

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

DUBUQUE & ILLINOIS DIVISION

First District

TIME TABLE No. 2

Taking effect at 2:01 A. M.
Central Standard Time

Sunday, April 24, 1960

For the government and information
of employes only

WATCH INSPECTORS

National Railway Time Service, Co.,
Chief Watch Inspectors.....55 E. Washington St..... Chicago
R. L. Scott.....5929 W. Chicago Ave..... Chicago
M. J. Heegn.....29 E. Madison St..... Chicago
C. H. Bern.....Union Station Bldg..... Chicago
Theodore H. Byhring.....5946 W. North Ave..... Chicago
Daniel Lutz.....9602 Franklin Ave..... Franklin Park
Walker Jewelers..... Bensenville
Edwards Jewelers.....18 South Grove St..... Elgin
C. Jansen.....120 West Third..... Davenport
Comay's.....125 W. State St..... Rockford
E. Winkler.....Main St..... Savanna
G. A. Brummer, Jr..... Clinton

P. BRIDENSTINE,
Assistant Superintendent.

M. T. SEVEDGE,
Assistant Superintendent.

A. O. THOR,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

W. E. SWINGLE,
Assistant General Manager.

L. V. ANDERSON,
General Manager.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS					Capacity in cars	TIME TABLE No. 2 April 24, 1960 STATIONS		Distance from Chicago	Telegraph calls	FIRST CLASS					
205	209	211	215	217		Siding	Other tracks			221	223	111	225	227	229
Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily	Daily	Saturday only	Saturday only			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday		
L A. M. 5.30	L A. M. 8.17	L A. M. 11.20	L P. M. 12.15	L P. M. 12.24			L P. M. 2.40	L P. M. 3.32	L P. M. 3.45	L P. M. 4.10	L P. M. 4.12	L P. M. 4.18	L P. M. 4.18		
L A. M. 5.38	L A. M. 8.25	L A. M. 11.28	L P. M. 12.23	L P. M. 12.32			CHICAGO 2.9		GB	L P. M. 2.48	L P. M. 3.40	L P. M. 3.52	L P. M. 4.18	L P. M. 4.20	L P. M. 4.26
5.42	8.29	11.32	12.27	12.36			WESTERN AVENUE (C. & N. W. Crossing) 2.5	2.9		L P. M. 2.52	L P. M. 3.44	L P. M. 3.56	L P. M. 4.22	L P. M. 4.24	L P. M. 4.30
s 5.44	s 8.30	s 11.34		s 12.38			TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	5.4	CJ	s 2.54	s 3.46				
5.45	8.31	11.35	12.29	12.39			HERMOSA 0.5	5.9		s 2.55	s 3.47		4.25	4.28	4.35
s 5.46	s 8.33	s 11.37		s 12.41			CRAGIN JCT. (C. & N. W. Crossing) 0.6	6.4		s 2.57	s 3.49				
f 5.47	s 8.35	s 11.39		s 12.43			CRAGIN 0.7	7.0		s 2.59	s 3.52				
s 5.49	f 8.37	s 11.41	12.32	s 12.45			HANSON PARK 0.9	7.7		s 3.01	s 3.55	4.01	4.27	4.31	4.39
s 5.51	s 8.39	s 11.43		s 12.47			GALEWOOD 0.5	8.6		s 3.03	s 3.57				
s 5.53	s 8.41	s 11.45		s 12.49			MARS 0.4	9.1		s 3.05	s 3.59				s 4.43
s 5.55	s 8.43	s 11.47		s 12.52			MONT CLARE 0.7	9.5		s 3.07	s 4.02				s 4.46
s 5.58	s 8.46	s 11.49		s 12.55			ELMWOOD PARK 1.2	10.2		s 3.09	s 4.05				s 4.50
6.00	8.48	11.51	12.36	12.57			RIVER GROVE 1.3	11.4		s 3.11	4.07	4.05	4.31	4.37	4.51
s 6.04	s 8.50	s 11.53		s 12.58			TOWER B 12 (Soo Line Crossing) 0.5	12.7	WR	s 3.13	s 4.09			s 4.39	s 4.52
s 6.07	s 8.52	s 11.55	12.38	s 1.00			FRANKLIN PARK 0.8	13.2		s 3.15	s 4.11		4.33	4.41	s 4.56
6.11	8.56	11.59	12.42	1.03			MANNHEIM 3.0	14.0		s 3.19	4.15	4.08	4.37	4.45	5.01
s 6.17	s 8.58	s 12.02	s 12.44	s 1.05			(C. M. St. P. & P. Crossing) TOWER B 17 0.2	17.0	BN	s 3.21	s 4.17	4.09	4.38	s 4.47	s 5.02
s 6.21	s 9.02	f 12.05	s 12.49			6	SENSEVILLE 1.9	17.2		f 3.24	s 4.21		s 4.40	4.50	
s 6.25	s 9.06	s 12.09	s 12.51			43	WOOD DALE 1.9	19.1		s 3.27	s 4.25			s 4.54	
s 6.29	f 9.10	s 12.12	f 12.54				ITASCA 2.0	21.0	SC	f 3.30	4.28			f 4.58	
s 6.33	s 9.14	s 12.16	s 12.56			40	MEDINAH 1.4	23.0		s 3.33	s 4.31	4.15		s 5.04	
s 6.38	f 9.20	s 12.22	f 1.00			12	ROSELLE 4.0	24.4	RO	s 3.38	s 4.37			s 5.13	
s 6.42	s 9.23	s 12.25	s 1.04			22	ONTARIOVILLE 1.7	28.4		s 3.41	s 4.40			s 5.17	
f 6.46	f 9.27	f 12.29	1.08			E-62 W-81	BARTLETT 2.6	30.1	B	f 3.44	4.44	4.21	4.53	5.20	
6.50	9.30	12.33	1.13			Yard	(E. J. & E. Crossing) SPAULDING 2.5	32.7	SG	6.50	9.30	12.33	1.13		
A s 7.05	A s 9.37	A s 12.40	A s 1.20			Yard	(C. & N. W. Crossing) TOWER B 35 (West End of Two Main Tracks) 1.4	35.2	FR	A s 4.01	A s 4.55	A s 4.25	A s 5.03	A s 5.30	
A. M.	A. M.	P. M.	P. M.				(East End of Double Track) ELGIN 1.4	36.6	G	P. M.	P. M.	P. M.	P. M.	P. M.	

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

This time table confers no authority between Western Ave. and Alton Junction (150 ft. south of South Branch bridge). Chicago Union Station Company time table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and Alton Junction.

C. T. C. is in use between Tower B-17 and Tower B-35.

Two main tracks are in use between Bensenville and Tower B-35. Beginning at the north the main tracks are numbered No. 1 and No. 2 main tracks.

Double track is in use between Tower B-35 and Elgin except across Fox River bridge. See Special Instruction X-12.

Automatic Block Signal System is in use on No. 1, No. 2 and No. 3 main tracks between Western Ave. and Tower B-12 and on No. 1 and No. 2 main tracks between Tower B-12 and Bensenville (Tower B-17). Also on No. 1 and No. 2 main tracks between Bensenville (Tower B-17) and Elgin.

Rules 251, 251(A), 253 and 254 are in effect on No. 1 and No. 2 main tracks between Western Ave. and Tower B-12 and on No. 3 main track between Tower A-5 and Tower B-12 for movement with the current of traffic.

Rules 261, 263 and 264 are in effect on No. 3 main track between Western Ave. and Tower A-5 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17.

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

No. 221 stops at Repair Track Bensenville.

Nos. 205, 209, 211 and 221 stops at Roundhouse and Yard office Bensenville.

Nos. 205, 209, 215, 221, 225 and 227 stops at National Street, Elgin.

No. 211 stops at National Street Elgin daily except Saturdays.

No. 215 stops at Medinah to discharge passengers from Chicago.

No. 223 Saturdays only, stops at National Street, Elgin.

No. 223 Saturdays only, stops at Medinah to let off passengers from Chicago and Western Ave., and to pick up passengers for Elgin.

No. 227 stops at Medinah to let off passengers from Chicago and Western Avenue and to pick up passengers for Elgin.

No. 229 will not exceed 30 MPH between Mars and Mont Clare.

