DIVISION OFFICERS

E. E. DEYO	Superintendent	Oelwein
A. A. FREIBERGER	Trainmaster	Oelwein
H. R. HALVERSON	Terminal Trainmaster	Chicago
W. O. RUTHERFORD	Division Engineer	Oelwein
L. E. HARTMAN	Road Foreman of Engines	Oelwein
J. M. REINES	Chief Dispatcher	Stockton
L. O. ROSS	Night Chief Dispatcher	Stockton
L. S. BEATTIE	Train Dispatcher	Stockton
L. B. BLANN	Train Dispatcher	Stockton
W. J. MURPHY	Train Dispatcher	Stockton
C. K. COLE	Relief Train Dispatcher	Stockton
R. E. HAGELBERG	Extra Train Dispatcher	Stockton
H. H. SUKOW	Roadmaster	Stockton
C. L. FINCH	Roadmaster	Oelwein

LIST OF SURGEONS

Station	Name	Phone Number Office	Residence
Aurora, Ia.	Dr. J. F. Loeck	42	42
Byron, Ill.	Dr. J. Alba Johnson	125	125
Chicago, Ill.	Dr. J. D. Koucky 2753 West North Ave.	Brunswick 1200	Forest 3999
Chicago, Ill.	Dr. E. H. Anderson 523 South Cicero Ave.	Austin 2433 Austin 9446	Village 8164 (Oak Park)
Chicago, Ill.	Dr. Geo. J. Pope 608 So. Dearborn St.	Harrison 2441	Van Buren 9483
Chicago, Ill.	Dr. Earl S. McRoberts (Oculist) 55 East Washington St.	Cen. 6751	Greenleaf 4426
Chicago, Ill.	Barker Ambulance Service.	Seely 3444	
Dubuque, Ia.	Dr. C. E. Lynn	4000	330
Dubuque, Ia.	Dr. Frank J. Piekenbrock	4000	3126
Dyersville, Ia.	Dr. E. F. Mueller	286	208
Elizabeth, Ill.	Dr. E. J. Wiley	48-R-6	48-R-7
Freeport, Ill.	Dr. C. L. Best	Main 8	Main 9
Hanover, Ill.	Dr. E. F. Gollobith	27-R-7	27-R-6
Lamont, Ia.	Dr. W. I. Parker	26	11
Oelwein, Ia.	Dr. D. W. Ward	199	199
Oelwein, Ia.	Dr. R. J. Galvin	158	607
Oelwein, Ia.	Dr. G. M. Thein (Oculist)	313	492
Oelwein, Ia.	Dr. J. W. Feld (Dental Surgeon)	128	314
Pearl City, Ill.	Dr. R. L. Walgren	17	17
St. Charles, Ill.	Dr. C. A. Potter	167	2771
Stockton, Ill.	Dr. G. D. Runkle	259	259
Sycamore, Ill.	Dr. C. E. Clark	120	120-2

CLAIM DEPARTMENT

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

J. H. HULSE, Claim Agent, Oelwein, Ia.
Phone—Office 633 Residence 724

L. L. SHECKLER, Asst. Claim Agent, Oelwein, Ia.
Phone—Office 633 Residence 1257

CHICAGO GREAT WESTERN RAILWAY

ILLINOIS DIVISION

TIME TABLE

No. 2

Taking Effect at 12.01 a. m.

