY BC Yd		A.M. 6.59
9.20 P.M.	.....	Yard	05181			181.1	RFW BC T Yd		6.45 A.M.
	.....	.....			....	181.3			
	.....	Yard	05183		....	182.8	Yd		
	.....	.....	05184		....	183.7	Yd		
	.....	Yard	05185	Continuous	WN	184.9	BRYd		
	.....	Yard	06187		....	186.5	B Yd		
	.....	225	06191		....	190.9	Yd		
		W10	06192		....	192.0	Yd		
			06197		....	198.0			
			06203		....	203.8			
		Yard	06210		....	211.3	BWYd		
	6860		06212	Continuous	DY	211.6	CRYd		
		E 20	06217		....	216.6			
	6233	914'	06224		....	223.4	.....	
	6230	584'	06230		....	229.7			
	.....	Yard	06231	6:30A-3:30P&	....	230.8	WY		
	.....				....	236.2	.....	
	6145	W 414'	06236		....	240.9	.....	
	.....	15	06241		....	244.7	.....	
	6170	3	06245		....	245.4	.....	
	.....	.....			....	261.4			
	6065	2036'	06261		....	263.7			
		W10	06264		....	272.5	.....	
	6051	.....	06273		....	274.8	.....	
	.....	.....			....	275.1	W		
	.....	60	06275		....	280.2			
	6068	984'	06280		....	290.7	BC RY		
	.....	46	07292	Continuous	ON	291.5	FW		
	.....	Yard	07292		....			

Two Main Tracks Rules 450.453 MP 172 Pole 42 to MP 211 Pole 34

Automatic Block System

Rules 400-406 MP 211 Pole 34 to MP 291 Pole 20

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

MAXIMUM SPEED: 60 MPH
 Yard limits between Kelly Yard and MP 195 Pole 10. All Trains and engines will move at Restricted Speed. Extra Trains and Engines may occupy main track on the time of First Class Trains but must avoid delay thereto.

Eastward trains must obtain clearance at Culver. Trains will register by Form 1339 at West Davenport and Culver. Trains No. 5 and No. 6 discharge and receive passengers at Rock Island from Yard Track adjacent to Westward Main Track. No. 6 receive passengers fifteen minutes prior to departure time.

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

See Page 26 for Speed Restrictions and additional Special Instructions.

TRAIN ORDER OFFICES
 & Daily Except Sunday & Holidays.

SPEED RESTRICTIONS

SUBDIVISION 14	Psgr.	Freight
MP 169 Pole 46 to MP 178 Pole 12 (Except as shown below)	50	30
MP 171 Pole 32 Switch North track (Eng. only)	20	20
MP 174 Pole 30 to MP 174 Pole 38 Westward trains and engines heading out west end Kelly Yard	15	15
MP 178 Pole 12 to MP 181 Pole 5	30	20
MP 181 Pole 8 (BN Crossing)		20
MP 182 Pole 0 to MP 185 Pole 3 (On Westward track, Eng. only)		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 211 Pole 24 (Thru Crossover to or from CMStP&P Main Track)		10
MP 213 Pole 11 (Eng. only)		20
MP 220 Pole 0 to MP 221 Pole 0		50
MP 230 Pole 8 to MP 233 Pole 40		50
MP 240 Pole 0 to MP 290 Pole 31 (Except as shown below)		50
MP 274 Pole 34 (BN Crossing)		35
MP 290 Pole 31 to MP 291 Pole 20 (Eng. only)		20

SPECIAL INSTRUCTIONS

SUBDIVISION 14

Kelly Yard is the initial and terminal station for Second Class and Extra Trains.

Rock Island is the initial and terminal station for First Class Trains.

First Class Trains will not require clearance at Rock Island.

White classification signals need not be displayed on Extra Trains Subdivision 14.

Rule 83:

Rock Island for trains originating or terminating.

Eastward trains will obtain clearance at Culver.

Eastward trains Eldon Yard will obtain clearance at Eldon.

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

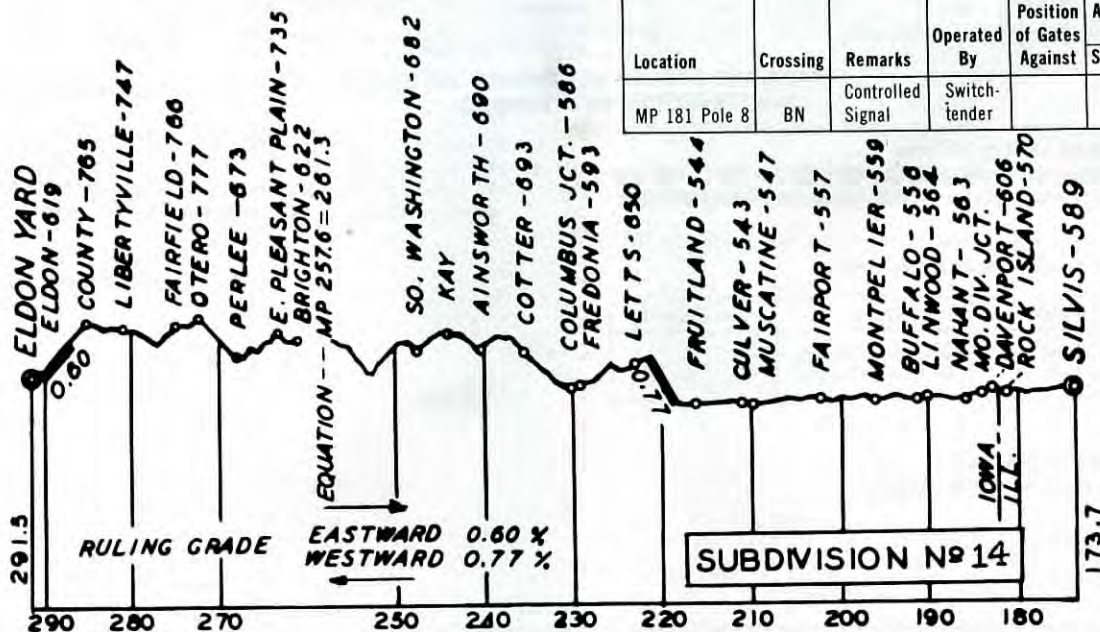
Drawbridge 1822 over Mississippi River at Davenport protected by manual interlocking.

CMStP&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 trains to CMStP&P tracks.

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	BN	Controlled Signal	Switch-tender			



WESTWARD

CLINTON BRANCH

EASTWARD

			Car Capacity of Other Tracks	Footage Capacity of Sidings	Station Numbers	Office Hours	SUBDIVISION 14-A STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Kelly Yard	Signs			
			05035		CN.....CLINTON.....	TO	46.5	RFW Yd		
			05185	Continuous	35.3 WN.....WEST DAVENPORT .. M 35.3	*TO	11.2	BR Yd		

Trains between West Davenport and Clinton will be governed by DRI&NW RR Timetable and Operating Rules.
Trains will register by form 1339 at West Davenport.

