

CHICAGO & NORTH WESTERN RAILWAY

GALENA DIVISION
NORTHERN DISTRICT

TIME TABLE
No. 453

Effective Wednesday, May 14, 1947

AT 2:00 O'CLOCK A. M.
CENTRAL TIME

For the Government and in-
formation of employes only.

C. H. LONGMAN, General Manager
J. J. STEIN, Assistant General Manager
J. R. CANTWELL, Superintendent

THINK-PRACTICE-TALK SAFETY

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THINK-PRACTICE-TALK SAFETY

Between Chicago and Geneva—Westward

FIRST CLASS							Distance from Chicago	Subdivision 1 Time Table 453 May 14, 1947	Communicating Office Open Week Days	FIRST CLASS					
31	601	603	605	3	33	703				13	35	37	1	39	41
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily except Sunday
A.M. 4.31				A.M. 5.40	A.M. 6.33	A.M. 8.10		CHICAGO	Continuous	A.M. 8.45	A.M. 9.15	A.M. 10.55	P.M. 12.01	P.M. 12.50	P.M. 2.30
s 4.39				s 5.49	s 6.42	s 8.19	3.65	KEDZIE	Continuous Tower XG	8.53	s 9.23	s 11.03	12.07	s 12.58	s 2.38
4.43				5.54	6.46	8.23	5.34	KENTON AVE.	5:15 a.m. to 9:15 p.m.	8.56	9.27	11.06	12.10	1.02	2.42
s 4.46				s 5.57	s 6.49	s 8.25	6.70	AUSTIN			s 9.30	s 11.09		s 1.05	s 2.44
s 4.48					s 6.51	8.27	7.20	AUSTIN BLVD. (C.L.)			s 9.32			s 1.07	s 2.46
s 4.49					s 6.53		7.70	RIDGELAND						1.08	2.47
					s 6.55		8.20	AVENUE						s 1.10	s 2.48
s 4.54				s 6.03	s 6.56	s 8.31	8.60	OAK PARK		s 9.01	s 9.39	s 11.14		s 1.15	s 2.50
							9.20	LATHROP AVE.						s 1.17	s 2.52
							9.75	RIVER FOREST						s 1.19	s 2.54
4.58				6.06	7.00	8.34	10.09	VALE	5:25 a.m. to 9:25 p.m.	9.04	9.42	11.19	12.15	1.20	2.55
s 5.06				s 6.09	s 7.01	s 8.36	10.40	MAYWOOD			s 9.44	s 11.20		s 1.26	s 2.56
s 5.10				s 6.12	s 7.04	s 8.39	11.31	MELROSE PARK			s 9.47	s 11.23		s 1.30	s 2.59
							11.91	JN TOWER	Continuous						
s 5.13				s 6.16	s 7.07	s 8.43	12.83	BELLWOOD			s 9.51	s 11.26		s 1.33	s 3.01
s 5.17				s 6.21	s 7.10	s 8.46	14.15	PROVISO	Continuous		s 9.55	s 11.29		s 1.37	s 3.05
							15.58	HM TOWER	Continuous						
5.20 A.M.				s 6.30	7.13 A.M.	s 8.51	15.80	ELMHURST		9.11	s 9.58	s 11.33	12.21	s 1.44	s 3.11
				s 6.37		s 8.55	17.73	VILLA PARK			s 10.02	s 11.37		s 1.48	s 3.15
				s 6.45		s 8.59	20.00	LOMBARD			s 10.07	s 11.41		s 1.54	s 3.20
				s 6.53		s 9.04	22.55	GLEN ELLYN			s 10.12	s 11.46		s 2.01	s 3.24
							24.07	COLLEGE AVE.				s 11.49			s 3.27
				s 7.05		s 9.10	24.90	WHEATON		9.21	s 10.17	s 11.52		s 2.09	s 3.35
				s 7.10		s 9.15	27.50	WINFIELD			s 10.21	s 11.57		s 2.14	s 3.40
							29.50	NI TOWER	Continuous						
	A.M. 4.45	A.M. 4.50	A.M. 6.15	s 7.30		s 9.20 A.M.	30.00	WEST CHICAGO		9.26	10.25 A.M.	12.02 P.M.	12.36	2.20 P.M.	s 3.46
	5.00 A.M.	5.05 A.M.	6.30 A.M.	7.40 A.M.			35.50	GENEVA	Continuous	s 9.33 A.M.			12.41 P.M.		3.55 P.M.
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily except Sunday

Nos. 601, 603 and 605 will not carry passengers.