Monday, September 1, 1941

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

E. E. DEYO, Superintendent

H. W. BURTNESS, Vice-President

BETWEEN CHICAGO AND STOCKTON — FIRST DISTRICT

TIME TABLE No. 2

Effective September 1, 1941

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily Ex. Saturday	SECOND CLASS 51 Time Freight Daily	SECOND CLASS 53 Time Freight Daily	SECOND CLASS 55 Time Freight Daily	SECOND CLASS 101 Way Freight Mon., Wed. and Fri.	SECOND CLASS 103 Way Freight Tues., Thurs., Sat.
				PM	PM	AM	PM	PM	AM	
0.0		★	CHICAGO (B. & O. C. T. R. R. Time Table Governs)	8.15	11.00					
			7.3							
7.3	Yard	★	CHICAGO TRANSFER			8.00	6.30	9.00	9.00	
			3.0							
10.3		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK	s 8.37	s 11.25	8.10	6.40	9.10		
			1.3							
11.6		X	MAYWOOD							
			1.5							
13.1		T-X	BELLWOOD	8.42	11.32	8.40	6.50	9.30	f	
			3.7			2	4			
16.8	56	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked	8.48	s 11.38	**8.50**	**7.01**	9.40	9.30	
			1.7							
18.5			VILLA PARK		s 11.42					
			2.4							
20.9	30		LOMBARD	8.53	56 f **11.47**	9.00	7.10	9.46	9.40	
			4.7					54		
25.6	70	D	GRETNA	8.59	f 11.55	9.10	7.20	**10.05**	9.50	
			5.1		AM					
30.7	101	T-Y	INGALTON	9.05	f 12.03	9.40	7.50	10.20	s 10.10	
			5.2							
35.9	98	D-W	ST. CHARLES	s 9.13	s 12.16	9.50	8.00	10.27	10.20	
			1.4							
37.3	99		FOX RIVER	9.15	12.19	9.55	8.05	10.31	10.25	
			4.1					56	52	
41.4	63	N	WASCO	9.20	s 12.27	10.05	8.15	**10.43**	s **10.55**	
			4.2	54						
45.6	118	D	LILY LAKE	**9.25**	f 12.35	10.15	8.25	11.00	s 11.10	
			3.0							
48.6	58	D	VIRGIL	9.29	s 12.40	10.20	8.30	11.04	s 11.25	
			2.7							
51.3	N 50 S 58		RICHARDSON	9.32	58 f **12.45**	52 **10.35**	8.35	11.08	f 11.35	
			5.3							AM
56.6	E 138 W 49	B-C-K-T-W-X	SYCAMORE C. & N. W. Crossing—Interlocked	s 9.43	s 1.01	11.00	54 **9.00**	11.30	11.50 AM	6.30
			5.2						Arrive	
61.8	83		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection	56 **9.50**	f 1.09	11.10	9.20	11.40		f 6.40
			2.3							2
64.1	56	D	CLARE	9.53	s 1.14	11.15	56 **9.35**	11.45		s **7.00**
			5.7					AM 58		
69.8	76	D	ESMOND	10.00	s 1.25	11.25	9.45	**12.01**		s 7.15
			5.1							
74.9	77		LINDENWOOD	10.06	s 1.35	11.34	9.54	12.15		s 7.25
			3.5							
78.4	59	T	C. B. & Q. Crossing—Interlocked HOLCOMB	f 10.11	f 1.42	11.41	10.00	12.22		s 7.40
			5.0							
83.4	70		STILLMAN VALLEY	10.18	s 1.51	11.51	10.10	12.31		f 7.50
			4.4	53		PM	1			
87.8	E 78 W 59	B-K-O-T-W	BYRON C. M. St. P. & P. Crossing—Interlocked	s **10.26**	s 2.05	12.01	**10.26**	12.41		s 8.15
			6.0							
93.8	76		MYRTLE	10.33	f 2.15	12.13	10.40	12.52		f 8.25
			2.9							52
96.7	50		EGAN	10.37	s 2.22	12.20	10.46	12.59		f **8.45**
			4.2				58			
100.9	76	D	GERMAN VALLEY	10.42	s 2.30	12.27	**11.01**	1.06		s 9.00
			5.8							
106.7	N 99 S 72	D-N-W-Y	SOUTH FREEPORT	58 f **10.49**	f 2.40	104 **12.42**	11.20	1.16		s 9.40
			7.6							
114.3	90		BOLTON	10.58	f 2.50	12.57	11.35	1.27		f 9.55
			5.7							
120.0	60	D	PEARL CITY	f 11.06	s 3.00	1.07	11.45	1.36		s 10.25
			4.9							
			End of Double Track							
124.9		N	KENT	11.13	s 3.10	1.17	11.55	1.44		s 10.50
			6.2				AM			
131.1		B-K-T-W-X	STOCKTON	s 11.28 PM	s 3.25 AM	1.40 PM	12.20 AM	2.05 AM		s 11.50 AM
				1	3	51	53	55	101	103