WESTWARD

WASHINGTON BRANCH

EASTWARD

			Car Capacity of Other Tracks	Footage Capacity of Sidings	Station Numbers	Office Hours	SUBDIVISION 14-B STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Chicago	Signs			
			15		06241		.....AINSWORTH.....P	240.9	Yd			
			277	.....	06007	7:00A-4:00P&	7.3 WA.....WASHINGTON.....TO(N)	248.2	RFWY BC Yd			
			.....	.....	.....		0.5.....CMS+P&P Crossing.....M	248.7	.....		
			20	.....	07015		6.9.....WEST CHESTER.....	255.6	.....		
			35	.....	07022		7.3.....KEOTA.....	262.9	.....		

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

MAXIMUM SPEED: 30 MPH

Speed Restrictions: MP 248.2 to MP 262.9 20 MPH

All trains and engines will flag crossings at West Chester.

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
242 Pole 12	Sinclair Products	8
256 Pole 7	Sinclair Products	6

TRAIN ORDER OFFICES
& Daily Except Sunday & Holidays

WESTWARD

MONTEZUMA BRANCH

EASTWARD

			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 4-A STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Iowa City	Signs			
			210	40053	3:00A-7:00P+	IC.....IOWA CITY..... *TO(N)	0.0	RFWY BC Yd			
			31	40007		..... 7.2 ..........HILLS.....	7.2	.....		
			44	40014		..... 6.8 ..........RIVERSIDE.....	14.0	.....		
			23	40021		..... 6.5 ..........KALONA.....	20.5	.....		
			70	40028		..... 7.2 ..........WELLMAN.....	27.7	Y			
			W24	40036		..... 8.2 ..........KINROSS.....	35.9	.....		
			W24	40042		..... 5.5 ..........SO. ENGLISH.....	41.4	.....		
		 4.0 ..........CMS+P&P Crossing.....UX	45.4	.....		
			E13	40046		..... 0.4 ..........WEBSTER.....	45.8	.....		
			W27	40050		..... 4.0 ..........KESWICK.....	49.8	.....		
			E5	40055		..... 5.1 ..........THORNBURG.....	54.9	.....		
			18	40059		..... 3.7 ..........GIBSON.....	58.6	.....		
			W17	40064		..... 4.6 ..........BARNES CITY.....	63.2	.....		
			64	40071		..... 7.3 ..........MONTEZUMA.....	70.5	T Yd			
							..... 70.5					

**TRAINS AND ENGINES WILL OPERATE PER RULE 93
RULE 10(i)(2) AUTHORIZED
MAXIMUM SPEED—15 MPH**

SPEED RESTRICTIONS:

MP 9 Pole 1 10 MPH
5 MPH over Bridge 230 (Old No. 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.

SPECIAL INSTRUCTIONS:

Trains and engines may leave Iowa City without clearance.

All trains and engines will flag crossing at Webster—River-
side—and Highway Crossing MP 56.7.

CMStP&P Crossing at MP 45.4 is protected by stop signs.

TRAIN ORDER OFFICES

+ Daily

WESTWARD				MAIN LINE				EASTWARD							
SECOND CLASS				Footage Capacity of Sidings	Car Capacity or Length of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 4 STATIONS TIME TABLE NO. 7 June 25, 1972				Miles From Chicago	Signs	SECOND CLASS	
59	81	1	43					2	88						
Freight	Freight	Freight	Freight					Freight	Freight						
Daily	Daily	Daily	Daily					Daily	Daily						
				.....	.....	05184		MO. DIV. JCT. ....M	P	183.7	Yd		
				.....	50	40011		11.2	P	194.9	.....			
				.....	E10	40016		WALCOTT P	P	199.2				
				.....	40	40018	6:45A-3:45P@	STOCKTON P	P	202.0	.....			
				E3516	61	40024		2.8	TO	207.6	.....			
A.M.	P.M.	P.M.	P.M.	.....	30	40032		DURANT P	P	215.9	.....	A.M.	P.M.
6.15	1.59	5.50	10.30	.....	Yard	40038	Continuous	5.6	TO	221.3	RWY Yd C	2.33	1.35	
6.33	2.17	6.08	10.48	11961	Yard	40053	3:00A-7:00P+	3.3	P	236.8	BC Yd RFWY	2.15	1.16		
6.38	2.22	6.13	10.53	.....	Yard	41057		WEST LIBERTY .....M	*TO	241.0	Yd	2.10	1.11	
				.....	W15	41061		15.6	*TO	244.7				
6.50	2.34	6.25	11.05	4598	1509'	41068	6:00P-3:00A+	4.2	P	251.5	.....	1.58	12.59	
6.56	2.39	6.31	11.11	3057	2001'	41073		TIFFIN P	P	256.6	.....	1.52	12.53	
7.08	2.51	6.43	11.23	5384	Yard	41084	9:30A-5:30P&	6.8	TO	267.3	W	1.39	12.40		
7.15	2.58	6.50	11.30	4556	1445'	41090		OXFORD TO	TO	273.9	.....	1.32	12.33	
7.21	3.04	6.56	11.38	4568	1395'	41096		5.1	P	279.9	.....	1.26	12.27	
7.29	3.12	7.04	11.47	7814	1343'	41104		HOMESTEAD P	P	287.7	.....	1.18	12.19	
				.....	40	41110		10.7	P	293.7				
7.39	3.22	7.14	11.58 P.M. A.M.	4133	.....	41114		MARENGO *TO	*TO	297.3	.....	1.07	12.08 P.M.
7.45	3.28	7.20	12.05	7922	60	41119	3:00A-7:00P+	6.6	P	302.7	.....	1.01	12.02 A.M.	
7.58	3.41	7.33	12.18	4092	2537'	41130	1:00P-1:15P@	7.8	TO	313.8	.....	12.47	11.48	
8.08	3.51	7.43	12.37	6165	Yard	41139	7:00A-3:00P@ 3:00P-11:00P+	6.0	TO	322.5	BCW	12.37	11.38		
8.21	4.04	7.56	12.54	5932	3083'	41151	7:00A-10:30A 1:45P-4:00P@	6.0	TO	334.7	.....	12.23	11.24	
8.27	4.11	8.02	1.02	3875	1650'	41157		LADORA P	P	340.6	.....	12.17	11.18	
8.34	4.18	8.09	1.11	.....	46	41163	8:00A-5:00P@	7.8	TO	346.9	.....	12.10	11.11
8.39	4.23	8.14	1.16	.....	.....	.....		VICTOR TO	TO	351.7	.....	12.04	11.04
8.55	4.44	8.30	1.25	.....	Yard	50172	Continuous	6.3	P	355.6	RFWTY BC Yd	12.01	10.55	
A.M.	P.M.	P.M.	A.M.					ALTOONA TO	TO		A.M.	A.M.			
								EAST DES MOINES P	P						
								3.9	*TO(N)						
								SHORT LINE JCT... *TO(N)	*TO(N)						
								(CRI&P Crossing) M	M						
								171.9							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON SINGLE TRACK OR ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK.
RULE 99(k) AUTHORIZED

MAXIMUM SPEED: 60 MPH

Trains will register by Form 1339 at West Liberty.
 See Page 30 for Speed Restrictions and Special Instructions.
 Rule 425 in effect between East Des Moines, MP 351.7 and Short Line Jct., MP 355.6.