At Mont Clare station Westward passenger trains on No. 1 main track when making station stop must stop with engine just East of signal 9-7.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

FIRST CLASS

FIRST CLASS					Time Table No. 2 April 24, 1960 STATIONS	SEE RULE 6-A	FIRST CLASS			
231	233	253	101	103			19	255	257	259
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily	Daily			Daily	Daily Ex. Sat. and Sunday	Daily	Daily
L P. M. 4.27	L P. M. 4.46	L P. M. 5.25	L P. M. 5.55	L P. M. 6.10	CHICAGO 2.9	BIJKPRV	L P. M. 6.30	L P. M. 6.35	L P. M. 8.15	L P. M. 11.10
L P. M. 4.35	L P. M. 4.54	L P. M. 5.33	L P. M. 6.02	L P. M. 6.17	WESTERN AVE. (C. & N. W. Crossing) 2.5	BIJKOTVWXZ	L P. M. 6.37	L P. M. 6.43	L P. M. 8.23	L P. M. 11.18
4.38	4.58	5.36	6.06	6.21	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	IJPXY	6.41	6.47	8.27	11.22
s 4.41	s 5.00	s 5.39			HERMOSA 0.5	X		s 6.50	s 8.28	s 11.24
4.43	5.01	5.40			CRAGIN JCT. (C. & N. W. Crossing) 0.6	IPVX		6.51	8.29	11.25
s 4.45	s 5.03	s 5.42			CRAGIN 0.7	PX		s 6.53	s 8.32	s 11.27
s 4.47	s 5.05	s 5.44			HANSON PARK 0.9	XZ		f 6.55	s 8.34	f 11.29
s 4.50	s 5.07	s 5.46	6.11	6.26	GALEWOOD 0.5	BPX	6.46	f 6.57	s 8.36	f 11.31
s 4.53	s 5.09	s 5.48			MARS 0.4	PX		f 6.59	f 8.38	f 11.33
s 4.56	s 5.11	s 5.50			MONT CLARE 1.2	PX		s 7.01	s 8.40	s 11.35
s 4.59	s 5.14	s 5.52			ELMWOOD PARK 0.7	X		s 7.03	s 8.42	s 11.37
s 5.03	s 5.16	s 5.54			RIVER GROVE 1.3	X		s 7.06	s 8.45	s 11.40
5.05	5.18	5.56	6.15	6.30	TOWER B 12 (Soo Line Crossing) 0.5	IPX	6.50	7.08	8.47	11.42
s 5.07	s 5.20	s 5.58			FRANKLIN PARK 0.8	PVX		s 7.09	s 8.48	s 11.43
s 5.09	s 5.22	s 6.00			MANNHEIM 3.0	PX		s 7.11	s 8.50	s 11.45
5.14	5.25	6.05	6.18	6.33	(C. M. St. P. & P. Crossing) TOWER B 17 0.2	BIJKOPTVWXZ	6.53	7.15	8.54	11.49
s 5.16	s 5.26	s 6.07	6.19	6.34	BENSENVILLE 1.9	PX	6.54	s 7.17	s 8.56	s 11.51
s 5.19	s 5.30	s 6.10			WOOD DALE 1.9	P		f 7.20	f 8.59	f 11.55
s 5.23	s 5.33	s 6.13			ITASCA 2.0	P		s 7.24	s 9.02	s 11.59
f 5.27	5.36	s 6.17			MEDINAH 1.4			s 7.28	s 9.06	A.M. f 12.02
s 5.30	s 5.39	s 6.20	6.25	6.40	ROSELLE 4.0	P	7.00	s 7.31	s 9.09	s 12.05
f 5.35	s 5.44	s 6.26			ONTARIOVILLE 1.7	P		f 7.36	s 9.15	f 12.12
s 5.39	s 5.47	s 6.31			BARTLETT 2.6	P		s 7.39	s 9.18	s 12.15
f 5.43	5.51	f 6.35	6.31	6.46	(E. J. & E. Crossing) SPAULDING 2.5	IPVWXYZ	7.06	f 7.43	f 9.22	f 12.19
5.49	5.54	6.39	6.33	6.48	(C. & N. W. Crossing) TOWER B 35 (West End of Two Main Tracks) 1.4	IPVX	7.08	7.47	9.26	12.24
A P M 5.55	A P M 6.02	A P M 6.45	A P M 6.35	A P M 6.50	(East End of Double Track) ELGIN	BKOPRTWX	A P M 7.20	A P M 7.55	A P M 9.35	A A.M. 12.30

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

Nos. 231, 233, 253, 255, 257 and 259 stops at National Street, Elgin.

Nos. 253, 257 and 259 stop at Yard Office and Roundhouse, Bensenville.

Nos. 103 and 101 stop at Elgin to pick up revenue passengers for beyond Savanna.

No. 231 Saturdays and Sundays stops at Roundhouse Bensenville and at Ontarioville.

At Mont Clare station westward passenger trains on No. 1 main track when making station stop must stop with engine just East of signal 9-7.

No. 231 Sundays only, stops on flag at Spaulding.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS						TIME TABLE No. 2 April 24, 1960 STATIONS	FIRST CLASS					
204	206	260	210	212	214		216	218	220	224	20	112
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Saturday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily	Daily
A A. M. s 5.18	A A. M. s 6.17	A A. M. s 6.27	A A. M. s 6.46	A A. M. s 6.57	A A. M. s 7.08	CHICAGO 2.9	A A. M. s 7.11	A A. M. s 7.33	A A. M. s 7.39	A A. M. s 8.30	A A. M. s 8.50	A A. M. s 8.35
A A. M. s 5.06	A A. M. s 6.06	A A. M. s 6.16	A A. M. s 6.33	A A. M. s 6.43	A A. M. s 6.56	WESTERN AVENUE (C. & N. W. Crossing) 2.5	A A. M. s 6.58	A A. M. s 7.22	A A. M. s 7.26	A A. M. s 8.20	A A. M. s 8.35	A A. M. s 8.24
5.03	6.03	6.13	6.30	6.40	6.53	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	6.55	7.19	7.23	8.17	8.31	8.20
s 5.01	s 6.01	s 6.11	s 6.28	s 6.38	s 6.51	HERMOSA 0.5	s 7.17			s 8.15		
4.59	5.58	6.08	6.25	6.36	6.47	CRAGIN JCT. (C. & N. W. Crossing) 0.6	6.52	7.16	7.20	8.14		
s 4.57	s 5.56	s 6.07	s 6.24	s 6.35	s 6.46	CRAGIN 0.7	s 7.15			s 8.13		
s 4.54	s 5.54	s 6.04	s 6.21	s 6.33	s 6.43	HANSON PARK 0.9	s 7.13			s 8.11		
s 4.51	s 5.52	s 6.01	s 6.18	s 6.31	s 6.40	GALEWOOD 0.5	6.50	7.10	7.17	s 8.09	8.25	8.15
s 4.49	s 5.50	s 5.59	s 6.16	s 6.29	s 6.38	MARS 0.4	s 7.06			s 8.07		
s 4.48	s 5.48	s 5.57	s 6.14	s 6.27	s 6.36	MONT CLARE 1.2	s 7.04			s 8.05		
s 4.46	s 5.44	s 5.54	s 6.11	s 6.24	s 6.33	ELMWOOD PARK 0.7	s 7.01			s 8.03		
s 4.44	s 5.41	s 5.50	s 6.07	s 6.21	s 6.29	RIVER GROVE 1.3	s 6.57			s 8.01		
4.41	5.37	5.48	6.05	6.19	6.26	TOWER B 12 (Soo Line Crossing) 0.5	6.46	6.55	7.11	7.59	8.15	8.10
s 4.40	s 5.36	s 5.47	s 6.04	s 6.17	s 6.25	FRANKLIN PARK 0.8	s 6.54	s 7.10	s 7.58			
s 4.38	s 5.34	s 5.45	s 6.02	s 6.14	s 6.22	MANNHEIM 3.0	6.44	6.52	7.08	s 7.55		
4.33	5.29	5.41	5.58	6.10	6.17	(C. M. St. P. & P. Crossing) TOWER B 17 0.2	6.40	6.48	7.05	7.50	8.07	8.06
s 4.32	s 5.28	s 5.40	s 5.57	s 6.09	s 6.16	BENSENVILLE 1.9	s 6.39	L 6.47 -A. M.-	s 7.04	s 7.49	8.06	8.05
s 4.29	s 5.24	s 5.35	s 5.52	s 6.04	s 6.12	WOOD DALE 1.9	s 6.34		s 7.00	f 7.44		
s 4.26	s 5.19	s 5.30	s 5.47	s 6.00	s 6.09	ITASCA 2.0	s 6.30		s 6.57	s 7.41		
f 4.23	s 5.16	s 5.27	5.43	5.56	f 6.07	MEDINAH 1.4			s 6.52	f 7.38		
s 4.20	s 5.14	s 5.25	s 5.40	s 5.54	s 6.04	ROSELLE 4.0	s 6.25		s 6.49	s 7.36	7.56	8.00
s 4.14	s 5.08	s 5.19	s 5.34	5.48	s 5.58	ONTARIOVILLE 1.7	f 6.18		f 6.43	s 7.29		
s 4.11	s 5.05	s 5.16	s 5.31	s 5.45	s 5.54	BARTLETT 2.6	s 6.16		s 6.39	s 7.26		
4.07	5.01	5.12	5.27	5.41	5.51	(E. J. & E. Crossing) SPAULDING 2.5	6.11		f 6.36	s 7.22	7.47	7.53
4.03	4.56	5.08	5.23	5.38	5.48	(C. & N. W. Crossing) TOWER B 35 (West End of Two Main Tracks) 1.4	6.08		6.33	7.18	7.43	7.50
L 4.00 A. M.	L 4.53 A. M.	L 5.05 A. M.	L 5.20 A. M.	L 5.35 A. M.	L 5.45 A. M.	(East End of Double Track) ELGIN	L 6.05 A. M.		L 6.30 A. M.	L 7.15 A. M.	L 7.40 A. M.	L 7.48 A. M.

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

Rules 251, 251(A), 253 and 254 are in effect on No. 1 and No. 2 main tracks between Western Ave. and Tower B-12 and on No. 3 main track between Tower A-5 and Tower B-12 for movement with the current of traffic.

Rules 261, 263 and 264 are in effect on No. 3 main track between Western Ave. and Tower A-5 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17.