TIME TABLE No. 2

Effective September 1, 1941

EASTWARD

Miles from St. Paul	Car Capacity Sidings	SIGNS	STATIONS		FIRST CLASS 2 Passenger Daily Arrive AM		FIRST CLASS 4 Passenger Daily Ex. Sunday Arrive PM	SECOND CLASS 52 Time Freight Daily Arrive PM	SECOND CLASS 54 Time Freight Daily Arrive PM	SECOND CLASS 56 Time Freight Daily Arrive AM	SECOND CLASS 58 Time Freight Daily Arrive AM	SECOND CLASS 102 Way Freight Tue., Thur., Sat. Arrive PM	SECOND CLASS 104 Way Freight Mon., Wed., Fri.
424.8		★	CHICAGO	B. & O. C. T. R. R. Time Table Governs	8.45		7.45						
			7.3										
417.5	Yard	★	CHICAGO TRANSFER					1.00	11.00	1.00	3.00	6.15	
			3.0										
414.5		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK		s 8.20		s 7.13						
			1.3										
413.2		X	MAYWOOD				f 7.10						
			1.5										
411.7		T-X	BELLWOOD		8.14		7.07	12.30	10.45	12.25	2.30		
			3.7		51		53	PM		AM			
408.0	56	D-W	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked		8.09		f 7.01	11.50	10.21	11.57	2.05	5.45	
			1.7										
406.3			VILLA PARK				s 6.57						
			2.4							3			
403.9	30		LOMBARD		8.04		f 6.50	11.40	10.14	11.47	1.55	5.35	
			4.7						55				
399.2	70	D	GRETNA		7.59		f 6.43	11.30	10.05	11.30	1.45	5.25	
			5.1										
394.1	101	T-Y	INGALTON		7.53		f 6.36	11.20	9.57	11.20	1.35	f 5.15	
			5.2										
388.9	98	D-W	ST. CHARLES		s 7.45		s 6.28	11.10	9.48	10.55	1.20	5.00	
			1.4										
387.5	99		FOX RIVER		7.40		6.08	11.05	9.43	10.50	1.15	f 4.55	
			4.1					101		55			
383.4	63	N	WASCO		7.35		s 6.02	10.55	9.35	10.43	1.05	s 4.45	
			4.2						1				
379.2	118	D	LILY LAKE		7.30		f 5.55	10.45	9.25	10.35	12.55	s 4.30	
			3.0										
376.2	58	D	VIRGIL		7.26		s 5.49	10.40	9.15	10.30	12.50	s 4.15	
			2.7										
373.5	N 50 S 58		RICHARDSON		7.23		f 5.44	51 10.35	9.10	10.25	3 12.45	f 4.00	Arrive PM
			5.3						53				
368.2	E 138 W 49	B-C-K-T-W-X	SYCAMORE C. & N. W. Crossing—Interlocked		s 7.15		s 5.36	10.20	9.00	10.15	12.35	3.45 PM	3.30
			5.2							1			
363.0	83		WILKINSON C. M. St. P. & P. Crossing Automatic Signal Protection		7.03		f 5.28	9.58	8.32	9.50	12.15		f 3.20
			2.3		103					53			
360.7	56	D	CLARE		7.00		s 5.20	9.53	8.27	9.35	12.10		s 3.15
			5.7								55		
355.0	76	D	ESMOND		6.53		s 5.10	9.42	8.17	9.23	12.01		s 3.00
			5.1								AM		
349.9	77		LINDENWOOD		6.47		s 5.01	9.32	8.07	9.13	11.52		s 2.45
			3.5										
346.4	59	T	C. B. & Q. Crossing—Interlocked HOLCOMB		6.42		s 4.55	9.25	8.01	9.06	11.45		s 2.30
			5.0										
341.4	70		STILLMAN VALLEY		6.35		s 4.45	9.14	7.50	8.55	11.34		f 2.10
			4.4										
337.0	E 78 W 59	B-K-O-T-W	BYRON C. M. St. P. & P. Crossing—Interlocked		s 6.29		s 4.37	9.05	7.41	8.46	11.25		s 1.55
			6.0										
331.0	76		MYRTLE		6.17		f 4.26	8.52	7.30	8.35	11.14		f 1.25
			2.9					103					
328.1	50		EGAN		6.13		s 4.20	8.45	7.25	8.30	11.09		f 1.15
			4.2								53		
323.9	76	D	GERMAN VALLEY		6.08		s 4.12	8.37	7.17	8.22	11.01		s 1.05
			5.8										
318.1	N 99 S 72	D-N-W-Y	SOUTH FREEPORT		f 6.01		f 4.03	8.27	7.07	8.12	1 10.49		51 s 12.42
			7.6										
310.5	90		BOLTON		5.51		f 3.53	8.15	6.55	8.00	10.20		f 12.20
			5.7										
304.8	60	D	PEARL CITY		f 5.45		s 3.45	8.05	6.45	7.50	10.10		s 12.10
			4.9										
299.9		N	End of Double Track KENT		5.38		s 3.35	7.55	6.35	7.40	10.00		PM s 11.40
			6.2										
293.7		B-K-T-W-X	STOCKTON		5.30 AM		3.25 PM	7.40 AM	6.20 PM	7.25 PM	9.45 PM		11.30 AM
					2		4	52	54	56	58	102	104