Dispatchers phones located at:
 MP 190 Pole 8 MP 220 Pole 15
 MP 237 Pole 0 MP 243 Pole 20
 MP 309 Pole 0 MP 328 Pole 36

TRAIN ORDER OFFICES
 + Daily
 @ Daily Except Saturday, Sunday & Holidays
 & Daily Except Sunday & Holidays

SPEED RESTRICTIONS

SUBDIVISION 4	All Trains
MP 183 Pole 33 to MP 185 Pole 35	40
MP 210 Pole 38 to MP 211 Pole 16	45
MP 221 Pole 15 to CRI&P Crossing	50
MP 235 Pole 30 to MP 237 Pole 6	20
MP 237 Pole 6 to MP 237 Pole 28	30
MP 267 Pole 0 to MP 267 Pole 30	50
MP 302 Pole 26 to MP 303 Pole 14	40
MP 303 Pole 14 to MP 310 Pole 0	50
MP 315 Pole 32 to MP 316 Pole 8	50
MP 318 Pole 37 to MP 319 Pole 20	50
MP 322 Pole 0 to MP 327 Pole 30	50
MP 340 Pole 20 to MP 341 Pole 30	50
MP 346 Pole 31 to MP 348 Pole 34	50
MP 352 Pole 31 to MP 353 Pole 16	35
MP 353 Pole 16 to MP 355 Pole 31	50
MP 355 Pole 31 to MP 359 Pole 10	20

SPECIAL INSTRUCTIONS

SUBDIVISION 4

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

SPECIAL INSTRUCTIONS—Continued

White classification signals need not be displayed on extra trains between Kelly Yard and West Liberty.

Kelly Yard is the initial and terminal station for Extra Trains.

Iowa City is initial and terminal station for trains originating and terminating.

Rule 83:

West Liberty

Short Line Junction

All trains and engines operating against the current of traffic reduce speed to 30 MPH, both main tracks, MP 207 Pole 14 to MP 207 Pole 34, Wilton, Iowa.

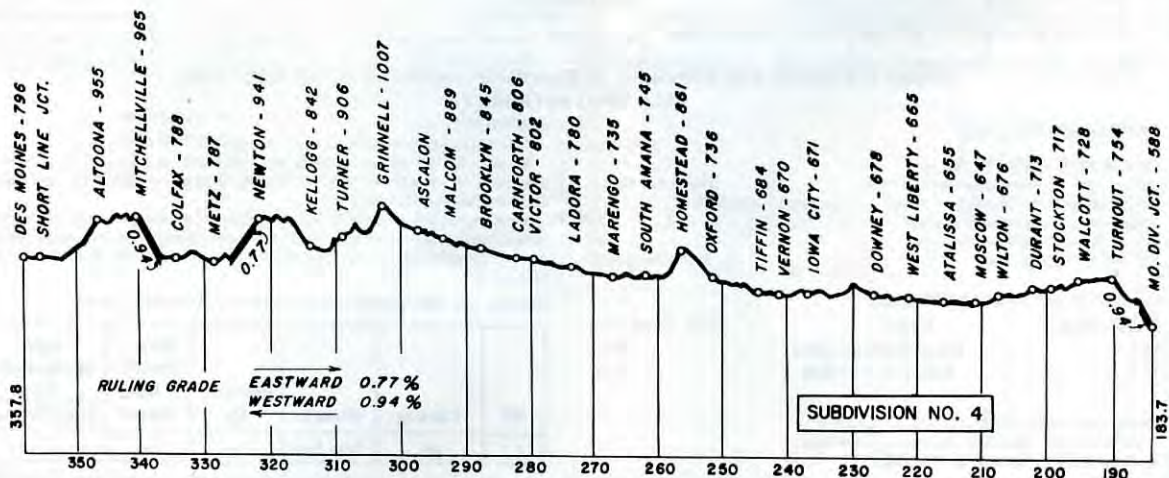
All trains and engines operating against the current of traffic reduce speed to 30 MPH, both main tracks, MP 216 Pole 10 to MP 215 Pole 35, Atalissa, Iowa.

All trains and engines operating against the current of traffic reduce speed to 40 MPH, both main tracks, MP 201 Pole 39 to MP 201 Pole 17, Durant, Iowa.

All railroad crossing 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	BN	Controlled Signal	Switch-tender			

Cars that are 80 feet long or longer must not be moved over Hill Track, Iowa City, Iowa when coupled to a short car account curvature of track.



WESTWARD

KEOKUK AND ALTOONA BRANCH

EASTWARD

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 4-B STATIONS		M.P. from Keokuk	Signs
						TIME TABLE NO. 7			
						June 25, 1972			
		.....	197	07151	8:30A-5:30P&	KEOKUK	..... TO	.....	RFWT Yd BC
		.....	.....	.....		0.7 BN Crossing	..... UX	0.7	.....
		.....	16	07137		14.1 SAND PRAIRIE	.....	14.8	.....
		.....	10	07122		15.3 FARMINGTON	.....	30.1	.....
		.....	10	07116		5.4 BONAPARTE	.....	35.5	.....
		.....	10	07106		10.1 MT. ZION	.....	45.6	.....
		.....	28	07097		9.2 DOUDS	.....	54.8	.....
		.....		07292	Continuous	9.1 ELDON	..... *TO	63.9	RY BC
		.....	Yard	07077	7:30A-3:30P@	11.9 OTTUMWA	..... TO(N)	75.8	B
		.....	.....	.....		1.4 CMStP&P Crossing	..... M	77.2	.....
		.....	19	07055		14.4 EDDYVILLE	.....	91.6	.....
		.....	.....	.....		1.4 CRI&P JCT.	.....	93.0	.....
		.....	.....	.....		6.6 CNW JCT.	.....	99.6	.....
		.....	32	07051		0.7 BEACON	.....	100.3	.....
		.....	55	07048		1.9 EVANS JCT.	.....	102.2	Yd
		.....	21	07044		5.2 LEIGHTON	.....	107.4	.....
		1199	106	07035	8:00A-5:00P@	8.2 PELLA	..... TO	115.6	.....
		.....	27	07028		8.0 OTLEY	.....	123.6	.....
		.....	49	07017		5.5 MONROE	.....	129.1	.....
		.....	45	07013		9.2 PRAIRIE CITY	.....	138.3	.....
		.....	41	41163	8:00A-5:00P@	13.2 ALTOONA	..... TO	151.5	.....
						151.5			

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
RULE 99(d) AUTHORIZED**

MAXIMUM SPEED: 30 MPH

	All Trains
MP 8 Pole 20 to MP 11 Pole 20	10
MP 14 Pole 17 Road Crossing	Restricted Speed
MP 18 Pole 10 to MP 19 Pole 20	10
Ottumwa—BN Overhead Crossing	10
MP 77 Pole 6 CMStP&P Crossing	20
MP 149 to Altoona, Iowa	Restricted Speed

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
54.0	Douds Stone Company	W-12
94.9	Atlas Coal Company	W-12

TRAIN ORDER OFFICES

@ Daily Except Saturday, Sunday & Holidays
& Daily Except Sunday & Holidays

SUBDIVISION 4-B:

Trains may leave Keokuk without clearance.
Between CRI&P Jct. and C&NW Jct. trains will be governed by Special instructions in current Timetable of Central Division of C&NW Ry. and C&NW Superintendent's Bulletins.