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

Nos. 204, 206, 260, 210, 212, 214, 216, 220 and 224 stop at National Street, Elgin.

Nos. 204, 224 and 260 stop at Roundhouse, Bensenville.

Nos. 216, 224 and 260 stop at Yard Office, Bensenville.

No. 210 stops at Yard Office and at Roundhouse Bensenville Sundays and holidays.

No. 210 stops at Medinah Sunday Only to let off or pick up passengers.

No. 216 stops at Ontarioville Saturday Only.

No. 220 stops at Spaulding on flag to pick up and let off passengers and stops Ontarioville to pick up passengers for Western Ave. and Chicago.

Eastward suburban trains scheduled to stop at stations Mannheim to Galewood, inclusive, will wait five (5) minutes for any passengers that approach the station from the south and are unable to get to the train because of being blocked by moving eastward or westward transfers.

FIRST SUBDIVISION—EASTWARD

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FIRST CLASS				TIME TABLE No. 2 April 24, 1960 STATIONS	Distance from Elgin	Office Hours Also See Page 12 For Other Assigned Hours	FIRST CLASS			
226	104	102	228				242	246	250	258
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
A A.M. s 9.25	A A.M. s 11.00	A A.M. s 11.15	A A.M. s 11.42	CHICAGO -2.9	36.6	Continuous	A P.M. s 2.15	A P.M. s 4.41	A P.M. s 6.55	A P.M. s 9.45
A A.M. s 9.14	A A.M. s 10.48	A A.M. s 11.03	A A.M. s 11.31	WESTERN AVE. (C. & N. W. Crossing) -2.5	33.7	Continuous	A P.M. s 2.00	A P.M. s 4.29	A P.M. s 6.43	A P.M. s 9.33
9.11	10.45	11.00	11.28	TOWER A 5 (C. M. St. P. & P. Crossing) -0.5	31.2	Continuous	1.57	4.26	6.40	9.30
s 9.10			s 11.25	HERMOSA -0.5	30.7	No Office	s 1.54	s 4.24	s 6.38	s 9.28
9.08			11.23	CRAGIN JCT. (C. & N. W. Crossing) -0.6	30.2	No Office	1.53	4.22	6.37	9.27
s 9.07			s 11.22	CRAGIN -0.7	29.6	No Office	s 1.52	s 4.21	s 6.36	s 9.26
s 9.05			s 11.21	HANSON PARK -0.5	28.9	No Office	s 1.50	s 4.19	f 6.34	f 9.24
s 9.03	10.40	10.55	s 11.19	GALEWOOD -0.5	28.0	No Office	s 1.48	s 4.17	s 6.32	f 9.22
s 9.01			s 11.17	MARS -0.4	27.5	No Office	f 1.47	f 4.15	f 6.31	f 9.20
s 8.59			s 11.15	MONT CLARE -0.7	27.1	No Office	s 1.46	s 4.13	s 6.30	s 9.18
s 8.56			s 11.13	ELMWOOD PARK -1.2	26.4	No Office	s 1.44	s 4.11	s 6.28	s 9.16
s 8.53			s 11.11	RIVER GROVE -1.3	25.2	No Office	s 1.42	s 4.09	s 6.25	s 9.14
8.50	10.35	10.50	11.09	TOWER B 12 (Soo Line Crossing) -0.5	23.9	Continuous	1.40	4.07	6.23	9.11
s 8.49			s 11.08	FRANKLIN PARK -0.8	23.4	No Office	s 1.39	s 4.06	s 6.22	s 9.10
s 8.46			s 11.04	MANNHEIM -3.0	22.6	No Office	s 1.36	s 4.04	s 6.20	s 9.08
8.41	10.31	10.46	10.59	(C. M. St. P. & P. Crossing) TOWER B 17 -0.2	19.6	Continuous	1.31	3.58	6.16	9.01
s 8.40	10.30	10.45	s 10.58	BENSenville -1.9	19.4	No Office	s 1.30	s 3.57	s 6.15	s 9.00
s 8.34			s 10.54	WOOD DALE -1.9	17.5	No Office	s 1.26	s 3.53	s 6.11	f 8.55
s 8.30			s 10.51	ITASCA -2.0	15.6	No Office	s 1.22	s 3.50	s 6.08	s 8.52
s 8.26			s 10.48	MEDINAH -1.4	13.6	No Office	f 1.19	s 3.47	s 6.05	f 8.49
s 8.24	10.20	10.35	s 10.45	ROSELLE -4.0	12.2	No Office	s 1.16	s 3.44	s 6.02	s 8.46
s 8.19			s 10.39	ONTARIOVILLE -1.7	8.2	No Office	s 1.10	s 3.38	s 5.57	s 8.40
s 8.16			s 10.36	BARTLETT -2.6	6.5	No Office	s 1.07	s 3.35	s 5.55	s 8.37
f 8.12	10.10	10.25	f 10.32	(E. J. & E. Crossing) SPAULDING -2.5	3.9	Continuous	f 1.02	f 3.32	f 5.52	f 8.33
8.08	10.07	10.22	10.28	(C. & N. W. Crossing) TOWER B 35 (West End of Two Main Tracks) -1.4	1.4	Continuous	12.58	3.28	5.49	8.29
L 8.05 A.M.	L 10.05 A.M.	L 10.20 A.M.	L 10.25 A.M.	(East End of Double Track) ELGIN		3:45 am to 11:45 am 12:30 pm to 8:30 pm	L 12.55 P.M.	L 3.25 P.M.	L 5.45 P.M.	L 8.25 P.M.

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

Nos. 228, 242, 246 and 250 stop at Roundhouse Bensenville.

Nos. 246 and 250 stop at Mars to pick up passengers for Western Ave. and Chicago.

Nos. 226, 228, 242, 246, 250 and 258 stop at Yard Office Bensenville.

No. 242 stops at Roundhouse Western Ave.

Nos. 226, 228, 242, 246, 250 and 258 stop at National Street, Elgin.

SECOND SUBDIVISION—WESTWARD

FIRST CLASS			TIME TABLE No. 2 April 24, 1960	Distance from Savanna	Telegraph calls	Capacity in cars		Office Hours Also See Page 12 For Other Assigned Hours	FIRST CLASS				
111	101	103				Siding	Other tracks		19	25			
Passenger Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
L P. M. 4.25	L P. M. 6.35	L P. M. 6.50	(East End of Double Track) ELGIN 7.8	101.5	G		Yard	3:45 am to 11:45 am 12:30 pm to 8:30 pm	L P. M. 7.20				
			PINGREE GROVE 6.5	93.7			10	No Office					
			HAMPSHIRE 3.8	87.2	HS	W-81	44	6:00 am to 2:00 pm 4:00 pm to 12:00 am Except Sat. & Sun.	s 7.40				
			NEW LEBANON 4.5	83.4		E-106	7	No Office					
4.45	6.55	7.10	GENOA 3.4	78.9	GN		45	6:00 am to 3:00 pm Except Sat. & Sun.	s 7.49				
			KINGSTON 4.7	75.5			17	No Office					
			KIRKLAND 4.4	70.8	KD	E-90 W-131	Yard	6:00 am to 3:00 pm Except Sat. & Sun.	f 7.59				
			FAIRDALE 3.5	66.4			15	No Office					
			MONROE CENTER 4.8	62.9			24	No Office	8.06				
s 5.03	7.11	7.26	DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	58.1	DJ	E-108 W-73	Yard	Continuous	s 8.25				
			STILLMAN VALLEY 4.5	53.5	SV		35	6:00 am to 3:00 pm Except Sat. & Sun.					
5.11	7.19	7.34	BYRON 0.3 (C. G. W. Crossing) 7.3	49.0	BY	E-66	42	7:00 am to 4:00 pm Except Sat. & Sun.	8.34				
			LEAF RIVER 4.6	41.4			59	No Office	8.42				
			ADELINE 5.5	36.8			15	No Office					
5.27	7.36	7.51	FORRESTON 3.0	31.3	FN	W-31	49	7:00 am to 4:00 pm Except Sat. & Sun.	8.52				
			HARPER 7.4	28.3			15	No Office					
			KITTREDGE 3.0	20.9				No Office	9.02	L P. M. 8.55			
			LANARK 7.5	17.9	RK	E-74 W-67	145	Continuous	s 9.11	f 8.57			
5.45	7.55	8.10	MT. CARROLL 2.5	10.4	MT		44	6:00 am to 3:00 pm Except Sat. & Sun.	s 9.24	f 9.05			
			RED BARN 6.0	7.9				No Office		9.07			
			PLUM (West End of Double Track) 1.9	1.9				No Office					
A 5.56 s P. M.	A 8.06 s P. M.	A 8.21 s P. M.	(East End of Double Track) SAVANNA	0.0	SA		Yard	Continuous	A 9.40 s P. M.	A 9.20 s P. M.			

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

Double track is in use between Elgin and Plum and between the west end of C. T. C. and Savanna.

C. T. C. is in use between Plum and the east end of double track at Savanna.

Automatic Block Signal System is in use between Elgin and Savanna.

Between the east end of double track and the CB&Q crossing at Savanna there is no superiority of trains. All trains and engines must move at restricted speed between these points.

Nos. 111, 103 and 101 may register by register ticket at Savanna.