BETWEEN STOCKTON AND OELWEIN — SECOND DISTRICT

TIME TABLE No. 2

Effective September 1, 1941

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 1 Passenger Daily		FIRST CLASS 3 Passenger Daily Ex. Saturday	SECOND CLASS 51 Time Freight Daily	SECOND CLASS 53 Time Freight Daily	SECOND CLASS 55 Time Freight Daily	SECOND CLASS 103 Way Freight Tue., Thur., Sat.	SECOND CLASS 105 Way Freight Tues., Thurs., Sat.	
				PM		AM	PM	AM	AM	AM		
131.1		B-K-T-W-X	STOCKTON	11.28		3.25	1.40	12.20	2.05	11.50		
			7.5							PM		
138.6			WOODBINE	11.37		s 3.38				f 12.05		
			4.7									
143.3	61	D	ELIZABETH	f 11.43		s 3.48				s 12.30		
			3.3									
146.6	53	D-W	NORTH HANOVER	11.48		s 3.56	2.10			s 12.45		
			3.3									
149.9			RODDEN			s 4.02				f 12.55		
			2.2									
152.1			WINSTON End of Double Track	11.57		f 4.10				f 1.05		
			0.6									
152.7		T	FAN HOUSE									
			0.9									
				AM			4					
153.6			RICE End of Double Track	12.01		f 4.14	2.30			f 1.15		
			1.8									
155.4	38		AIKEN			f 4.17				f		
			2.2									
			End of Double Track									
157.6		T-W	GALENA JCT. (C. B. & Q. R. R.)	12.06		f 4.21	2.40	1.20	3.05	s 1.40		
			0.5									
158.1		T-K	PORTAGE (C. B. & Q. R. R.)	C. B. & Q. R. R. RULES WILL GOVERN								
			12.8									
170.9		T-K	EAST CABIN (I. C. R. R.)	I. C. R. R. RULES WILL GOVERN								
			1.0									
171.9		T	DUBUQUE JCT.	12.26		4.41	3.10	1.50	3.35	2.10		
			0.2									
			C. M. St. P. & P. Crossing									
172.1		X	DUBUQUE	s 12.33		s 4.51						
			2.1									
						2			2		AM	
174.2	88	B-C-K-O-T-W-X	FAIR GROUND End of Double Track	12.41		f 4.59	3.45	2.25	4.09	2.20 PM	7.30	
			5.9									
							54			Arrive		
180.1	70		DURANGO	12.51		s 5.09	4.15	2.40	4.25		f 7.50	
			2.9									
						52						
183.0	51		BUDD	12.56		f 5.14	4.25	2.47	4.32		f 8.05	
			4.9									
187.9	E 70 W 82	C-D-N-W-X	GRAF	1.10		s 5.25	56 4.55	3.10	52 4.55		s 8.45	
			3.7									
								2				
191.6	63		KIDDER	1.17		f 5.32	5.10	3.36	5.05		f 9.00	
			4.4									
196.0	N 53 S 61		FARLEY	1.26		f 5.43	5.30	3.55	5.25		f 9.20	
			6.5									
	N 51							52				
202.5	S 57	D-N-W	DYERSVILLE	f 1.36		s 5.57	5.45	4.15	5.40		s 10.10	
			5.0									
207.5		D	PETERSBURG			f 6.07					f 10.30	
			3.1									
	N 63											
210.6	S 60		ALMORAL	1.46		f 6.12	6.00	4.35	5.55		f 10.40	
			4.6				58					
215.2	82	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked	f 1.52		s 6.22	6.15	4.45	6.05		s 11.15	
			5.1									
220.3	81	W	THORPE	2.00		s 6.30	6.30	4.55	6.15		f 11.30	
			5.0									
225.3	50		DUNDEE	2.07		s 6.39	6.40	5.05	6.25		s 11.50	
			5.1									
											PM-4	
230.4	90	D-W	LAMONT	f 2.15		s 6.50	6.50	5.20	6.35		s 12.16	
			4.8									
			End of Double Track	2-52								
235.2	66	T	AURORA	2.22		s 7.00	7.00	5.30	6.45		s 12.50	
			4.5									
239.7	43	D	STANLEY	2.30		s 7.10					s 1.20	
			6.1									
			C. R. I. & P. Crossing—Interlocked									
245.8	Yard	★	OELWEIN	2.45		7.30	7.30	6.00	7.15		1.45	
				AM Arrive		AM Arrive	PM Arrive	AM Arrive	AM Arrive		PM Arrive	
				1		3	51	53	55	103	105	