Junction switch at Altoona with Subdivision 4 equipped with electrically-locked hand operated switch. Train and engine crews must secure permission of train dispatcher to operate this switch Pole phone at MP 346 Pole 41 Subdivision 4.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position of Gates Against	Light Arrangement For	
					Stop	Proceed
0.7	BN	Stop Sign	—	—	—	—

WESTWARD			KEOSAUQUA BRANCH						EASTWARD			
			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 4-C STATIONS TIME TABLE NO. 7 June 25, 1972	M.P. from Mt. Zion	Signs			
				07106		MT. ZION .....	.....			
			20	07004		4.5 KEOSAUQUA	4.5				
							4.5					

**TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED
MAXIMUM SPEED: 10 MPH**

WESTWARD			OSKALOOSA BRANCH						EASTWARD			
			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 4-D STATIONS TIME TABLE NO. 7 June 25, 1972	M.P. from Chicago	Signs			
			112	07060	7:30A--4:30P&	MICH SPUR	297.9	.....		
				3.4 OSKALOOSA	301.3				
				0.1 C&NW Crossing	301.4	.....		
			55	07048		3.2 EVANS JCT.	304.6	Yd			
							6.7					

**TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED
MAXIMUM SPEED: 20 MPH**

SPECIAL INSTRUCTIONS:

SUBDIVISION 4-D:

Overhead or side restricted clearances as follows:

Oskaloosa—CNW overhead bridge 3018 all shipments over 16 ft. 9 in. or high cube cars 17 ft. ATR restricted to special clearance instructions and authority.

TRAIN ORDER OFFICES

& Daily Except Sunday & Holidays.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For Stop	Light Arrangement For Proceed
301.4	C&NW	Stop Sign	—	—	—	—

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			Footage Capacity of Sidings	Length or Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 9 STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Burlington	Signs	SECOND CLASS	
87	23	99								52	22
Freight	BN	Freight									
Daily	Daily Except Sat. & Sun.	Daily									
	A.M. 7.20		.....	.....	06000		BURLINGTON TO(N)	.....	BC R Yd		P.M. 2.55
	7.30		.....	Yard	06001	6:30A-3:30P&	BURLINGTON TO(N) (Freight Station)	0.5	RWT BC Yd		2.46
			.....	21	06012		SPERRY	11.6	.....	
	8.25 A.M.		.....	41	06015	8:30A-9:00A; 10:00A-5:30P@	MEDIAPOLIS TO	15.2	R		2.10 P.M.
			.....	20	06023		MORNING SUN	22.8	.....	
			1513	1874'	06029		WAPELLO	29.2	.....	
			2404	Yard	06231	6:30A-3:30P&	COLUMBUS JCT..... *TO	40.5	YYd W		
			.....	.....	.....		CRIP Crossing M/A	40.5	.....	
			.....	.....	.....		CMS+P&P Crossing A	46.9	.....	
			.....	27	06048		CONE.....	47.5	.....	
			983	2984'	06055		NICHOLS	54.7	.....	
			.....	.....	.....		CRIP Crossing M	61.4	.....	
P.M. 7.00	A.M. 11.30		1551	119	40038	Continuous	WEST LIBERTY *TO(N)	61.4	CRWYYd		A.M. 4.10
7.15	11.45		2777	2330'	52069	7:00A-4:00P@	WEST BRANCH..... TO	69.6	.....		3.48
			.....	E22	52073		OASIS	73.2	.....	
7.25	11.55		6182	.....	52075		ELMIRA	74.6	.....		3.40
7.40	A.M. 12.05		2227	948'	52082		SOLOM	82.2	.....		3.30
7.50	P.M. 12.15		4153	1100'	52089		ELY	89.0	.....		3.20
			.....	.....	.....		C&N W Crossing M	97.0	.....	
			.....	.....	52097		CEDAR RAPIDS	97.9	Yd		
8.10 P.M.	1.00 P.M.		.....	Yard	52097	Continuous	CEDAR RAPIDS YD *TO(N)	98.1	RFWT BC Yd		3.00 A.M.

Automatic Block System
MP 61 to MP 96.9 and
MP 97.6 to MP 98.1

**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 15 Pole 0 25 MPH
MP 15 Pole 0 to MP 62 30 MPH
MP 62 to MP 98 Pole 5 50 MPH

TRAIN ORDER OFFICES
& Daily except Sunday and Holidays.
@ Daily except Saturday, Sunday and Holidays.

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

See Page 35 for Speed Restrictions and Special Instructions.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			Footage Capacity Of Sidings	Length or Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 10 STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Burlington	Signs	SECOND CLASS			
87	99	153								94	154	52	
Freight	Freight	Freight								Freight	Freight	Freight	
		Daily Except Sun.								Daily	Daily Except Sun.	Daily	
P.M. 9.15	A.M. 11.00	A.M. 7.00	.....	Yard	52097	Continuous					P.M. 1.59	P.M. 6.40	A.M. 2.20
9.21	11.08	7.10	.....	.....	53102								
9.28	11.16	7.18	3615	763'	53108						1.25	6.18	1.43
			.....	22	53112								
9.50	11.45 A.M.	7.38	3130	4922'	53121	6:00A-3:00P&					1.10	6.03	1.22
		7.40 A.M.	.....	.....	.....					
			.....	16	53129							6.01 P.M.	
10.08	P.M. 12.10		3095	3165'	53135	2:00P-3:00P@							
			.....	32	53143								
10.24	12.30 -94		4634	243	53149						99		
										
			.....	.....	.....	8:00A-1:30P 3:30P-5:00P& 8:00A-5:00P (Sat. Only)							
10.37	12.46		1272	10	53156	7:00A-10:00A 2:30P-4:00P@							
										
11.00	1.10		3411	2583'	53172	10:30A-2:00P@							
										
11.15	1.40		5279	1621'	53179								
			.....	W26	53186								
			.....	50	53190	8:00A-10:00A 3:45P-5:00P@							
11.40 52	2.05		3965	1695'	53196	10:15A-12:01P@							
			.....	65	53204	1:15P-3:15P@							
										