No. 13 will not carry passengers locally between Chicago and Oak Park.

Nos. 31, 3, 33, 35, 703, 37, 39 and 41 will stop at Keeler

Nos. 31, 3, 33, and 41 will stop at Wolf Road.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except

No. 581 will not operate on any of these Holidays.

No. 703 will stop on the above Holidays at Austin Blvd.

No. 39, Saturdays only, will stop at Ridgeland.

On Sundays and Holidays No. 1 will use track No. 1 Kenton Avenue to Vale.

No. 41, Saturdays only, will stop at Ridgeland.

SMOKE
is fuel wasted

SAVE
COAL

Between Chicago and Geneva—Westward

2

FIRST CLASS

	27	43	45	25	47	49	51
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.
P.M. 3.00	P.M. 3.10	P.M. 3.30	P.M. 4.05	P.M. 4.07	P.M. 4.10	P.M. 4.19	
3.06	s 3.18	s 3.37	4.12	s 4.15	s 4.18	s 4.27	
3.09	3.23	3.40	4.15	4.18	4.21	4.31	
	s 3.26					s 4.34	
	s 3.28					s 4.36	
	s 3.30					s 4.39	
	s 3.32					s 4.41	
	s 3.34	s 3.44				s 4.45	
	s 3.36	s 3.46				s 4.47	
	s 3.38				s 4.27	s 4.51	
3.14	3.39	3.48	4.20	4.24	4.28	4.53	
	s 3.40	s 3.49			s 4.29	s 4.55	
	s 3.43	s 3.52			s 4.32	s 4.58	
	s 3.46					s 5.01	
	s 3.49					s 5.04	
3.20	3.52	s 3.59	4.26	4.30	s 4.40	5.07	
	P.M.				P.M.		
	s 4.03		s 4.33				
	s 4.09		s 4.38				
	s 4.14		s 4.43				
	s 4.17		s 4.52				
	s 4.20		s 4.49	s 4.55			
	s 4.25		s 4.54				
3.35	s 4.29	4.40	4.59	5.02			
3.40	4.37	s 4.47	P.M.	P.M.			
P.M.	P.M.	P.M.					
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.

Subdivision 1 Time Table 453 May 14, 1947

CHICAGO	3.05
KEDZIE	3.05
KENTON AVE.	1.69
AUSTIN	1.36
AUSTIN BLVD. (C.L.)	0.50
RIDGELAND	0.50
AVENUE	0.40
OAK PARK	0.60
LATHROP AVE.	0.55
RIVER FOREST	0.34
VALE	0.31
MAYWOOD	0.91
MELROSE PARK	0.60
JN TOWER	0.32
BELLWOOD	1.32
PROVISO	1.43
HM TOWER	0.22
ELMHURST	1.93
VILLA PARK	2.27
LOMBARD	2.50
GLEN ELLYN	1.57
COLLEGE AVE.	0.83
WHEATON	2.60
WINFIELD	2.00
NI TOWER	0.50
WEST CHICAGO	5.5
GENEVA	