Rule 83 (B) does not apply to trains starting at Kirkland when operator is not on duty if train order signal indicates proceed as per Rule 200 C.

Rule 83 (B) does not apply at Kittredge. (See Special Instructions X-50).

Rule D-97 is in effect on Second Subdivision.

Rules 251, 251 (A), 253 and 254 are in effect on eastward and westward tracks between Elgin and Plum for movements with current of traffic.

No. 25 stops at Lanark and Mt. Carroll to let off revenue passengers from Freeport and beyond.

SECOND SUBDIVISION—EASTWARD

FIRST CLASS					Distance from Elgin	TIME TABLE No. 2 April 24, 1960 STATIONS	SEE RULE 6-A	FIRST CLASS				
26	20	112	104	102								
Passenger	Passenger	Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily	Daily								
	A A. M. s 7.40	A A. M. s 7.48		A A. M. f 10.05	A A. M. f 10.20							
	7.27		7.8			BKOPRTWX						
	s 7.16		14.3			P						
			18.1			P						
	f 7.06	7.29	22.6	9.46	10.01	P						
			26.0			P						
	f 6.58		30.7			JPY						
			35.1			P						
			38.6			P						
	s 6.47	s 7.10	43.4	9.27	9.42	BHIKOPRV WXY						
			48.0			P						
	6.30	7.00	52.5	9.18	9.33	PV						
	6.21		52.8			IP						
			60.1			P						
			64.7			P						
		6.43	70.2	9.01	9.16	PV						
			73.2			P						
	A. M. A 5.40	5.59	80.6			IJP						
	f 5.36	s 5.54	83.6			P						
	f 5.27	s 5.40	91.1	8.43	8.58	P						
	5.22		93.6			P						
			99.6			IP						
	L 5.10 A. M.	L 5.20 A. M.	101.5	L 8.32 A. M.	L 8.47 A. M.	BHIJKOPRT VWXYZ						

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

No. 26 stops at Mt. Carroll and Lanark to pick up revenue passengers for Freeport and beyond.

Nos. 112, 104 and 102 may register by register ticket at Savanna.

Nos. 104 and 102 stop at Elgin to let off revenue passengers from beyond Savanna.

Rule 83 (B) does not apply to trains starting at Kirkland when operator is not on duty if train order signal indicates proceed as per Rule 200 C.

Between the east end of double track and the CB&Q crossing at Savanna there is no superiority of trains. All trains and engines must move at restricted speed between these points.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

9

FIRST CLASS				Distance from Savannah	TIME TABLE		FIRST CLASS			
111	101	103	19		No. 2		20	112	104	102
Passenger	Passenger	Passenger	Passenger		April 24, 1960		Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily
L P.M. 6:03	L P.M. 8:12	L P.M. 8:27	L P.M. 10:10		(East End of Double Track) SAVANNA (C. B. & Q. Crossing) 2.6	A A.M. 4:40	A A.M. 6:07	A A.M. 8:25	A A.M. 8:40	
A 6:09 -P.M.-	A 8:18 -P.M.-	A 8:33 -P.M.-	A 10:16 -P.M.-	2.6	(West End of Double Track) SABULA DRAWBRIDGE (East End of Double Track) 0.2	L 4:30 -A.M.-	L 6:01 -A.M.-	L 8:19 -A.M.-	L 8:34 -A.M.-	
				2.8	SABULA 1.4					
				4.2	SABULA JCT. 11.2					
				15.4	DEER CREEK 1.8					
				17.2	LYONS 2.3					
				19.5	(C. & N. W. Crossing) 0.2					
				19.7	(C. & N. W. Crossing) 0.1					
				19.8	(C. B. & Q. Junction Switch) 0.1					
				19.9	CLINTON 35.4					
				55.3	DAVENPORT 1.9					
				57.2	WEST DAVENPORT 1.6					
				58.8	NAHANT					

Passenger trains must not exceed maximum speed of 59 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Savanna and Sabula, except across Sabula Drawbridge.

Automatic Block Signal System is in use between Savanna and Sabula.

CB&Q and CMStP&P trains and engines will use the main track between Clinton Union Depot and C&NW interlocking at Clinton jointly.

This time-table confers no authority between Clinton and Nahant. DRI&NW time-table and rules govern between Clinton and West Davenport. CRI&P time-table and rules govern between West Davenport and Nahant.

Trains moving to Iowa Division, starting from Savanna, must obtain Clearance Form-A endorsed with initials of Superintendent of D&I Division, and another endorsed with initials of Superintendent of Iowa Division.

Rules 251, 251(A), 253 and 254 are in effect on eastward and westward tracks between Savanna and Sabula Drawbridge for movement with the current of traffic.

Eastward Extra trains may be run with the current of traffic—Sabula to Savanna without train orders.

Rule 83 (B) does not apply at Sabula if train order signal at Sabula Drawbridge indicates Proceed as per Rule 200-C.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS			Distance from Savannah	TIME TABLE		Distance from Nahant	Capacity in cars		SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	SECOND CLASS			
65	99	175		No. 2			Sidings	Other tracks			86	70	98	164
Time Freight	Time Freight	Time Freight		April 24, 1960							Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily	Daily		STATIONS			Daily	Daily			Daily	Daily		
L A.M. 3:45	L A.M. 10:30	L P.M. 4:00		(East End of Double Track) SAVANNA (C. B. & Q. Crossing) 2.6	58.8			BHJKOPRTV WXYZ	Continuous	A A.M. 6:35	A P.M. 5:30	A P.M. 7:45	A P.M. 8:15	
			2.6	(West End of Double Track) SABULA DRAWBRIDGE (East End of Double Track) 0.2	56.2			IP	Continuous					
			2.8	SABULA 1.4	56.0		22	JPX	No Office	6:25	5:25	7:25	7:50	
			4.2	SABULA JCT. 11.2	54.6	27	Yard	JPX	No Office	6:15	5:20	7:20	7:45	
			15.4	DEER CREEK 1.8	43.4	130		P	No Office		5:00			
			17.2	LYONS 2.3	41.6	76	Yard	PX	7:00 am to 4:00 pm Except Sat. & Sun.	5:50		6:55	7:23	
			19.5	(C. & N. W. Crossing) 0.2	39.3			MX	No Office					
			19.7	(C. & N. W. Crossing) 0.1	39.1			IPX	No Office					
			19.8	(C. B. & Q. Junction Switch) 0.1	39.0			X	No Office					
A 5:25 -A.M.-	A 12:30 -P.M.-	A 4:50 -P.M.-	19.9	CLINTON 35.4	38.9		Yard	BHJKPRVXZ	Continuous	L 5:25 -A.M.-	L 4:50 -P.M.-	L 6:45 -P.M.-	L 7:15 -P.M.-	
L 6:35	L 2:30	L 6:15	55.3	DAVENPORT 1.9	3.5			BJKVXYZ	Continuous	A 4:15	A 3:00	A 4:45	A 6:15	
			57.2	WEST DAVENPORT 1.6	1.6			IP	Continuous					
A 7:00 A.M.	A 3:30 P.M.	A 6:45 P.M.	58.8	NAHANT				BKOPRTWX	7:00 am to 3:00 pm	L 3:45 A.M.	L 2:30 P.M.	L 4:15 P.M.	L 5:45 P.M.	

Freight trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Sabula Jct.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

THIRD CLASS				Capacity in Cars		Telegraph calls	Distance from Dixon	TIME TABLE No. 2 April 24, 1960		Distance from Nahant	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS					
97				Sidings	Other tracks			STATIONS					90					
Time Freight								Time Freight										
Daily Ex. Sunday								Daily Ex. Sunday										
L	A. M.	6.40		28				DIXON	26.7		No Office	A	A. M.	6.05				
		7.06		14			6.5	DONAHUE	20.2		No Office	S		5.38				
		7.29			20		5.7	ELDRIDGE	14.5		No Office			5.15				
		7.45		13			3.1	MT. JOY	11.4		No Office			5.02				
		8.10			12		5.2	OAKTON	6.2		No Office			4.41				
							1.4											
A	S	8.25					21.9	WATER WORKS	4.8	JPX	No Office	L		4.35				
L	A. M.	8.30				DN	23.2	DAVENPORT	3.5	BJKV WXYZ	Continuous	A	A. M.	4.30				
							25.1	WEST DAVENPORT	1.6	JP	Continuous							
A	S	9.00			Yard	NA	26.7	NAHANT		BKOPRTWX	7:00 am to 3:00 pm	L		4.00				
	A. M.												A. M.					

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Water Works and Nahant.
D. R. I. & N. W. Ry. time-table and rules govern between Water Works and West Davenport.
C. R. I. & P. R. R. time-table and rules govern between West Davenport and Nahant.

Rule 83 (B) does not apply at Water Works and Dixon. Eastward trains will obtain Clearance Form A at West Davenport.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Airport.....	1 mile west of Eldridge.....	22 cars

Z. G. REIFF,
L. W. NIGUS,
W. C. EDWARDS,

Train Dispatchers.