11.59 P.M.	2.30		3204	237'	53211								
			.....	W10	53217								
			.....	E5	53220								
										
A.M. 12.30 A.M.	3.05 P.M.		.....	Yard	57225	Continuous							

Automatic Block System - MP 98.1 to 225.1

CEDAR RAPIDS YARD.... *TO(N)	98.1	RFWT BC Yd					
3.6							
LINN JCT..... P	101.7	Yd	1.32	6.26	1.51		
5.6							
PALO..... P	107.3	.....	1.25	6.18	1.43		
4.1							
SHELLSBURG..... TO	111.4	.....				
9.6							
VINTON..... TO	121.0	Yd	1.10	6.03	1.22		
0.2							
VINTON JCT..... P	121.2	Yd R			6.01 P.M.		
7.7							
MOUNT AUBURN..... P	128.9	.....				
6.4							
LA PORTE CITY..... TO	135.3	.....	12.50		1.05		
8.0							
WASHBURN..... P	143.8	.....				
4.9							
BRYANT..... P	148.2	Yd	12:30		12.50		
2.0							
CNW Crossing..... A	150.2	.....				
0.2							
WATERLOO..... TO	150.4	BYd					
0.6							
WATERLOO R.R. Crossing..... A	151.0	.....				
4.1							
CNW Crossing..... UX	156.2	.....				
0.3							
CEDAR FALLS..... TO(N)	156.5	W	12.15 P.M.		12.28		
1.0							
IC Crossing..... AP	157.5	.....				
14.6							
SHELL ROCK..... TO	172.1	.....	A.M. 11.55		12.08 A.M.		
6.8							
CNW Crossing..... A	178.9	.....				
0.1							
CLARKSVILLE..... P	179.0	.....	11.45		P.M. 11.59		
6.1							
PACKARD..... P	185.1	.....				
4.9							
GREENE..... TO	190.0	W					
5.7							
MARBLE ROCK..... TO	195.7	.....	11.20		87 11:40		
7.9							
ROCKFORD..... TO	203.6	.....				
7.2							
CMS+P Crossing..... A	210.8	.....				
0.2							
NORA SPRINGS..... P	211.0	.....	10.55		11.18		
5.4							
ROCK FALLS..... P	216.4	.....				
3.1							
CMS+P Crossing..... UX	219.5	.....				
0.0							
PLYMOUTH..... P	219.5	.....				
5.3							
CNW Crossing..... M	224.8	.....				
0.3							
MANLY..... *TO(N)	225.1	RFWT BC Yd	10.30 A.M.		11.00 P.M.		
127.2							

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

MAXIMUM SPEED: 50 MPH

Trains and engines from Subdivision 10-A and 10-B must obtain permission from Train Dispatcher before entering main track at Linn Jct. and/or Vinton Jct. No. 154 may leave Vinton without clearance when train order office is closed and train order signal indicates proceed.

See Page 35 for Speed Restrictions and Special Instructions.

TRAIN ORDER OFFICES

@ Daily Except Saturday, Sunday and Holidays
& Daily Except Sunday and Holidays

SPEED RESTRICTIONS

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

SPECIAL INSTRUCTIONS

SUBDIVISIONS 9 AND 10

Burlington is the initial station for BN No. 23.

Rule 83:

- Burlington Freight Station
- Mediapolis—trains originating or terminating
- West Liberty
- Cedar Rapids Yard
- Vinton Jct.—Trains to or from Subdivision 10-B
- Manly

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

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

The eastward signal at Seventh Ave. governs movements over CMStP&P junction switch: indications; Lunar over Red for CRI&P main track; Lunar under Red for CMStP&P line to west side.

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

When westward train or engine is held at holding signal No. 965, a train employee will go immediately to Ninth Ave. Tower

Illinois Division

SPECIAL INSTRUCTIONS—Continued

and will be governed by instructions of Towerman.

Spring switch indicator per Rule 36(3) protecting facing point movement westward over spring switch located at "B" Avenue.

Movements to the Rock Island main track in the area of "B" Avenue will be made by contacting the 9th Avenue Tower Operator over one of the yard communicating speakers located on the East side of the Rock Island main track at "A" Avenue and "B" Avenue Operator at 9th Avenue Tower will authorize all movements to the Rock Island main track on authority of Rock Island Yardmaster. All movements through or over spring switch will be made in accordance with Rule 36(3) Rock Island Uniform Code of Operating Rules. All requests for movements will be made in accordance with Rule 80 of the Rock Island Uniform Code of Operating Rules.

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

When two engines are working on the North and South Lead tracks at the East end of Cedar Rapids Yard, engines displaying classification and number lights may extinguish the standard white headlight while on these leads.

Multi-Level cars measuring between 19 ft. 3 in. ATR to 19 ft. 5 in. ATR through Bridges 1605, 1650 and 1777 ARE RESTRICTED to 15 MPH.

The following instructions govern the Open The Switch indicator at Manly, Iowa:

Manly, between Signal 2250 (MP 224 Pole 36) and West Yard, (MP 226.5) movements of trains on Main Track are governed by signal indication. Signal 2250 is a two unit signal. Lower unit is an Open The Switch Indicator controlled by operator, Manly.

If Signal 2250 indicates STOP then proceed at low speed per Rule 291 and the Open The Switch Indicator is not illuminated, a member of the crew stopped by Signal 2250 must contact operator, Manly, before proceeding and be governed by verbal instructions.

When Open The Switch Indicator is illuminated be governed by Rule 36(2) regardless of the indication given by Signal 2250.

Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it except by authority of Operator and then be governed by Rules 104(15) and 353.

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

Sub-div.	Location	Crossing	Remarks	Operated By	Normal	Light	
					Position	Arrangement	
					Gates	For	
					Against	Stop	
						Proceed	
9	MP 97.0	C&NW	Gate	Towerman	C&NW	Red
10	MP 156.2	C&NW	Electric Lock Gate	Trainmen	C&NW	Red	Clear
10	MP 219.5	CMStP&P	Electric Lock Gate	Trainmen	CMStP&P	Red	Clear

WESTWARD

POSTVILLE BRANCH

EASTWARD

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 10-A STATIONS TIME TABLE NO. 7 June 25, 1972	Miles from Cedar Rapids	Signs				
				.....	.....	53102	.....LINN JCT.....P 13.2	3.8	Yd				
				.....	.....	.....	.....WATERLOO R. R. Crossing...UX 0.3	17.0	.....			
				.....	43	52014	.....CENTER POINT..... 6.8	17.3	.....			
				.....	18	52021	.....WALKER..... 7.2	24.1	.....			
				.....	15	52027	.....ROWLEY..... 7.0	31.3	.....			
				.....	70	52035	.....INDEPENDENCE..... 0.7	38.3	.....			
				.....	.....	.....	.....IC Crossing.....A 10.3	39.0					
				.....	15	52045	.....HAZELTON..... 3.0	49.3	.....			
				.....	.....	.....	.....CNW Crossing.....A 0.5	52.3	.....			
				1819	50	52049	.....OELWEIN..... 6.9	52.8	W				
				.....	27	52056	.....MAYNARD..... 8.4	59.7	.....			
				.....	.....	.....	.....CMS&P Crossing.....UX 5.9	68.1	.....			
				.....	30	52070	.....WEST UNION..... 10.6	74.0	W				
				.....	15	52081	.....ELGIN..... 3.9	84.6	.....			
				.....	15	52084	.....CLERMONT..... 9.2	88.5	.....			
				.....	8	52004	.....POSTVILLE..... 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 5MPH
 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).

At Linn Jct. permission must be received from Train Dispatcher before entering main track Subdivision 10.