FIRST CLASS

53	55	57	59	105	111	61	63
Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	DAILY	DAILY	Daily except Sunday	Daily except Sunday
P.M. 4.28	P.M. 4.31	P.M. 4.39	P.M. 4.41	P.M. 4.55	P.M. 5.00	P.M. 5.10	P.M. 5.45
s 4.37	s 4.40	s 4.47	s 4.49	5.01	5.06	s 5.18	s 5.53
4.40	4.43	4.50	4.52	5.03	5.08	5.20	5.57
		s 4.53				s 5.24	
		s 4.55				s 5.26	s 6.00
		s 4.58				s 5.28	
		s 4.59				s 5.30	s 6.03
		s 5.01				s 5.32	s 6.07
		s 5.03				s 5.34	
		s 5.05				s 5.36	s 6.10
4.47	4.49	5.07	4.58	5.08	5.13	5.37	6.11
	s 4.50		s 4.59			s 5.38	s 6.12
	s 4.53		s 5.02			s 5.40	s 6.15
						s 5.43	s 6.18
						s 6.21	
4.52	s 5.01		s 5.09	5.14	5.19	s 5.47	s 6.25
	s 5.05		s 5.13			s 5.52	s 6.29
s 4.56		s 5.17				s 5.56	s 6.33
s 5.02	s 5.12	s 5.22				s 6.00	s 6.37
s 5.17	s 5.26	s 5.29				s 6.04	
s 5.07	s 5.21	s 5.29				s 6.07	s 6.41
s 5.12	s 5.25	s 5.33				s 6.12	s 6.46
5.17	5.30		s 5.38	5.29	5.34	6.18	6.51
5.25	P.M.		5.46	5.35	5.40	P.M.	P.M.
P.M.			P.M.	P.M.	P.M.		
Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	DAILY	DAILY	Daily except Sunday	Daily except Sunday

No. 25 will stop at Kedzie to receive revenue passengers for Geneva and points beyond where scheduled to stop.

No. 25 will sound regulation crossing whistle 1000 feet east of Wheaton station and reduce speed to 40 miles per hour passing station at Wheaton.

Between Chicago and Elmhurst, transfer trains and switch engines must clear the time of Nos. 105 and 111 not less than ten minutes.

Between Elmhurst and Geneva, first class trains unless otherwise scheduled must clear the time of Nos. 105 and 111 not less than ten minutes.

All other trains must clear the time of Nos. 105 and 111 not less than fifteen minutes.

No. 43 will stop at Wolf Road.

On Sundays and Holidays Nos. 105 and 111 will use track No. 1, Kenton Ave. to Vale.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 581 will not operate on any of these Holidays.

Nos. 43, 51 and 63 will stop at Keeler.