TIME TABLE No. 2

Effective September 1, 1941

EASTWARD

Miles from St. Paul	Car Capacity Sidings	SIGNS	STATIONS		FIRST CLASS 2 Passenger Daily		FIRST CLASS 4 Passenger Daily Ex. Sunday	SECOND CLASS 52 Time Freight Daily	SECOND CLASS 54 Time Freight Daily	SECOND CLASS 56 Time Freight Daily	SECOND CLASS 58 Time Freight Daily	SECOND CLASS 104 Way Freight Mon., Wed., Fri.	SECOND CLASS 106 Way Freight Mon., Wed., Fri.
					AM		PM	AM	PM	PM	PM	AM	
293.7		B-K-T-W-X	STOCKTON		s 5.30		s 3.25	7.40	6.20	7.25	9.45	s 11.30	
			7.5										
286.2			WOODBINE		5.14		s 3.11					s 10.30	
			4.7										
281.5	61	D	ELIZABETH		f 5.06		s 3.01					s 10.10	
			3.3										
278.2	53	D-W	NORTH HANOVER		4.59		s 2.52					s 9.40	
			3.3										
274.9			RODDEN				s 2.46					f 9.20	
			2.2										
272.7			WINSTON End of Double Track		4.51		2.42					f 9.10	
			0.6										
272.1		T	FAN HOUSE										
			0.9										
271.2			RICE End of Double Track		4.46		51 2.37					f 9.00	
			1.8										
269.4	38		AIKEN				f 2.35					f	
			2.2										
267.2		T-W	End of Double Track GALENA JCT.	C. B. & Q. R. R.	4.41		s 2.32	6.30	5.10	6.15	8.35	s 8.45	
			0.5										
266.7		T-K	PORTAGE	C. B. & Q. R. R.	C. B. & Q. R. R. RULES WILL GOVERN								
			12.8										
253.9		T-K	EAST CABIN	I. C. R. R.	I. C. R. R. RULES WILL GOVERN								
			1.0	I. C. R. R.									
252.9		T	DUBUQUE JCT.	I. C. R. R.	4.21		2.11	6.00	4.40	5.45	8.10	8.10	
			0.2										
252.7		X	C. M. St. P. & P. Crossing DUBUQUE		s 4.20		2.10 s 2.00						Arrive
			2.1										
250.6	88	B-C-K-O-T-W-X	FAIR GROUND End of Double Track		55-3 4.09		s 1.54	5.45	4.30	5.35	8.00	8.00 AM	PM 1.25
			5.9										
244.7	70		DURANGO		3.59		s 1.43	5.25	51 4.15	5.15	7.45		f 1.10
			2.9										
241.8	51		BUDD		3.54		f 1.38	3 5.14	4.07	5.07	7.37		f 12.57
			4.9										
236.9	E 70 W 82	C-D-N-W-X	GRAF		3.45		s 1.30	55 4.55	3.55	51 4.55	7.25		s 12.45
			3.7										
233.2	63		KIDDER		53 3.36		f 1.23	4.41	3.36	4.36	7.06		f 12.10
			4.4										
228.8	N 53 S 61		FARLEY		3.28		f 1.15	4.30	3.25	4.25	6.55		PM f 11.59
			6.5										
222.3	N 51 S 57	D-N-W	DYERSVILLE		f 3.20		s 1.04	53 4.15	3.10	4.10	6.40		s 11.40
			5.0										
217.3		D	PETERSBURG				f 12.54						f 10.40
			3.1										
214.2	N 63 S 60		ALMORAL		3.10		f 12.49	4.00	2.55	3.55	6.25		f 10.25
			4.6								51		
209.6	82	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked		3.05		s 12.43	3.50	2.45	3.45	6.15		s 10.15
			5.1										
204.5	81	W	THORPE		2.58		f 12.33	3.40	2.35	3.35	6.05		f 9.45
			5.0										
199.5	50		DUNDEE		2.52		s 12.25	3.30	2.25	3.25	5.55		s 9.30
			5.1										
194.4	90	D-W	LAMONT		2.46		105 s 12.16	3.20	2.15	3.15	5.45		s 9.00
			4.8										
189.6	66	T	End of Double Track AURORA		1 2.40		s 12.06	1 3.10	2.05	3.05	5.35		s 8.30
			4.5				PM						
185.1	43	D	STANLEY		2.34		s 11.56						s 8.00
			6.1										
179.0	Yard	★	C. R. I & P. Crossing—Interlocked OELWEIN		2.25 AM		11.45 AM	2.30 AM	1.30 PM	2.30 PM	5.00 PM		7.30 AM
					2		4	52	54	56	58	104	106

BETWEEN SYCAMORE AND DE KALB — FIRST DISTRICT (Freight Service Only)

WESTWARD	Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 2 Effective September 1, 1941 STATIONS	EASTWARD
Trains or engines operating between Sycamore and DeKalb will not require train orders but will move under control.	56.6	E 138 W 49	B-C-K-T-W-X	SYCAMORE C. & N. W. Crossing—Interlocked	Trains or engines operating between Sycamore and DeKalb will not require train orders but will move under control.
				4.7	
	61.3			C. M. St. P. & P. Crossing DE KALB JUNCTION C. & N. W. Crossing	
				1.3	
	62.6		X	DE KALB	