A. P. THOSTENSON,
W. J. WESTMARK,
W. J. CLIFTON,

L. CALLOWAY,
Chief Dispatcher.
C. C. SMITH,
Night Chief Dispatcher.

H. J. MAHONEY,
Trainmaster,
Davenport, Ia.

LOCATION OF TRAIN DIRECTORS TELEPHONES IN THE CHICAGO TERMINALS

Union Station.....	Trainmaster's Office Union Station & Lake St. Tower.	Tower B-12.....	In tower.
Union Street.....	Yardmaster's Office Green Street.	Bensenville.....	Switchtender, west end B. & C. Yard.
Western Avenue.....	Tower A-2. Yardmaster—Freight Yard.		GYM Office Tower C. Locker Room east end of yard. Caller's Office. Consolidated Yd. Office. Southwest corner of Bensenville Depot. Car Foreman's Office. West end of Yard C.
	Tower A-3. Yardmaster—Coach Yard. Roundhouse.		
Tower A-5.....	Tower A-4 Chicago and Kedzie Ave. In tower.	Tower B-17.....	In tower.
Cragin Jct.....	In tower.	Bloomington Line...	Clybourn Jct.
Galewood.....	Belt Water tank at Cicero Ave. Yardmaster's Office east end. Switchtender's shanty, Top of Hill. On pole 500 feet east of Oak Park Ave.	Division St.....	Yardmaster's Office.
		Kinzie St.....	Yardmaster's Office.

LOCATION OF BLOCK LINE PHONES

On pole line just west of Thatcher Ave.
Crossing flagman's shanty Grand Ave.
Narragansett Ave. Crossing flagman's shanty.
Mars—Switchtender's shanty, 800 feet east of Oak Park Ave.
Crossing flagman's shanty Harlem Ave.
Tower A-4—On Relay House East of Signal Bridge Chicago Ave.

LOCATION OF TELEPHONES
CONNECTED WITH TOWER A-5

Phones are on signal relay cases

D. & I. Div. 1st Dist... 1850 feet west of Tower A-5 near Karlov Ave.
Bloomington Line... 600 feet east of Tower A-5 near Lawndale Ave.
Milw. Div. 1st Dist... 1775 feet east of Tower A-5 between Lemoyne and North Ave.
1400 feet west of Tower A-5 near Armitage Ave.

WESTWARD—FREIGHT TRAINS (INFORMATION ONLY)—EASTWARD

91	175	75	61	71	63	165	STATIONS	66	62	186	72	64	68	168	
Way Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L A.M.	L A.M.	L A.M.	L A.M.	L P.M.	L P.M.	L P.M.		A A.M.	A A.M.	A P.M.	A P.M.	A P.M.	A A.M.	A A.M.	A P.M.
2-30		9-45	11-00	7-00	9-45		BENSENVILLE YARD	7-15	11-35		4-55	10-55	2-10		
3-45		10-15	11-25	7-40	10-15		SPAULDING	6-30	10-45		4-05	10-00	1-15		
9-30		11-15	12-20	8-55	11-15		DAVIS JCT.	4-05	8-40		2-05	8-45	11-55		
11-20	L A.M. 9-40	P.M. 12-10	1-00	9-45	A.M. 12-10	L P.M. 11-35	KITTREDGE			A A.M. 9-45				A P.M. 11-35	
A 1.50 P.M.	A 12.30 P.M.	A 2.00 P.M.	A 1.45 P.M.	A 11.15 P.M.	A 12.45 A.M.	A 2.30 A.M.	SAVANNA	L 1.30 A.M.	L 7.15 A.M.	L 9.05 A.M.	L 11.30 A.M.	L 7.00 P.M.	L 10.00 P.M.	L 10.30 P.M.	

YARD LIMITS AT

Chicago Terminal..... Extend from 2000 feet west of Bensenville Depot to Tower A-2 at Western Avenue.
 Elgin..... Extend from 5768 feet west of Elgin Depot to 2600 feet east of Tower B-35.
 Kirkland..... On Third subdivision only, extend from East Wye switch to Second subdivision main track connection switch.
 Davis Jct..... Extend from 5360 feet west of C. B. & Q. crossing to 5300 feet east of East Crossover Switch.
 Savanna..... Extend from 5100 feet east of Plum River Bridge, on the Second Subdivision, to 1560 feet west of the CB&Q crossing on the Fifth Subdivision, and to a point 1000 feet west of Plum River Bridge on the Fourth Subdivision.

DeKalb..... Extend from 4100 feet west of C. & N. W. crossing to 3740 feet east of C. & N. W. crossing.
 East Moline.... Extend from 3400 feet east of east switch of siding to connection with D. R. I. & N. W. tracks at depot.
 Clinton..... Extend from 200 feet east of east switch Deercreek to passenger depot at Clinton.
 Water Works... Extend from the junction switch to 3,000 feet east of the junction switch on the Sixth subdivision.
 Sabula..... Extend from 50 feet west of Mississippi River Bridge to 5,000 feet west of junction switch at Samoa on Iowa Division, and to 2,640 feet west of junction switch at Sabula Junction.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	MONDAY	HOLIDAY
Elgin.....				{ 3:45 am to 11:45 am 12:30 pm to 8:30 pm
Nahant.....				7:00 am to 3:00 pm
Hampshire.....	7:00 am to 9:00 am			

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.
 At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.
 Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on Day set by Proclamation.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

G1 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G2 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G3 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G5 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G9 Employees must not step on track rails nor other similar objects when it can be avoided.

G10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G11 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Switch rear "S.R." cars.

G12 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G13 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G14 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G15 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized at Stations when available.

G16 A yellow flag by day stenciled ELECTRIC CHARGE LINE, and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen — Miles City — Deer Lodge — Othello	All Trains
St. Paul	Freight trains only
Minneapolis	Passenger trains only

G18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G19 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G21 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G22 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engine are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling ore cars Loaded.....	35
Empty.....	40
Trains handling ore loaded in open top equipment other than ore cars.....	40
Trains handling loaded air dumps (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars on Branch Lines.....	20
on Main Line.....	25

The following diesel engines either dead in train or operating under own power:

1670 and 1671, 2000 to 2006 AB (New Nos. 820 and 821, 690 AB to 696 AB) .	50
1610 to 1635 (New Nos. 960 to 985).....	45
1600 to 1603 (New Nos. 980 to 983).....	40
1699 to 1709 (New Nos. 990 to 997).....	30

G26 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G27 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G28 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engine will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G29 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgement of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Chicago Terminals.....	20 m.p.h.	20 m.p.h.
Between Bensenville and Savanna.....	40 m.p.h.	30 m.p.h.
Between Kirkland and DeKalb.....	20 m.p.h.	15 m.p.h.
Between Ebner and East Moline.....	30 m.p.h.	20 m.p.h.
Between Savanna and Ebner.....	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula.....	40 m.p.h.	30 m.p.h.
Between Sabula and Clinton.....	30 m.p.h.	25 m.p.h.

X-2 Trains handling snow plows of all types, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Chicago Terminals.....	20 m.p.h.	20 m.p.h.
Between Bensenville and Savanna.....	35 m.p.h.	25 m.p.h.
Between Kirkland and DeKalb.....	20 m.p.h.	15 m.p.h.
Between Ebner and East Moline.....	20 m.p.h.	15 m.p.h.
Between Savanna and Ebner.....	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula.....	35 m.p.h.	25 m.p.h.
Between Sabula and Clinton.....	30 m.p.h.	25 m.p.h.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
Tower A-4.....	Crossover between main tracks 1 and 2 west of Chicago Ave.
Tower A-4.....	Crossover between main tracks 3 and 4 west of Chicago Ave.
Tower A-4.....	First crossover west of Kedzie Ave. between main tracks 2 and 3.
Tower A-4.....	Crossover between main tracks 1 and 2 west of Kedzie Ave.
Tower A-5.....	First crossover north of Cortland Street between main tracks 1 and 2.
Franklin Park.....	Crossover between main tracks 3 and 4 IHB connection.
Tower B-17.....	First Crossover west of Tower B-17 between main tracks 1 and 2 on Illinois Line.
Tower B-17.....	First crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.
Wooddale.....	Crossover west of depot.
Itasca.....	Crossover.
Bartlett.....	Just west of depot.
Spaulding.....	West crossover.
Egin.....	Crossover west of depot.
Pingree Grove.....	Crossover just east Hiwaycrossing.
Hampshire.....	Crossover east of depot.
Genoa.....	Crossover west of depot.
Kingston.....	Crossover east of depot.
Kirkland.....	Crossover.
Monroe Center.....	Crossover.
Davis Jct.....	First crossover between main tracks. West of C. B. & Q. R. R. crossing.
Stillman Valley.....	Crossover.
Byron.....	Two crossovers east of C. G. W. R. R. crossing.
Leaf River.....	Crossover.
Adeline.....	Crossover.
Forreston.....	Crossover.
Harper.....	Crossover.
Lanark.....	East and west crossovers. East and west switches of eastward and westward sidings.
Mt. Carroll.....	Crossover west of depot.
Red Barn.....	Crossover.
Savanna.....	Turnout at East end of double track East of General Yardmaster Office.
	Turnout from eastward main track to yard running track 640 feet east of C. B. & Q. R. R. crossing.
	First crossover between main tracks east of C. B. & Q. R. R. crossing.
Sabula Draw Bridge.....	Turnout at West end of double track east of draw bridge.
Sabula Draw Bridge.....	Turnout at East end of double track west of draw bridge.
Sabula.....	Crossover west of the depot.
Kittredge.....	Junction switch. Crossover west of junction switch.