Between Chicago and Geneva—Westward

FIRST CLASS								Subdivision 1 Time Table 453 May 14, 1947	FIRST CLASS							
65	103	101	67	21	23	69			5	71	15	29	567	569	571	
Daily except Sunday	DAILY	Tuesday Thursday Saturday	Daily except Sunday	DAILY	DAILY	Daily except Sunday			DAILY	Daily except Sunday	Daily except Saturday	Daily Except Sunday	Saturday only	Saturday only	Saturday only	
P.M. 6.35	P.M. 7.20	P.M. 7.30	P.M. 7.40	P.M. 8.00	P.M. 8.10	P.M. 8.25	CHICAGO....		P.M. 9.00	P.M. 9.40	P.M. 11.00	P.M. 11.16	A.M. 11.27	A.M. 11.30	P.M. 12.24	
s 6.42	7.26	7.36	s 7.48	8.06	8.16	s 8.32	KEDZIE.....		9.06	s 9.48	11.08	s 11.24	s 11.35	s 11.37	s 12.32	
							KENTON AVE....		9.09	9.51	11.11	11.28	11.38	11.40	12.35	
			s 7.54			s 8.39	AUSTIN.....			s 9.54		s 11.31		s 11.43		
							AUSTIN BLVD.(C.L.)							s 11.45		
							RIDGELAND....							s 11.47		
							AVENUE.....							s 11.49		
s 6.51			s 7.57		s 8.23	s 8.44	OAK PARK....			s 9.58	11.14	s 11.37		s 11.54		
							LATHROP AVE....							s 11.56		
			s 7.59			s 8.46	RIVER FOREST..			s 10.00		s 11.40		s 11.58	s 12.41	
6.54	7.33	7.43	8.00	8.14	8.27	8.47	VALE.....		9.14	10.01	11.16	11.41	11.44	11.59	12.42	
s 6.55			s 8.01			s 8.48	MAYWOOD....			s 10.02		s 11.43	s 11.45	s 12.02	s 12.43	
s 6.57			s 8.03			s 8.51	MELROSE PARK..			s 10.04		s 11.46	s 11.48	s 12.04	s 12.46	
							JN TOWER....									
			s 8.06			s 8.53	BELLWOOD....			s 10.07		s 11.49		s 12.07		
			s 8.09			s 8.56	PROVISO.....			s 10.12		s 11.52		s 12.10		
							HM TOWER....									
s 7.03	7.39	7.49	s 8.11	8.20	8.33	s 8.59	ELMHURST....		9.20	s 10.16	11.23	s 11.55	s 11.55	s 12.14	s 12.54	
s 7.07			s 8.15			s 9.03	VILLA PARK....			s 10.20		s 11.59	s 11.59	s 12.19	s 12.58	
s 7.11			s 8.19			s 9.07	LOMBARD.....			s 10.24		s 12.04	s 12.03	s 12.23	s 1.03	
s 7.16			s 8.24			s 9.12	GLEN ELLYN....			s 10.29		s 12.09	s 12.08	s 12.28	s 1.08	
			s 8.28			s 9.15	COLLEGE AVE....					s 12.12	s 12.12	s 12.32	s 1.12	
s 7.21			s 8.31			s 9.18	WHEATON.....			s 10.34		s 12.15	s 12.15	s 12.35	s 1.15	
s 7.25			s 8.35			s 9.22	WINFIELD....			s 10.38		s 12.20		s 12.40	s 1.20	
							NI TOWER....									
s 7.30	7.54	8.04	8.40	8.35	8.47	9.26	WEST CHICAGO..		9.35	10.43	s 11.41	12.25	s 12.22	12.45	s 1.25	
7.38 P.M.	8.00 P.M.	8.10 P.M.	P.M.	8.40 P.M.	s 8.54 P.M.	P.M.	GENEVA.....		9.40 P.M.	P.M.	s 11.51 P.M.	P.M.	12.31 P.M.	P.M.	1.35 P.M.	
Daily except Sunday	DAILY	Tuesday Thursday Saturday	Daily except Sunday	DAILY	DAILY	Daily except Sunday			DAILY	Daily except Sunday	Daily except Saturday	Daily except Monday	Saturday only	Saturday only	Saturday only	

No. 5 will not handle passengers.

No. 21 will stop on signal at Geneva to receive revenue passengers for Granger and beyond and for Mount Vernon, Iowa.

No. 15 except Sundays and Holidays, will slow down to 10 miles per hour passing passenger station at Proviso with headlight dimmed and baggage car door open so that package of waybills may be picked up.

No. 23 will not carry passengers locally between Chicago and Oak Park.

Nos. 67, 69, 71, 29 and 569 will stop at Keeler.

No. 71 will stop at Wolf Road.

Between Chicago and Elmhurst, transfer trains and switch engines must clear the time of Nos. 103 and 101 not less than ten minutes.

Between Elmhurst and Geneva first class trains unless otherwise scheduled must clear the time of Nos. 103 and 101 not less than ten minutes.

All other trains must clear the time of Nos. 103 and 101 not less than fifteen minutes.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 581 will not operate on any of these Holidays.

Between Chicago and Elmhurst, transfer trains and switch engines must clear the time of No. 5 not less than ten minutes.

On Holidays Nos. 103 and 101 will use track No. 1, Kenton Ave. to Vale.