SPECIAL INSTRUCTIONS

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

LOCATION	NAME
Byron, Ill.	J. A. OSBORN
Chicago, Ill.	THE BALL R. R. TIME SERVICE, Brechner & McCoy, 58 E. Washington St.
Chicago, Ill.	CHAS. H. BERN, LaSalle St. Station
Chicago, Ill.	A. M. GREFENSON, 719 S. Pulaski Rd.
Chicago, Ill.	M. GOLDBLATT, 12 N. Cicero Ave.
Chicago, Ill.	S. D. SLAVIN, 4158 W. Madison St.
Dubuque, Ia.	E. L. SCHEPPELE
Oelwein, Ia.	RATHBUN'S
Stockton, Ill.	C. D. ROSS
Sycamore, Ill.	WETZEL BROS.

(2). Register Stations:

Chicago	All First Class Trains
Chicago Transfer	All Trains Except First Class
Sycamore	Nos. 101-102-103 and 104
Portage	All Trains by Form 367
East Cabin	All Trains by Form 367
Fair Ground	All Trains—See Note (1)
Aurora	All Westward Trains—See Note (1)
Oelwein	All Trains—See Note (2)

Note (1). All trains may register by Form 367 except when displaying signals for a following section.

Note (2). All first class and passenger trains "WI" office; all other trains, "BA" office.

(3). Auxiliary Lines:

Sycamore	DeKalb Branch.
Oelwein	Iowa Division.

See Rules 14-F and 14-G.

(4). EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (See Rule 71).

(5). Conditional stops:

All trains will stop at any point to discharge pay passengers holding tickets routed through Chicago, St. Paul, Minneapolis, Omaha, Kansas City, St. Joseph or Des Moines.

No. 1 will stop at any station to receive pay passengers for Rochester, South St. Paul, St. Paul, Minneapolis or any station on the Iowa Division.

No. 2 will stop at any station to discharge pay passengers from points on the Minnesota Division.

Flag stops as shown in schedules of No. 1 and No. 2 will be made to receive or discharge revenue passengers only, except that No. 1 will stop at Elizabeth and Dyersville to discharge returning livestock caretakers.

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

* B—Bulletin Boards.
C—Coal.
D—Day Telegraph or Telephone Office.
K—Standard Clocks.
N—Night Telegraph or Telephone Office.
O—Turn Table.
T—Continuous Telegraph or Telephone Office.
W—Water Station.
X—Yard Limit Station.
Y—Wye.

(7). At Wilkinson, C. M. St. P. & P. crossing is protected by automatic signals.

Eastward train taking siding will not pass Home signal until switch is set and lower signal indicates "PROCEED". (See Rule 601-F.)

Westward train will not pull out of siding until switch is set and dwarf signal indicates "PROCEED". (See Rule 601-F.)

With Home signal at "STOP" and no conflicting movement evident, a member of the crew will immediately open release box and comply with instructions posted therein.

(7-A). Normal position of spring switch at end of double track, Kent, is for westward track.

All eastward trains will be governed by color-light type signal No. 125-0 having two indications (See Rules 601-D and 601-E) and westward trains will be governed by color-light type signal No. 124-9 having three indications (See Rules 501-A, 501-B, 501-C). These signals govern route over switch and block section to next automatic block signal.

WHEN SIGNAL 125-0 DOES NOT INDICATE "PROCEED" THE SPRING SWITCH MUST BE LINED OVER BY HAND BEFORE MAKING AN EASTWARD MOVEMENT FROM EASTWARD TRACK.

Should eastward trains from eastward track at Kent or westward trains from westward track at Jeff be stopped before entire train has passed through the spring switch at end of double track, NO REVERSE MOVEMENT SHALL BE MADE NOR SLACK PERMITTED TO RUN BACK UNTIL SWITCH IS LINED OVER BY HAND AND LOCKED IN REVERSE POSITION.

Whenever a spring switch has been lined over by hand and after the train has completely cleared the switch, the conductor (or engineer, if there be no conductor) must see that the switch is restored to and locked in normal position.

Movements over spring switches must not be made contrary to signal indication except by authority of Caution Card Form 384 issued by Train Dispatcher, and not then until some member of crew shall have examined switch points and it is known that the switch is properly set and track unobstructed.

(7-B). Between Winston and Rice electrically controlled signal system will govern and signal indications will supersede Time Table Superiority; they do not dispense with the use or observance of other signals which may be required.

In case of failure of electrically controlled signal system trains will be moved under the direction of Train Dispatcher.

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

(7-D). Unless otherwise ordered, when trains meet at Aurora the westward train will have right on the single main track up to the switch at the end of the double track. (See Rules 87, 88, 89 and 90.)

(7-E). Normal position of spring switch at end of double track, Jeff, is for eastward track.