Turnouts laid with long frogs and curved points where maximum speed for all trains is 40 M.P.H. are located at:

Station	Location
Roselle.....	East and West Crossover.
Spaulding.....	Crossover within interlocking.
Tower B-35.....	Turnouts at east and west limits Fox River Interlocking.
Plum.....	Turnout west end double track.

X3 (a) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Davenport (DRI&NWRy).....	Station No. 1 east end of two main tracks.
Davenport (DRI&NWRy).....	Station No. 2 west end of two main tracks.
Davenport (DRI&NWRy).....	Bridge Switch.
Davenport (DRI&NWRy).....	West Wye Switch.
Davenport (DRI&NWRy).....	East Wye Switch.

X3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" Signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

First Subdivision.....	Westbound at MP 25 and 28
Second Subdivision.....	Eastbound at MP 110 and 113

X3 (c) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 69 MPH and freight trains 49 MPH.

X-5 Five minutes fuses should be used in Automatic Block System territory and 10 minute fuses should be used in other territories.

X-6 Trains being operating with electro-pneumatic braking system, (electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, changeover to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be report to Superintendent by wire.

Incoming crews will notify relieving crews at all changeoff points when electro-pneumatic brakes are cut out.

X-7 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

FIRST SUBDIVISION

X-8 Speed Restrictions (in addition to General Speed Restrictions).	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Nos. 1, 2 and 3 main tracks, Tower A-2 to Elmwood Park.....	60	45
Nos. 1 and 2 main tracks, Elmwood Park to Bensenville.....	79	45
No. 3 main track, Elmwood Park to Tower B-12.....	79	45
No. 3 main track, Tower B-12 to Mannheim.....	35	35
No. 4 main track, Mannheim to Western Ave.....	35	35
Western Ave. (Tower A-2) Over C&NW crossing.....	20	20
Tower A-5 (D&I Division trains).....	15	15
Tower A-5 (Milwaukee Division trains).....	60	45
Cragin Jct. Over C&NW crossing on No. 1, 2, 3 main tracks.....	60	45
Cragin Jct. Interlocking Plant No. 4 main track.....	20	20
Between Galewood and Tower B-12 movements against the current of traffic on No. 1, 2 and 3 main tracks.....	25	25
Tower B-12 Over Soo Line crossing.....	45	30
Tower B-12 (Movements on No. 3 and 4 main tracks to and from IHB main tracks).....	15	15
Tower B-12 (Westward movement from No. 3 to No. 2 and from No. 2 to No. 1 main tracks, and westward movement from No. 1 to No. 2 main track, also eastward movement from No. 1 to No. 2, and from No. 2 to No. 3 main tracks, and from No. 2 to No. 1 main track.....	40	40
Tower B-12 (around 2 degree curve 1 mile east).....	70	45
Tower B-17.....	60	45
Tower B-17 (Westward movements from No. 1 to No. 2 main tracks and Eastward movements from No. 2 to No. 1 main tracks through third crossover east of the tower).....	40	40
Tower A-5 (around all legs of the wyes).....	15	15
Tower A-5 (around 9 degree curve).....	15	15
Galewood (around 3 degree curve).....	55	25
Galewood, Yard track No. 6 across Narragansett Ave. for trains entering and leaving the Yard.....	15	15
Tower A-2 to Tower A-4 (trains operating over tracks north of No. 1 main).....	15	15

X-8 (A) Between 8:15 A. M. and 4:00 P. M. daily except Saturdays, Sundays and Holidays, No. 4 main track between Tower A-3 and a point 1200 ft. east of Tower A-4 will be occupied by passenger equipment.

Trains and engines using this track when it is not occupied by passenger equipment must not exceed 15 M. P. H. between these points.

X-9 At Franklin Park, when the Automatic Block Signal located on the west side of Ruby Street governing eastward movement on No. 4 track or the color light dwarf signal governing eastward movement on No. 5 and No. 6 tracks displays a Stop-indication, eastward trains or engine must stop and a trainman or the engineman must communicate by telephone with the operator at Tower B-12 and receive instructions from him before proceeding.

X-11 Trains 19, 20, 101, 102, 103, 104, 111 and 112 will display train number instead of engine number in place provided on front of engine. Other trains and engines will display engine number.

X-12 DESIGNATION OF MAIN TRACKS

Beginning at the north the main tracks are numbered consecutively No. 1, No. 2, No. 3 and No. 4 between Western Avenue and Mannheim and No. 1 and No. 2 between Mannheim and Bensenville.

AUTOMATIC BLOCK SYSTEM IS IN USE

On No. 1 and No. 2 main tracks between Western Avenue and Bensenville and on No. 3 main track between Western Avenue and Tower B-12. On Eastward and Westward tracks between Tower B-17 and Bryn Mawr.

USE OF TRACKS

Double track is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the LEFT.

Four main tracks are in use between Western Avenue and Mannheim.

Two main tracks are in use between Mannheim and Bensenville.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-2 and Tower A-5 is controlled by the levermen at Towers A-2, A-3, A-4 and A-5.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-5 and Mannheim and No. 1 and No. 2 main tracks between Mannheim and Bensenville is controlled by the Phone Director.

Between Tower A-2 and Tower A-5 there are four main tracks.

No. 1 is a westward track.

No. 2 is an eastward track.

No. 3 is an eastward and westward track.

No. 4 is an eastward freight track.

Rules 251, 251(A), 253 and 254 are in effect on No. 1 and No. 2 main tracks for movement with the current of traffic.

On No. 3 main track between Tower A-2 and Tower A-5, movement of trains and engines is governed by signal indication. Rules 261, 263 and 264 are in effect.

Between Tower A-2 and Tower A-5 trains or engines must not enter No. 3 main track unless authorized by Interlocking Signal indication or permission is obtained from the levermen.

Between Tower A-5 and Tower B-12 there are four main tracks.

No. 1 is a westward track.

No. 2 is an eastward track.

No. 3 is a westward track.

No. 4 is an eastward freight track.

Rules 251, 251(A), 253 and 254 are in effect on No. 1, No. 2 and No. 3 main tracks for movement with the current of traffic.

Between Tower B-12 and Mannheim there are four main tracks.

No. 1 is an eastward and westward track.

No. 2 is an eastward and westward track.

No. 3 is a westward freight track.

No. 4 is an eastward freight track.

Between Mannheim and Bensenville there are two main tracks.

No. 1 is an eastward and westward track.

No. 2 is an eastward and westward track.

On No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17, movement of trains and engines will be governed by signal indications. Rules 261, 263 and 264 are in effect.

Trains or engines may enter No. 3 main track between Tower A-5 and Tower B-12 and No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17 only when authorized as follows:

(a) At Tower A-5, Cragin Jct., Tower B-12 and Tower B-17 when authorized by signal indication.

(b) At points where switchtenders are on duty after receiving a proceed signal given with a yellow flag or a yellow light. (Switchtender must secure permission from Phone Director for the movement to enter these tracks.)

(c) At other locations, after receiving permission from the Phone Director.

Switchtenders will not permit any movement to enter No. 1, No. 2 and No. 3 tracks between Tower A-5 and Tower B-12 or No. 1 and No. 2 tracks between Tower B-12 and Tower B-17 without permission from the Phone Director.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements against the current of traffic must not be made without permission of the Phone Director or authority conferred by Interlocking Signal indication.

When an Interlocking Signal displays an indication for movement against the current of traffic such movement may be made as follows:

On No. 1 and No. 2 tracks between Towers A-2 and A-3, Towers A-3 and A-4 and Towers A-4 and A-5.

On No. 1, No. 2 and No. 3 tracks between Tower A-5 and Cragin Jct. and Cragin Jct. and Tower B-12.

First class trains must not be operated against the current of traffic on these tracks unless the movement is made between Interlocking Stations where the movement is governed by signal indication.

EXCEPTION:—If, in emergency, a first class train is required to make a crossover movement from one main track to the other at locations where switchtenders are on duty, the train must be brought to a stop before the crossover movement is made.

First class trains operating against the current of traffic on any track between Tower A-5 and Tower B-12, will approach crossovers at Galewood and Cragin at restricted speed and know that switches are properly lined for their movement. At Galewood, at West End of Yard when Switchtenders are on duty such movements must also receive a proceed signal from Switchtender given with a yellow flag or yellow light.

First class trains running against the current of traffic will not be permitted to enter an occupied block. Following movements will not be permitted to enter until preceding first class train has cleared the block.

X-13 C. T. C. System between Tower B-17 and Tower B-35 is controlled by the Operators at Tower B-17, Spaulding and Tower B-35 under the supervision of the Train Dispatcher at Savanna.

Between Tower B-17 and Tower B-35, when a train or engine enters a siding or other track where the switches are not interlocked or equipped with electric locks and the entire train is reported clear of the main track, such train or engine must not again enter the main track without a train order from the Train Dispatcher in the following form:

(Train) may enter (track) at (station) and will proceed from _____ to _____ in compliance with Rules 513 and 514.

X-14 Trains originating at and moving out of Western Avenue freight or coach yard for the Dubuque and Illinois Division or for the Milwaukee Division will receive their train orders and be cleared by the operator on duty at Tower A-4. Such trains must not leave Western Avenue coach or freight yard without a clearance Form A from the operator at Tower A-4 as required by Rule 83 (B).

Coach trains and transfer trains are not required to obtain Clearance Form A at their initial station.