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 17.0	WRR	Stop Sign	—	—	—	—
MP 68.1	CMStP&P	Stop Sign	—	—	—	—

WESTWARD

IOWA FALLS BRANCH

EASTWARD

153		Footage Capacity of Siding	Length or Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 10B STATIONS		Miles from Cedar Rapids	Signs	154	
Freight	Daily Except Sun.					TIME TABLE NO. 7 June 25, 1972				Freight	Daily Except Sun.
	A.M. 7.40	.....	Yard	.....		.....	VINTON JCT.	23.4	R Yd		
			20	54007		6.2	GARRISON	29.6	.....	
	8.27		50	54016		9.2	DYSART	38.8	.....	5.07	
			20	54024		8.4	TRAEER	47.2			
			25	54031		6.6	DINSDALE	53.8			
	9.33	2411	2400*	54036		5.7	REINBECK	59.5	.....	4.01	
		.....	.....	.....		0.3	C&NW Crossing	A	59.8	.....
			25	54040		3.6	MORRISON	63.4			
	10.02		50	54046		5.4	GRUNDY CENTER	68.8	W	3.32	
			50	54048		2.6	HOLLAND	71.4			
	10.33	.....	20	54056	7:00A-9:30A 2:45P-4:00P@	7.1	WELLSBURG	TO	78.5	.....	3.01
			25	54062		6.5	CLEVES	85.0			
		.....	.....	.....		1.9	C&NW Crossing	A	86.9	.....
		.....	.....	.....		9.8	CRI&P Crossing	M	96.7	.....
		.....	.....	.....	Continuous	0.1	MILLS (IC Crossing)	*TO M	96.8	C	
	11.32 A.M.	.....	Yard	55074		0.6	IOWA FALLS YARD	*	97.4	BCFR TWY Yd	2.00 P.M.
						73.7					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
EXCEPT NO. 153 IS SUPERIOR TO NO. 154

MAXIMUM SPEED: 20 MPH

At Vinton Jct. permission must be received from Dispatcher
before entering main track Subdivision 10.
Eastward trains may leave Iowa Falls Yard without clearance
but must obtain clearance at Mills.

Rule 83:

Vinton Jct. Trains to or from Subdivision 10-B.
Iowa Falls Yard.

TRAIN ORDER OFFICES

@ Daily Except Saturday, Sunday & Holidays.

UNIFORM CODE OF OPERATING RULES

Rule L (Addition)—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks must keep their hair at a length which will avoid the danger of its becoming ignited, entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 10(j), Rule 10(k), and Train Order Form X Example (3) effective only where authorized by Special Instructions.

Rule 12(m)—Trainmen and Enginemen must not use foreign line radio frequencies while on Rock Island Lines property.

Rule 17 (Addition)—That part of Rule 17 of the Uniform Code of Operating Rules, Paragraph four, reading: "and (Headlight) must be extinguished when train has stopped entirely clear of main track" is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

Rule 17-A (Addition)—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

Rule D-81 Revised—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher

will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed LOW SPEED and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

Rule 83(a), paragraph 2, Item (4)—(Addition) Radio, telephone or other equally effective communicating media may be used in connection with Item 4 (by proper identification) when such communication is directly between the two crews involved.

Rule D-93 of the Uniform Code of Operating Rules is changed to read:—Within yard limits, when moving against the current of traffic, all trains and engines must move at LOW SPEED.

Rule 98 (Addition)—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

Rule 103(a) (7) Revised—Before coupling to or moving cars on team or house tracks or tracks serving industries, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

Rule 103(a) (13)—Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

Note to Rule 104(5)—Automatic switches as defined Page 12 and Rule 104(5) must not be trailed through when lined against movement.

Rule 104(11)—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

Rule 104(a) (Addition)—When there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low

RULES CHANGES (Continued)

Speed," and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

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.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

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:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track-trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent

RULES CHANGES (Continued)

track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.

3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed _____ mph at (or between) _____.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 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.

CMStP&P Trains between Nahant and Culver may handle loads measuring up to 11 ft. 6 ins. in width or 15 ft. 6 ins. above top of rail without securing special permission from train dispatcher. A load in excess of these dimensions must be handled in accordance with Rule 110(a).

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

New indication Rule 282: Proceed, reducing to 40 MPH before reaching next signal.

New Rule 346—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

Addition to Rule 508(5)—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

RULES CHANGES (Continued)

Train Orders may be duplicated mechanically at the following stations:

LaSalle Street Station
Blue Island
Joliet
Kelly Yard
Eldon, Iowa

On Subdivisions where mile posts are located every two miles, the following examples of Form X Train Orders must be used:

Example 1. Do not exceed _____ MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

Example 2. Do not exceed 20 MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

30 MPH located between MP _____ and MP _____.

15 MPH located between MP _____ and MP _____.

Train orders, except Form X Example 2, must not be issued in the form of a General Order except on Subdivision 1-A, Subdivision 1-B, that part of Subdivision 1 and Subdivision 2 between Chicago and Blue Island and that part of Subdivision 2 and Subdivision 14 between Kelly Yard, Silvis, and West Davenport.

The following new portion of Rule 29 of RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS is in effect:

"Train dispatchers and operators must use particular care in repeating and checking the repetition of train orders as they are jointly responsible for the correct repetition."

TRAIN AIR BRAKE AND COMMUNICATION SIGNAL RULES

Rule 33, Paragraph 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) Engineer of arriving train, after making stop, must complete a full service "Brake Pipe" reduction, if not already in effect.

(B) Engineer 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 Engineer must have the assurance from inbound Engineer that the train's air brakes are working properly.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

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

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

LOCATION No. 15 TURNOUTS

Subdivision 1	MP 9 Pole 42	
	MP 9 Pole 50	
	MP 10 Pole 18	
	MP 10 Pole 22	
	MP 10 Pole 25	
	MP 15 Pole 40	
	MP 15 Pole 45	
	MP 16 Pole 2	
	MP 16 Pole 40	
	MP 17 Pole 10	
	MP 17 Pole 14	
	MP 17 Pole 17	
	MP 29 Pole 32	
MP 29 Pole 37		
MP 39 Pole 8		
MP 39 Pole 16		
Subdivision 2	MP 171 Pole 2 Crossover	
	MP 171 Pole 4	
	MP 172 Pole 31	
	MP 172 Pole 32	
MP 174 Pole 19		
Subdivision 3	MP 159 Pole 10	
Subdivision 4	MP 236 Pole 36	
	MP 335 Pole 33	
	MP 351 Pole 28	
Subdivision 14	MP 183 Pole 15 Westward Track	
	MP 211 Pole 25 Westward 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	
	MP 262 Pole 14	
MP 271 Pole 36		
MP 273 Pole 7		
MP 280 Pole 10		
MP 281 Pole 22		