Eastward trains will be governed by signal 247.8 and westward trains, except Fourteenth District, will be governed by signal No. 247.7. These signals govern route over the switch and block section to next automatic block signal.

REVERSE MOVEMENTS WILL BE MADE AS PROVIDED IN RULE 7-A.

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

Westward Fourteenth District first class trains will use eastward main track Oelwein passenger station to crossover to No. 1 track at Jeff, as prescribed by Rule 93.

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

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

(8). While using tracks of other companies trainmen and enginemen will, unless otherwise provided, be governed by the rules and time tables of such companies.

(8-A). On C. B. & Q. track between Galena Junction and Portage, trains do not require clearance or train order but will be governed by position of semaphore at Galena Junction or Portage and the train order signal at Galena Junction.

(8-B). The following Illinois Central rules govern use of the track between Dubuque Junction and Portage:

Two Tracks: Between East Cabin and Portage:

No.	Location	Use
1	North	Westward trains
2	South	Eastward trains

Between Dubuque Junction and Portage trains may run without train orders.

Between Dubuque Junction and Portage, trains will display signals as provided by train orders of their respective roads.

Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks; their indications supersede timetable superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

Second class, third class and extra trains, except work extras, receiving clear train order signal at East Cabin or clear home signal at Portage may run ahead of overdue first class trains between these stations.

First class trains must move within yard limits at East Cabin prepared to stop, unless the main track is seen or known to be clear.

Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

On two or more tracks, trains may pass "STOP AND PROCEED" signals without stopping, proceeding at a speed of not to exceed 15 miles per hour.

(8-C). Trains and yard engines using the Chicago Junction Railway tracks in the territory between 15th Street and approximately Western Avenue on the north, Brighton Park to Lake Avenue and 42nd Street on the west, and to 49th Street on the south, MUST MOVE UNDER ABSOLUTE CONTROL, AND WITH THE CURRENT OF TRAFFIC at all times, expecting to find other trains occupying the same tracks, connecting tracks and railroad crossings, without markers, lights or flag protection. In the event of accident the responsibility rests with the approaching train. "Under Control" means to be able to stop within the range of vision.

(9). All movements must stop and be flagged over following street crossings: Fox River—Elgin Road on new hole track; Sycamore—State Street to Edwards Street, inclusive; DeKalb—Pleasant Street to Sixth Street, inclusive.

(10). In normal position, gate at C. M. St. P. & P. crossing, DeKalb Jct., is set and locked across the C. M. St. P. & P. track and yellow light displayed from top of gate post. C. G. W. trains will approach crossing prepared to stop, but may proceed over the crossing without stopping at a speed of not to exceed fifteen (15) miles per hour providing the crossing is unobstructed and gate properly set in normal position.

(11). Speed Restrictions: General

MOTOR TRAINS, 10 MILES PER HOUR, ALL OTHER TRAINS, 20 MILES PER HOUR APPROACHING AND PASSING OVER RAILROAD CROSSINGS PROTECTED BY AUTOMATIC SIGNALS.

FREIGHT TRAINS, NOT TO EXCEED 25 MILES PER HOUR OVER OTHER RAILROAD CROSSINGS.

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

ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICK X-200, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 45 MILES PER HOUR; OTHER STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR.

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

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

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

WITHIN OELWEIN YARD LIMITS ON MAIN TRACK, PASSENGER TRAINS 25, FREIGHT TRAINS 15 MILES PER HOUR. ALL TRAINS, NOT TO EXCEED 10 MILES PER HOUR THROUGH YARD TRACKS OR TURNOUTS, EXCEPT AT JEFF—PASSENGER TRAINS 25, FREIGHT TRAINS 20 MILES PER HOUR.

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	60	45
Over Junction switches, Forest Park	10	10
Eastward and Westward tracks between Elmhurst and Forest Park	50	35
Over Fox River bridge	45	35
Texas type engines over Fox River bridge	20	20
DeKalb Branch	15	15
DeKalb branch, from Anaconda south plant to end of 60-lb. rail	10	10
Between DeKalb Jct. and DeKalb depot	6	6
Over C. B. & Q. crossing, Holcomb	25	25
Over Rock River bridge at Byron and curve just east of that bridge	25	25
Westward trains at end of double track, Kent	25	25
Eastward and westward tracks between Mile Posts 134 and 135	50	35
At ends of double track, Winston and Rice	20	10
Winston tunnel	20	20
Eastward thru tunnel with fan operating	10	10
Over Bridge 153-24, one-half mile east of Rice	20	20
Over junction switches at Galena Jct.	10	10
Over Galena River bridge 171.64	10	10
Between Fair Ground and Farley	35	25
Over C. M. St. P. & P. crossing, Oneida	35	20
On curve west of Dundee station	40	30
Westward track between Mile Posts 238 and 242	25	25
Westward track between Mile Post 242 and Oelwein	50	35
Eastward trains at end of double track, Aurora, Fair Ground, Kent and Elmhurst	20	10