X-14 (A) At Tower A-5, the train order Signal governs Westward Milwaukee Division Trains only.

X-15 Within the Yard limits of the Chicago Terminals, the officials of the Chicago Terminals Division have jurisdiction.

Train orders for movements between Chicago and Tower A-5, will be issued over the signature of the Superintendent of the Milwaukee Division.

Train orders for movements between Chicago and Bensenville will be issued over the signature of the Superintendent of the Dubuque & Illinois Division.

X-16 Union Pacific locomotives must not be run in or out of Tracks 1 and 3, Chicago Union Station, because of insufficient clearance.

X-16 (A) A restricted clearance exists between Joint No. 2 main track (eastward track) and the outside freight house track known as track No. 8 between Union Street and Jefferson Street located between Western Avenue and Chicago Union Station.

In this territory employees are prohibited from riding on the side of engines or cars and from extending any part of their bodies out of engine cabs or windows, caboose windows or passenger car vestibules or windows.

X-16 (B) At Western Avenue Coach Yard, color light type signals are in service on each side of the track at the east and west ends of the car washing plant. When these signals display a yellow indication, movement may be made through the car washer. When a red indication is displayed, or when one long blast of the air whistle is sounded at the plant, movement must be stopped at once.

A color light type signal, located on the side of Tower A-4, will repeat the indications displayed by the signals at the east and west ends of the car washing plant.

X-16 (C) At Western Avenue Coach Yard, because of restricted clearance, employees are prohibited from riding on top or side of engines or cars or from extending any part of their bodies out of doors or windows and doors and windows closed while they are moving through the Diesel Engine Washer track located just east of California Avenue.

These instructions also apply when engines or cars are moving through the car washing plant.

X-17 At Tower B-12, the switches at the junction with the I. H. B. are interlocked and operated from the tower. When the signal displays a Stop-indication for an approaching train or engine and no conflicting movement is evident, a trainman or the engineman must communicate with the signalman and be governed by instructions from him.

X-18 The switches of the crossover between 1 and 2 main tracks and at the east end of crossover between 2 and 3 main tracks east of Mannheim are equipped with electric locks.

Instructions to trainmen for operating the locks are posted inside the boxes stencilled "A-B" and "C".

X-19 Steam heat lines on eastward passenger trains must be blown out between Cragin and Tower A-5 except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 ft. east of Tower A-2. When operating steam heat valves located underneath the sills, employees must guard against injury due to close clearance at bridge girders at various subways in this territory.

X-21 Flagmen on all passenger trains in both directions between Tower A-5 and Union Station, Chicago, will ride on rear platform of rear car. In event of blind cars on rear of the train, he will ride in accordance with Rule 852.

X-22 AMPLIFICATION OF CHICAGO UNION STATION RULE 24, IN CONNECTION WITH BACKING TRAINS OUT OF UNION STATION AND WESTERN AVENUE COACH YARD

When taking charge of train to back it out of the Union Station or Coachyard the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coachyard or from Union Station until the pilot has identified himself.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

When the engineman hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.

If from any cause the air signal whistle does not respond, there must be a thorough understanding between the enginemen and the pilot in regard to the hand or lamp signals to be given by the pilot before applying the brakes from the rear, and they should also have an understanding that the enginemen will start back on receipt of the regulation back up hand or lamp signal after the brakes have applied and released properly.

To reduce speed of the train, the back up valve should be opened gradually until the speed is reduced, then closed. When stopping the train, the valve should be opened gradually and left open until train is stopped. In case of an emergency, open the valve wide until train stops.

X-23 Westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain clearance at Western Avenue.

X-24 At Bensenville Roundhouse the switch at the east end of the Coach track is to be lined and locked for the inbound and outbound engine tracks leading to turntable immediately after use.

X-25 At Tower B-35 a light will not be displayed on train order signal until interlocking route is lined for movement of a train. The westward train order signal has two arms. The lower arm or light governs westward trains terminating at Elgin. The upper arm or light governs other westward trains.

X-26 At Tower B-17, the train order signal has two units. The light in the upper unit governs westward D&I Division trains on the main tracks. The light in the lower unit governs westward D&I Division trains starting from Bensenville Yard.

X-27 Rule 83-(B) does not apply at Tower B-17 to westward trains starting at Tower B-17 when train order signal indicates proceed as per Rule 200 C.

X-28 Track 13 in yard 2 at Galewood will be used as a running track, normal position of switch at the west end will be for No. 13 track. All trains leaving Galewood thru yard 2 will use No. 13 track unless otherwise instructed.

X-29 Bridges in track elevation territory will not clear a man riding on the side of a car.

X-30 Account restricted clearance on No. 2 and No. 3 Main Tracks at Subway Shelter located at East end of Western Avenue passenger station platform, employees are prohibited from riding on side of cars or engines passing this point.

X-31 Because of close clearances in all roundhouse districts of Chicago Terminals employees are prohibited from riding on the side of engines and cars and must not get out on cab steps of engines while in motion.

X-32 At Elgin, the train order signal applies only to trains operating through in either direction between the First and Second Subdivisions and Rule 83-(B) does not apply to such through trains if the train order signal indicates proceed as per Rule 200 C.

X-33 Trains which do not start or terminate at Elgin will not be required to register at that station. Operators at Elgin will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start their trip at that station.

X-34 Within the limits of the City of Chicago, enginemen will not sound the whistle except when necessary to prevent injury to life and property, or when necessary to warn or signal employees or the public. The bell must be rung continuously when train or engine is moving within city limits except when moving on tracks which have been elevated. On elevated tracks, the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger. Signal 14 (1) should not be sounded for Narragansett Avenue crossing located just west of Galewood depot, except in case of emergency.

X-34 (A) Between midnight and 7:30 AM, engine whistle must not be sounded while passing through Village of Elmwood Park except in case of emergency.

Between 7:30 AM and midnight, enginemen must exercise good judgment in the use of the engine whistle to avoid complaints account excessive whistling.

X-35 Within the city limits of Elgin, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time; provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagman and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except

when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movements of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than 5 minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

X-38 Location of Spring switches, normal position, and signals governing:

Station	Location	Normal Position	Signal Governing
Clybourn Jct. Interlocking	End of double track.	For westward track.	Mounted on mast of eastward home signal reading in westerly direction. Dwarf signal.
Franklin Park	No. 4 main track 1400 ft. west of station.	For No. 5 yard lead track.	
Franklin Park	East end of No. 5 lead 1450 ft. west of Franklin Park Station.	For No. 5 yard lead track.	Dwarf signal.
Bensenville	West end coach track at rdhse.	For inbound engine track.	Dwarf signal.
Bensenville	Just west of coach track crossover from inbound to outbound engine track.	East end of crossover for crossover movement. West end of crossover for outbound track.	Dwarf signal.
Bensenville	Engine lot east end to engine track leading to turntable.	Diesel House lead.	Dwarf signal.
Bensenville	Engine lot east end to in and outbound engine lead.	Outbound engine lead.	Dwarf signal.
Bensenville	Divideswitch between pullback track & repair track.	For pullback track.	Dwarf signal.
Bensenville	West divide switch between inbound diesel engine track and engine washer run around track.	For runaround track.	Dwarf signal.
Bensenville	East divide switch between outbound diesel engine track and engine washer run-around track.	For outbound diesel engine track.	Dwarf signal located on left hand side of track.
Western Ave. Coach Yard	Mad Line track 200 ft. east of California Ave.	For Coach Yard lead.	Dwarf signal.
Western Ave. Coach Yard	East of California Ave. west divide switch between outbound and inbound diesel track.	For outbound diesel track.	Dwarf signal.
Western Ave. Coach Yard	Diesel House tracks 270 ft. west of safety walk east end Coach Yard.	For Inbound Diesel House track.	Dwarf signal.
C&E Line	C&E Junction Switch.	For Bloomingdale Line.	Dwarf signal located on left hand side of track.
Elgin	West end Roundhouse lead.	For Roundhouse lead.	Dwarf signal.

These switches are not equipped with facing point locks. See Special Instructions X-3 (A).

X-38 (A) Switchtenders at following locations will use yellow flag by day and yellow light by night to give hand signals; East end Western Ave. Coach Yard and Freight Yard. Galewood.

Switchtenders at west end of "B" and "C" Yards, Bensenville Yard, will use the yellow flag and yellow light only to comply with the provisions of Special Instruction X-39.

Electric lanterns may be used by switchtenders for displaying yellow lights.

X-39 At Bensenville yard, Switchtenders at West End of "B" and "C" Yards are authorized to use a Yellow Flag by day and a Yellow Light by night only to signal Milwaukee Division and D&I Division trains entering the yard.

After switches have been lined for the inbound train and conflicting movements controlled switchtender will then give a proceed signal to the inbound train with a Yellow Flag or a Yellow Light from a location West of the car checker shanty where it can be plainly seen and understood and which must be acknowledged as per Rule 14-(G). Train then may proceed in accordance with the rules.

All freight trains including terminal transfers entering Bensenville "C" Yard will maintain a speed of 10 MPH passing the train checkers building located at the east end and west end of receiving yard "C".

X-40 At Elgin, a car spotted opposite the Fox Electric Supply Co. building on trestle track just east of the connection to eastward main track, will not clear man on side of car moving through connection.