SPEED RESTRICTIONS—Continued

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
	MP 172 Pole 26 Crossover
	MP 174 Pole 27 Crossover
Subdivision 4	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
610, 613-620, 630, 637-639, 641, 642, 643-646, 648-650, 652-655, 657-665, 675-677, 750-751	95
303, 312, 319, 321, 323, 325, 328, 343, 345, 350, 352, 353, 355-357, 359, 360, 366, 370, 372, 374, 375, 382- 396, 4700-4719	90
190-199, 208-210, 223, 226, 228-230, 234, 238, 243-281, 285-299, 417- 421, 424	83
300-302, 304, 305, 307-309, 311, 313, 314, 315-318, 320, 322, 324, 326, 327, 329-333, 340-342, 344, 346- 349, 351, 354, 358, 361-365, 367- 369, 371, 373, 376, 381	77
4100-4111, 4150-4168	71
10, 12-19, 20-23, 25, 27, 100, 101, 103- 119, 120, 122-127, 200-207, 211, 213-220, 222, 224, 225, 227, 231, 232, 233, 235, 236, 237, 240, 241, 242, 402-406, 408-411, 415, 416, 422, 423, 430-441, 451-454, 456, 470-473, 475, 920-936, 940-949, 1200-1353	70
557, 558, 765-779, 795-797, 811-840, 901, 904, 907, 909, 913, 914, 4900- 4909	65
529-546, 4800-4804	45
550-556, 559, 561-563, 900, 902, 903, 905, 906, 908, 910, 911, 915	40

DO NOT EXCEED 10 MPH THROUGH ALL SIDINGS

Illinois Division

SPEED RESTRICTIONS—Continued

Trains and engines having a six-axle locomotive in engine consist must not exceed 40 MPH where present curves are posted 45 or 50 MPH. Except E 7 and E 8 passenger units.

Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

In case of emergency, whenever a suburban train, cannot be fully operated from cab or car end, in push-pull service, operation must be transferred to the engine end. When so operated from the engine end, in a back-up movement, rules pertaining to back-up movements of passenger trains will apply and speed must not exceed 25 MPH. A complete stop must be made before entering train shed at LaSalle Street then proceed at a speed not to exceed 5 MPH until train is stopped for unloading.

	All Trains MPH
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Sub-division 1-A and 1-B	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 Eng. Only
Railroad crossing not protected by interlocking except where higher speed authorized in this rule	10 Eng. only
Single unit engines running forward light, or with only one car (except suburban service)	35
Road freight or passenger diesels, other than road switchers, backing up	25
When this is 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.	
Scale test cars moving in trains will be handled next ahead of caboose. RI 95381 may be positioned at any location in the train	
Short Wheel base ore hoppers	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer	25
Pile Driver 95230, 95231, 95232 and Crane 95260:	
Main Line	35
Branch Line (except as shown below)....	25
Subdivision 3-A, 10-B, 14-B	20
Subdivision 1-A, 10-A Bridge 818	15
Subdivision 4-A; 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 it 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 10-B	20
Subdivision 1-B	25
Subdivision 3-A, 4-B, 14-B	20
Subdivisions 1-A, 10-A.....	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
Suburban cars series 2500 and 2600 are conventional equipment restricted to...	70
Trains handling welded rail of any length will not exceed 35 MPH 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 (R.I. SERIES 97000).....	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.

When gross tonnage of freight trains exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH. (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train.)

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.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

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

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 snowplows to avoid buckling.

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:

- B—General order boards and Books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye
- TO—Train order station per Rule 221
- TO(N)—Train order station, no train order signal
- UX—Railroad crossing not protected by interlocking
- Yd—Station where yard limit signs are maintained
- *—Radio installation
- M—Manual Interlocking
- A—Automatic Interlocking

M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.

2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

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.

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.

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

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges. 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 or engines 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 or engines must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead 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 of 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.

tures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other 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 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.

Line-up will not contain information as to train and engine movements made exclusively within 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 A.M.; or No. 74 leave (Station) not before 2:01 P.M., etc.

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" Train Order (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.

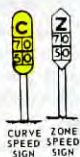


2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.



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

4



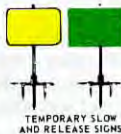
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance 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 is shown it governs all trains and engines. See Rule 10(h).

5



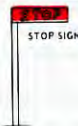
5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).

6



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



7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8



8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "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



9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 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



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

12



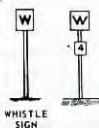
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

13.



END OF BLOCK SIGN

14.



WHISTLE SIGN

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 subdivisions 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

16.



COMBINATION WHISTLE & STATION SIGN

15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum 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.



SPRING SWITCH

18.



FLANGER SIGN

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.

19.



MILE BOARD

20.



DERAIL SIGN

21.



TRAIN LENGTH SIGN

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.



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

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.

SPECIAL INSTRUCTIONS—Continued**Rule 22**

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdivision	Description of Line	Gross Wgt.
Peoria Terminal Company	Hollis to Pekin	221,000 A

A. Car with gross weight over 221,000 pounds but not exceeding 263,000 pounds may be handled between Hollis and Pekin with the following restriction:

Loaded cars must be separated from each other or other loaded car by one light or empty car each end.

Subdivision	Description of Line	Gross Wgt.
4-A	Iowa City to Montezuma	190,000

RI 95022 (Silvis Relief Crane) cannot move over Bridge 78 (Old No. 401) Hills, Iowa or Bridge 230 (Old No. 397) Kalona, Iowa.

RI 95016 and 95017 (relief cranes) and RI 95230, 95231, 95232 and 95260 (system cranes) cannot move over Bridge 230 (Old No. 397).

Subdivision	Description of Line	Gross Wgt.
14-B	Ainsworth to Keota	200,000 B

B. Cars with gross weight over 200,000 pounds but not exceeding 263,000 pounds may be handled between Ainsworth and Keota with the following restriction:

Loaded cars must be separated from each other or other loaded car by one light or empty car each end.

Subdivision	Description of Line	Gross Wgt.
9	Burlington to West Liberty	200,000 C

C. Cars with gross weight over 200,000 pounds but not exceeding 263,000 pounds may be handled between Burlington and West Liberty with the following restriction:

Br. No.	Town	Speed
606	West Liberty	20 MPH

SPECIAL INSTRUCTIONS—Continued

Subdivision	Description of Line	Gross Wgt.
10-A	Linn Junction to Postville	190,000

Subdivision	Description of Line	Gross Wgt.
4-B	Keokuk to Eldon	190,000 D

D. Cars weighing from 190,000 pounds to 263,000 pounds (gross weight) may be handled between Keokuk and Eldon with the following restrictions:

Br. No.	Town	Speed
40	Keokuk	10 MPH
317	Farmington	10 MPH
336	Boneparte	10 MPH
360	Boneparte	10 MPH
434	Mt. Zion	10 MPH
477	Mt. Zion	10 MPH

Industrial and Yard Trackage
(Restriction account of Bridges)

Subdivision	Gross Wgt.
1 Waddell Coal Company Spur	200,000
2 Morris Terminal Industrial Tracks	212,000
2 Marseilles Manufacturers Spur	200,000
2 Utica Cement Spur	200,000
2 Milan Industrial Tracks	200,000
14 East Yard (Davenport)	200,000
14 Block Cement & Gravel Siding (Davenport)	190,000

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement, must obtain authority from the General Superintendent of Transportation.