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

	Miles Per Hour
Passenger trains with passenger engines, passenger engines running light or with caboose	70
Passenger trains with freight engines	40
Dispatch, local freight and mixed trains	40
Freight engines running light or with caboose	40
All other trains, including work	40
Eight wheel locomotive cranes in trains	40
Engines without trucks and engines backing up	25
All trains moving over crossover, junctions and siding switches unless board at switch authorizes greater speed	10
Derricks	25
Between East Cabin and Dubuque Jct., all trains	10

Texas type engines must not exceed 15 miles per hour over the following bridges:
W-172-19 in westward main two miles east of Menominee.
W-172-20 in eastward main two miles east of Menominee.
W-174-06 in westward main at Menominee.
W-174-0 in eastward main at Menominee.

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

(12-A). Texas type engines must not be operated on tracks:
Lombard—passing track.
Wasco—House track.
Virgil—House track.
Richardson—House track west of stock chute.
Sycamore—Track 4.
Esmond—House track west of stock chute.
Clare—House track west of stock chute.
Lindenwood—House track.
Byron—All tracks south of main track.
Winston—Wood spur.
Dubuque—I. C. interchange track.

(12-B). Engines heavier than K-2 class must not be run over DeKalb branch.

(13). Agents and Operators (with card Form 874, ready for use), must take a position on station platform and closely observe all passing trains, signalling trainmen or enginemen to stop if anything noticed that might imperil the safety of the train or employees. Card Form 874 shall be properly filled out and handed to rear end when a hot box, a flat wheel, a brake beam dragging, etc., is noticed. If nothing irregular is detected, a proceed signal **must be given.**

All employees at work in yards and between stations must also inspect passing trains.

When trains are entering or leaving sidings and when pulling **away from coal and water stations and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.**

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals to indicate whether or not train movement has the appearance of being normal.

Train and engine employees must be on the alert to receive, transmit and act promptly on these signals.

(14). Precautions to be taken to insure safe train operation during and following severe storms.

OPERATORS—**Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.**

TRAIN AND ENGINEMEN—**Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait until advised track is safe.**

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

(15). At interlocking stations where there is a train order signal operated by operator-leverman, except where automatic block system is in effect, train order signal must not be changed to display a "Proceed" indication for a train until after the interlocking signal has been changed to permit the train to proceed.

(16). Viaducts and trolley wires over the various foreign tracks in Chicago and vicinity, used by C. G. W. trains and yard engines, will not clear a man on top or side of car.

Overhead bridges at Bellwood and Galena Jct. will not clear man on top or side of car.

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

ADDITIONAL STATIONS:

	Location	Car Capacity	Connected
North Glen Ellyn	2.3 miles east of Gretna	7	both ends
Five Points	2.5 miles east of Wilkinson	15	east end
Bruceville	3.5 miles west of So. Freeport	11	east end
Wood Spur	Winston	25	east end
Frith's Spur	1.7 miles west of Fair Ground	17	west end

NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN

Station	Week Days	Sundays	Holidays
Chicago		8:00 AM to 4:00 PM	12:01 AM to 4:00 PM
Elmhurst	6:00 AM to 3:00 PM	6:00 AM to 3:00 PM	6:00 AM to 3:00 PM
Gretna	7:45 AM to 4:45 PM		
St. Charles	6:30 AM to 11:00 AM and 12:00 Noon to 4:00 PM		
Wasco	6:15 PM to 3:15 AM		
Lily Lake	6:45 AM to 3:45 PM		
Virgil	8:45 AM to 5:45 PM		
Clare	6:45 AM to 3:45 PM		
Esmond	8:30 AM to 5:30 PM		
German Valley	7:15 AM to 4:15 PM		
So. Freeport	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM	6:45 AM to 2:45 PM and 7:30 PM to 3:30 AM
Pearl City	6:45 AM to 3:45 PM		
Kent	6:30 PM to 3:30 AM	6:30 PM to 3:30 AM	6:30 PM to 3:30 AM
Elizabeth	6:45 AM to 3:45 PM		
No. Hanover	8:00 AM to 5:00 PM		
Graf	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM	1:00 AM to 9:00 AM and 1:00 PM to 9:00 PM
Dyersville	9:00 AM to 5:00 PM and 11:59 PM to 7:59 AM		11:59 PM to 7:59 AM
Petersburg	6:15 AM to 3:15 PM		
Lamont	6:30 AM to 3:30 PM		
Stanley	7:00 AM to 4:00 PM		