Between Chicago and Geneva—Westward

4

FIRST CLASS

575	577	579	581	583	585	587	589
Saturday only	Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only
P.M. 1.30	P.M. 4.10	P.M. 4.20	A.M. 7.16	A.M. 8.35	A.M. 11.30	P.M. 3.01	P.M. 5.31
s 1.39	s 4.18	s 4.28	s 7.24	s 8.43	s 11.38	s 3.08	s 5.39
1.41	4.21	4.30	7.27	8.47	11.42	3.12	5.43
	s 4.24	Use Truck No. 2 Kenton Ave. to Vale	s 7.30	s 8.50	s 11.44	s 3.15	s 5.46
	s 4.26		s 7.32				
	s 4.28						
	s 4.30						
	s 4.35		s 7.35	s 8.54	s 11.49	s 3.18	s 5.50
	s 4.37						
	s 4.39						
1.47	4.40	4.36	7.38	8.57	11.51	3.21	5.53
s 1.48	s 4.42		s 7.39	s 8.58	s 11.52	s 3.22	s 5.54
s 1.50	s 4.45		s 7.43	s 9.01	s 11.55	s 3.25	s 5.57
	s 4.48		s 7.46	s 9.04	s 11.58	s 3.28	s 6.00
	s 4.52		s 7.49	s 9.07	s 12.01	s 3.31	s 6.03
s 1.56	s 4.55	s 4.44	s 7.53	s 9.10	s 12.04	s 3.34	s 6.06
s 2.00	s 4.59	s 4.48	s 7.56		s 12.08	s 3.38	s 6.10
s 2.04	s 5.03	s 4.52	s 8.00	s 9.16	s 12.12	s 3.42	s 6.14
s 2.09	s 5.07	s 4.56	s 8.06	s 9.21	s 12.16	s 3.46	s 6.18
s 2.13					s 12.20	s 3.50	s 6.22
s 2.16	s 5.12	s 5.00	s 8.11	s 9.27	s 12.23	s 3.52	s 6.24
s 2.21	s 5.16	s 5.05	s 8.15	s 9.30	s 12.28	s 3.56	s 6.29
2.27 P.M.	5.23 P.M.	s 5.10 5.20 P.M.	8.20 A.M.	9.35 A.M.	12.33 P.M.	4.01 P.M.	s 6.35 6.43 P.M.
Saturday only	Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only

Subdivision 1 Time Table 453

May 14, 1947

Communicating
Office Open
Sundays and
Holidays

.....CHICAGO....	Continuous
.....KEDZIE.....	Continuous Tower XG
.....KENTON AVE....	⊙Closed
.....AUSTIN.....	
AUSTIN BLVD.(C.L.)	
.....RIDGELAND...	
.....AVENUE.....	
.....OAK PARK.....	
.....LATHROP AVE...	
.....RIVER FOREST..	
.....VALE.....	⊙Closed
.....MAYWOOD....	
.....MELROSE PARK..	
.....JN TOWER....	Continuous
.....BELLWOOD....	
.....PROVISO.....	Continuous
.....HM TOWER.....	Continuous
.....ELMHURST....	
.....VILLA PARK...	
.....LOMBARD.....	
.....GLEN ELLYN...	
.....COLLEGE AVE...	
.....WHEATON.....	
.....WINFIELD....	
.....NI TOWER....	Continuous
.....WEST CHICAGO..	
.....GENEVA.....	Continuous

FIRST CLASS

591	593	595	597
Sunday only	Sunday only	Sunday only	Sunday only
P.M. 7.20	P.M. 8.30	P.M. 10.05	P.M. 11.05
s 7.28	s 8.38	s 10.13	s 11.13
7.32	8.41	10.17	11.16
s 7.34	s 8.43	s 10.20	s 11.19
s 7.37	s 8.46	s 10.24	s 11.24
7.40	8.48	10.27	11.27
s 7.41	s 8.49	s 10.28	s 11.28
s 7.43	s 8.51	s 10.31	s 11.31
s 7.46	s 8.53	s 10.34	s 11.34
s 7.49	s 8.56	s 10.37	s 11.38
s 7.51	8.59 P.M.	s 10.40	11.41 P.M.
c 7.55		c 10.44	
s 7.59		s 10.48	
s 8.04		s 10.53	
		c 10.57	
s 8.08		s 11.00	
s 8.12		s 11.04	
8.17 P.M.		11.10 P.M.	
Sunday only	Sunday only	Sunday only	Sunday only

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 581 will not operate on any of these Holidays.

Nos. 577, 581, 583, 585, 587, 589, 591, 593, 595 and 597 will stop at Keeler.