SECOND SUBDIVISION

X-41 At Elgin, account restricted vertical clearance of trolley wires, employees are prohibited from riding on top of cars while on C. A. & E. trackage used in serving the McGraw Electric Co. plant.

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Davis Jct., when moving around East, West and North Wyes.....	13	13
Between Pingree Grove and Elgin, when moving on Westward track:		
Eastward Passenger Trains.....	40	25
Eastward Freight Trains.....		
Between 3 miles east of Red Barn and Plum when moving on Eastward Track:		
Westward Passenger Trains.....	40	25
Westward Freight Trains.....		
Savanna—C. B. & Q. Crossing.....	20	20
Kittredge		
Crossover between Eastward and Westward Main Tracks.....	30	30
Milwaukee Division turnout to and from D. & I. Division.....	30	30

X-43 Davis Jct. is a register station only for trains originating or terminating at that point.

X-44 When delivering cars to the I. C. at Forreston, the short I. C. receiving track must be filled before cars are left on the I. C. transfer track. III. Cent. derrails are installed on delivery and running tracks just south of highway crossing.

X-45 At east end Savanna Yard, Westward freight trains and engines entering yard, will be governed by a light signal located on the Eastward semaphore-type home signal.

When a yellow light is displayed, Westward freight trains and engines may proceed into the yard. When no light is displayed, Westward freight trains and engines will stop and remain until yellow light is displayed, or permission to proceed is received from the switch tender. In case a light is not displayed, a member of crew will immediately contact the switch-tender for authority to proceed.

X-46 At Savanna, Conductors of eastward trains that have cars containing livestock, will send a brakeman to the lunchroom and waiting room in the depot to notify the stockmen that the stock loaded in cars (giving car numbers) will go forward in his train. Conductors will also see that such stockmen are aboard before the train leaves.

X-47 At Kirkland, the whistle must not be sounded while passing the stock yards except in cases of emergency.

X-48 C. M. St. P. & P. trains and engines may use the C. B. & Q. main track at Davis Jct., while picking up or setting out cars, subject to the following rules and instructions:

The Conductor or Engineman must obtain permission from the operator to use the C. B. & Q. main track. The operator will deliver with this permission a C. B. & Q. time table. The conductor or engineman must check the register against overdue C. B. & Q. first-class trains.

The Conductor or Engineman will be responsible for returning of the time table to the operator and for advising him when clear of the C. B. & Q. tracks.

Permission from the operator to use C. B. & Q. main track does not modify the requirements of C. B. & Q. Rules 86, 93 and 99 which are in effect and read as follows:

Rule 86: Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown, but not less than five minutes.

Rule 93: Within yard limits, second class, extra trains and engines may use the main track, clearing first class trains when due to leave the next station where time is shown, but not less than five minutes.

Within yard limits, second class, extra trains and engines may use the main track without protection as prescribed by Rule 99, except in case of failure to clear first class trains, as required, when carrying passengers or caretakers or when handling occupied company service cars.

X-49 Kittredge is a register station for Milwaukee Division trains only. Kittredge train register will be located at Lanark and all Milwaukee Division, trains when not displaying signals for a following section, will register at Lanark by Register Ticket.

Your attention is called to Rule 93 (A) and that part of this rule applying to registering by register ticket must be complied with by Conductors and Operators.

X-50 REMOTE CONTROL INTERLOCKING

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
Kittredge	All switches.	Operator at Lanark.

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Milwaukee Division at Kittredge. The upper arm, or light, governs all eastward trains.

All eastward trains moving to the Milwaukee Division at Kittredge must receive Clearance Form A at Lanark authorized by the Train Dispatcher of the Milwaukee Division, and such clearance must show the information required by the Manual Block, rules covering the block between Kittredge and the next open block station east of Kittredge, on the Milwaukee Division. Operators at Lanark must keep a Manual Block record as per Rule 315.

For the Milwaukee Division trains and engines. At Kittredge, westward trains moving from Milwaukee Division to the D. & I. Division—First District, after receiving a proceed indication of the governing signal, may proceed to Lanark on the WESTWARD TRACK on signal indications, but must not proceed beyond Lanark without a Clearance Form A and necessary train orders.

Operator at Lanark must not display a proceed indication of the governing signal at Kittredge for westward trains moving from Milwaukee Division to the D. & I. Division—First District without first obtaining authority from the Train Dispatcher of the D. & I. Division—First District.

Operators at Lanark must not report a Westward train clear of the block at Kittredge until it is definitely known that the entire train has cleared the Manual Block territory.

X-51 C. T. C. system between Plum and the east end of double track at Savanna is controlled by the train dispatcher at Savanna.

X-52 Location of Spring switches, normal position, and signals governing:

Elgin	West end Roundhouse lead.	For Round-house lead.	Dwarf signal.
Savanna	East end North and South switch leads at east end of "C" yard.	For North switch lead.	Dwarf signal.

These switches are not equipped with facing point locks. See Special Instructions X-3 (A).

THIRD SUBDIVISION

X-53 Speed restrictions (In addition to General speed restrictions).	LOCATION	Maximum Speed M.P.H.
		All Trains
Wilkinson—C. G. W. R. R. Crossing.....		20
DeKalb—C. & N. W. Crossing (after stopping).....		20
Kirkland—Both Legs of Wye.....		10

FOURTH SUBDIVISION

X-58 Speed restrictions (In addition to General speed restrictions).	LOCATION	Maximum Speed M.P.H.
		All Trains
EBNER—C. B. & Q. R. R. Crossing.....		20
Fulton—C. B. & Q. R. R. Crossing.....		15
Fulton—C. & N. W. R. R. Crossing.....		40
Moline—17th St. Crossing.....		10

X-60 At Fulton, the normal position of the gate at the C. B. & Q. crossing, located 2.1 miles west of the depot, is against the C. B. & Q. Home signals operate in conjunction with this gate. When the gate is in the normal position and the route is clear, trains on the C. M. St. P. & P., after sounding signal 14 (b) may proceed over the crossing at a speed not in excess of 15 miles per hour.

X-61 At East Moline, trains other than those displaying signals for a following section, may register by register ticket.

X-62 REMOTE CONTROL INTERLOCKING:

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
C. & N. W. Crossing 1.6 miles west of Fulton.	Interlocking	Signalman in C. & N. W. tower at East Clinton.

X-66 Eastward trains moving from Ebner to Savanna will obtain two clearances at Ebner—one a C. B. & Q. clearance authorizing movement from Ebner to Ayres, and the other, a C. M. St. P. & P. clearance authorizing the movement from Ayres to Savanna. When the C. M. St. P. & P. clearance is so obtained the train need not obtain another clearance at Ayres. Westward trains will receive C. B. & Q. R. R. train orders and clearances at Dispatchers office, Savanna, for movement Ayres to Ebner.

X-67 Trains or engines using the former Ashdale Line to Fay must stop before passing over the crossing at Highway 171 unless the crossing signals are seen to be operating.

If signals are not operating, movement must be flagged over the crossing.

FIFTH SUBDIVISION

X-68 Speed restrictions (In addition to General speed restrictions). LOCATION	Maximum Speed M.P.H.
	All Trains
Savanna—C. B. & Q. Ry. Crossing.....	20
Sabula—Thru crossover located 1075 ft. West of Sabula Drawbridge.....	20
Sabula Drawbridge.....	30
Lyons—7 degree curve East of Highway 30.....	30
Clinton—C. & N. W. R. R. Gated Crossing 0.4 miles East of Union Depot.....	10
Clinton—C. & N. W. R. R. Interlocked Crossing.....	20

X-69 REMOTE CONTROL INTERLOCKING

Station	Location	By whom operated
Sabula Drawbridge	West end of double track	Signalman at drawbridge

X-70 Trains using the siding at Sabula Jct. and Lyons will move expecting to find it occupied by cars.

X-71 At Sabula a westward routing signal located at the west end of the bridge has three arms: the upper arm or light governs trains moving on the westward track toward Green Island; the middle arm or light governs trains moving toward Clinton; the lower arm or light governs trains moving to the eastward track.

X-72 At Clinton, the normal position of the crossing gate at the C. & N. W. crossing located 0.4 miles east of the depot, is against movements on the C. & N. W. Home signals operate in conjunction with the gate. Trains or engines on the C. M. St. P. & P. must approach the Home signal prepared to stop, but may proceed over the crossing at a speed not in excess of 10 miles per hour provided the track is clear, crossing is unobstructed, gate is set against the C. & N. W. and the Home signal displays a proceed indication. See Rule 98-(A).

X-73 At Savanna, Eastward trains or engines that are to enter "A" or "C" Yards may apply the provisions of Rule 516 to Signal 138-2 located just east of C. B. & Q. R. R. Crossing.

X-74 At Clinton, in order to avoid blocking street crossings, westward freight trains will be governed by a light signal located at 9th Avenue about 1.6 miles east of the Union Station. When yellow light is displayed, westward freight trains may proceed being governed by interlocking signals at both C&NW Crossings. When no light is displayed westward freight trains must stop east of 9th Avenue and remain until yellow light is displayed, or permission to proceed is obtained from the leverman at 2nd St. Tower Clinton. Telephone for communicating with 2nd St. Tower is located at 9th Avenue.

SIXTH SUBDIVISION

X-76 At Dixon, Donahue, Eldridge and Mt. Joy, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.