Rule 23

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number _____
2. Location _____ Nearest Mile Post _____
Brief description of physical layout such as curves, cut, fill, ascending or descending grade. _____

3. Time of Derailment or Accident _____
4. Loads, empties and tons (in train) _____
5. Location in train of derailed cars _____
6. Estimate of Track, Bridge or Signal damage _____

7. Personal injuries _____
8. Cause of Derailment or Accident (if known) _____
9. Weather conditions _____
10. If Hazardous Material involved: _____
 - A. How close to residential or commercial establishments _____

 - B. Are any cars broken open or leaking (if yes, describe) _____

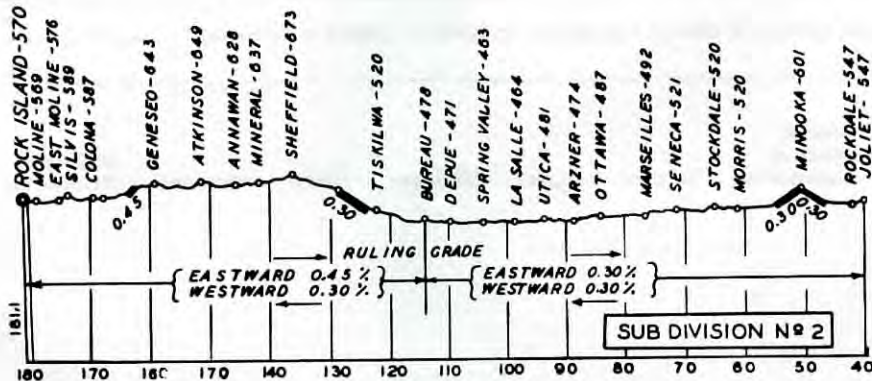
 - C. Is any car or equipment on fire _____

11. Details of cars involved as follows: (List each car involved in accident or derailment) _____

Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car

SPECIAL INSTRUCTIONS—Continued

At Kelly Yard, mast-type signal located directly north of 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 humpmaster. No road engine or other engine will foul a lead into or off the lead to crest of hump until permission has first been received from humpmaster, who will govern all movements. Hump-master must know that the man who is ahead of the cut has the route properly lined and by conversation with this man will then instruct him and engineer to operate on the retarder yard signal. All movements westward out of bowl track will require a green trimmer signal. All movements in classification tracks will require permission of the yardmaster who must require retarder switchmen to plug the switch track to be occupied before track can be entered from the east end of retarder classification yard. All switches in retarder area are equipped with switch lights displaying green for north tracks and yellow for south tracks. When switch light is out on any switch, points must be examined before movement is made into track.



CAB SIGNALS

Cab signal territory extends from MP 14 Pole 20 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 48.

Bureau—On main track Subdivision 3, MP 115 Pole 7 to MP 114 Pole 38.

Westward—Chicago

On westward main track MP 11 Pole 3 to MP 12 Pole 0.

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 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. Improper 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 168 Pole 0 to MP 181 Pole 2.

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.

New Lenox Rockdale—MP 33 Pole 0 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) proceed at 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 Yd.	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, trains 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 doubleheading.
- (2) When leaving cab signal territory as indicated by roadway signs.
- (3) When defect is apparent.

OFFICERS—ILLINOIS DIVISION

D. C. Weitzman	Senior Asst. Superintendent	Kelly Yard
P. E. Mankins	Chief Dispatcher	Des Moines
K. H. Smith	Asst. to Superintendent	Kelly Yard
W. M. Irelan	Asst. Superintendent	Kelly Yard
C. M. Pitts	Terminal Superintendent	Kelly Yard
C. J. Stack	Terminal Superintendent	Blue Island
D. L. Hale	Asst. Terminal Superintendent	Kelly Yard
R. W. Libby	Asst. Terminal Superintendent	Blue Island
S. R. Schreckengost	Asst. Terminal Superintendent-TOFC	Chicago
N. P. Simon	Gen'l. Supervisor Suburban Operations	Chicago
J. A. Pochron	Suburban Trainmaster	Chicago
J. J. McCarthy	Suburban Trainmaster	Chicago
R. E. Peacock	Terminal Trainmaster	Chicago Terminal
J. R. Freeburg	Terminal Trainmaster	Chicago Terminal
J. F. Waddicar	Terminal Trainmaster	Chicago Terminal
G. E. Mueller	Terminal Trainmaster	Chicago Terminal
W. J. O'Connor	Trainmaster	Port of Chicago
C. E. Payne	Trainmaster	Joliet
M. Hardesty	Asst. Trainmaster	Ottawa
R. M. Jolly	Trainmaster	Peoria
J. F. Forrest	Trainmaster	Kelly Yard
W. H. Dozier	Trainmaster	Kelly Yard
J. T. Ahern	Terminal Trainmaster	Kelly Yard
P. C. Brock	Terminal Trainmaster	Kelly Yard
B. O. Matthews	Terminal Trainmaster	Kelly Yard
W. H. Stiver	Trainmaster	Cedar Rapids
M. E. Lawnsdale	Trainmaster	Muscatine
A. J. Raaf	Division Engineer	Kelly Yard
P. A. Riggs	Safety Officer	Kelly Yard
J. L. Evans	Division Mechanical Officer-Locomotive	Kelly Yard
T. F. Kelly	Superintendent of Shop	Kelly Yard
C. J. Thillen	Asst. Division Mechanical Officer-Locomotive	Kelly Yard
R. R. Scott	Asst. Division Mechanical Officer-Locomotive	Kelly Yard
T. R. Smith	Division Mechanical Officer-Locomotive	Chicago
A. J. Orseno	Asst. Division Mechanical Officer-Locomotive	Chicago
S. M. Globis	Division Mechanical Officer-Car	Chicago
R. R. Barcus	Terminal Road Foreman Engines	
	Suburban and Passenger	Chicago
N. D. Whitmore	Road Foreman Engines	Blue Island
H. D. Day	Road Foreman Engines	Kelly Yard
G. R. Barber	Division Mechanical Officer-Car	Kelly Yard
P. L. Hagadus	Asst. Division Mechanical Officer-Car	Blue Island
T. J. Garner	Asst. Division Mechanical Officer-Car	Blue Island
J. H. VanderBurg	Asst. Division Mechanical Officer-Car	Chicago
D. A. Debus	Asst. Division Mechanical Officer-Car	Kelly Yard
C. C. Tilton	Asst. Division Mechanical Officer-Car	Kelly Yard

TRAIN DISPATCHERS

V. R. Beeson	Asst. Chief Dispatcher	G. R. Williamson	Train Dispatcher
C. R. Gibson	Relief Asst. Chief Dispatcher	J. F. Corder	Train Dispatcher
J. Cobb	Asst. Chief Dispatcher	T. L. Brandt	Train Dispatcher
T. F. Herzog	Asst. Chief Dispatcher	D. B. Fargo	Train Dispatcher
J. D. McDermet	Train Dispatcher	R. S. Boyd	Extra Train Dispatcher
D. B. Yates	Train Dispatcher	P. D. McKee	Extra Train Dispatcher
C. C. Lamb	Train Dispatcher	D. R. Hedrick	Extra Train Dispatcher
H. B. Burress	Train Dispatcher	D. R. Sabin	Extra Train Dispatcher
W. A. Knight	Train Dispatcher	D. D. Loonan	Extra Train Dispatcher
R. C. Fee	Train Dispatcher	L. A. Robinson	Extra Train Dispatcher
D. W. Contell	Train Dispatcher	D. R. Friend	Extra Train Dispatcher

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