Nos. 581, 583, 585, 587, 589, 591, 593, 595 and 597 will stop at Wolf Road.

⊙While communicating stations at Vale and Kenton Avenue are closed, should the signal indicate "STOP" movements through the switches must be preceded by a Flagman. Before proceeding, the Enginemen and Trainmen must know that the switches are properly lined for their movement. The facts must be reported to the Chief Train Dispatcher from the first available point of communication.

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
80.....	0	45
85.....	0	42
90.....	0	40

Between Geneva and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table 453 May 14, 1947	FIRST CLASS							
30	32	6	34	36	38	40	42		44	24	46	48	50	52	22	54
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday
A.M. 5.40	A.M. 6.20	A.M. 6.30	A.M. 6.37	A.M. 6.41	A.M. 6.58	A.M. 7.03	A.M. 7.17	 CHICAGO.....	A.M. 7.20	A.M. 7.30	A.M. 7.34	A.M. 7.37	A.M. 7.48	A.M. 8.12	A.M. 8.15	A.M. 8.55
s 5.31	s 6.10	6.15	s 6.28	s 6.32	s 6.49	s 6.53	s 7.07	 KEDZIE.....	s 7.11	7.20	s 7.24	s 7.28	s 7.39	s 8.03	8.05	s 8.47
5.26	6.06	6.10	6.25	6.28	6.46	6.50	7.04	 KENTON AVE....	7.07	7.15	7.21	7.25	7.36	7.57	8.00	8.43
s 5.24			Use Track No. 3 Vale to Kenton Ave.	s 6.25	Use Track No. 3 Vale to Kenton Ave.	s 6.47	Use Track No. 3 Vale to Kenton Ave.	 AUSTIN.....	s 7.04		Use Track No. 3 Vale to Kenton Ave.	s 7.22	Use Track No. 3 Vale to Kenton Ave.	s 7.55		
				s 6.23		s 6.45		AUSTIN BLVD. (C.L.)	s 7.02	s 7.20		s 7.52				
s 5.21				s 6.21		s 6.43		 RIDGELAND...	s 7.00	s 7.18		s 7.50				
s 5.19				s 6.19		s 6.41		 AVENUE.....	s 6.58	s 7.16		s 7.48				
s 5.18	s 6.01			s 6.17		s 6.39		 OAK PARK.....	s 6.56	s 7.10		s 7.15		s 7.46	s 7.52	s 8.39
s 5.16				s 6.15		s 6.36		 LATHROP AVE...	s 6.53			s 7.13		s 7.44		
s 5.14				s 6.13		s 6.34		 RIVER FOREST..	s 6.51			s 7.12		s 7.42		
5.13	5.58	6.03	6.20	6.12	6.40	6.33	6.59	 VALE.....	6.50	7.05	7.15	7.11	7.31	7.41	7.44	8.36
s 5.12	s 5.57			s 6.11		s 6.32		 MAYWOOD.....	s 6.49			7.10		s 7.40		s 8.34
s 5.09	s 5.54			s 6.08		s 6.29		 MELROSE PARK..	s 6.46		s 7.12	A.M. --		s 7.37		s 8.32
								 JN TOWER.....								
s 5.06				s 6.05		s 6.26		 BELLWOOD.....						s 7.34		s 8.29
s 5.03				s 6.01		s 6.22		 PROVISIO.....						s 7.31		
								 HM TOWER.....								
s 5.00	s 5.48	5.52	s 6.14	5.58	s 6.33	6.19	6.53	 ELMHURST.....	s 6.39	6.56	s 7.06		s 7.25	7.28	7.33	s 8.25
s 4.55	s 5.44		s 6.09	A.M. --	s 6.27	A.M. --		 VILLA PARK...	s 6.35		s 7.01			A.M. --		s 8.20
s 4.51	s 5.40		s 6.04		s 6.23			 LOMBARD.....	s 6.31		s 6.57		s 7.15			s 8.16
s 4.46	s 5.36		s 5.58		s 6.18	s 6.43		 GLEN ELLYN...	s 6.27			s 7.10				s 8.12
s 4.40	s 5.32		s 5.53		s 6.14			 COLLEGE AVE...	s 6.23		s 6.52					
s 4.37	s 5.29		s 5.51		s 6.11	s 6.38		 WHEATON.....	s 6.20		s 6.49		s 7.05			s 8.07
s 4.30	s 5.25		s 5.47		s 6.07			 WINFIELD.....	s 6.15		s 6.44		s 7.02			c 8.03
								 NI TOWER.....								
4.25	5.20	5.35	5.42		6.02		s 6.31	 WEST CHICAGO..	6.10	6.33	6.39		s 6.58		7.06	7.58
A.M. --	A.M. --	5.30	5.34		A.M. --		A.M. --	 GENEVA.....	A.M. --	6.26	A.M. --		6.50		7.00	A.M. --
		A.M. --	A.M. --													
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday

No. 6 will not carry coach passengers.

Nos. 24 and 22 will not carry passengers locally between Oak Park and Chicago.

Nos. 30, 32, 36, 44, 52 and 54 will stop at Keeler.

Nos. 30, 36, 40 and 52 will stop at Wolf Road.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 586 will not operate on any of these Holidays.

Between Geneva and Chicago—Eastward

6

FIRST CLASS								Subdivision 1 Time Table 453 May 14, 1947	FIRST CLASS							
26	112	104	102	56	58	60	106		62	64	28	2	66	68		
Daily Except Sunday	DAILY	DAILY	Monday Thursday Saturday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY		Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday		
A.M. 9.15	A.M. 9.35	A.M. 10.40	A.M. 10.45	A.M. 10.50	A.M. 11.15	P.M. 12.01	P.M. 12.10		P.M. 1.30	P.M. 2.35	P.M. 2.50	P.M. 3.00	P.M. 4.15	P.M. 4.52		
9.05	9.23	10.28	10.33	10.40	11.08	11.51	CHICAGO.... 3.65	11.58	s 1.20	s 2.26	2.35	2.45	s 4.05	s 4.42		
9.00	9.20	10.25	10.30	10.37	11.04	11.46	KEDZIE..... 1.69	11.55	1.17	2.22	2.32	2.42	4.00	4.38		
					11.01		KENTON AVE.... 1.36		s 1.13	s 2.19			s 3.57	s 4.35		
							AUSTIN..... 0.50			s 2.17				s 4.33		
							AUSTIN BLVD.(C.L.) 0.50							s 4.31		
							RIDGELAND... 0.50							s 4.30		
							AVENUE..... 0.40									
s 8.52	9.15			s10.33	s10.57	s11.40	OAK PARK..... 0.60		s 1.06	s 2.14			s 3.53	s 4.28		
							LATHROP AVE... 0.55									
					c10.53		RIVER FOREST.. 0.34							s 4.26		
8.47	9.12	10.19	10.24	10.29	10.52	11.34	VALE..... 0.31	11.43	1.02	2.09	2.17	2.27	3.41	4.25		
					s10.51	s11.33	MAYWOOD.... 0.91		s 1.01	s 2.08			s 3.40	s 4.24		
					s10.46	s11.30	MELROSE PARK.. 0.60		s12.59	s 2.05			s 3.34	s 4.21		
							JN TOWER.... 0.92									
					s10.42	s11.27	BELLWOOD.... 1.32		s12.56	s 2.01			s 3.30	s 4.18		
					s10.38	s11.24	PROVISO..... 1.43		s12.53	s 1.58			s 3.26	s 4.15		
							HM TOWER.... 0.22									
8.40	9.05	10.12	10.17	s10.22	10.35	s11.21	ELMHURST.... 1.93	11.36	s12.50	1.55	2.08	2.18	s 3.23	4.10		
				s10.17	A.M. -	s11.16	VILLA PARK... 2.27		s12.46	P.M. -			s 3.15	P.M. -		
				s10.12		s11.11	LOMBARD..... 2.50		s12.42				s 3.09			
				s10.06		s11.06	GLEN ELLYN... 1.57		s12.38				s 3.03			
							COLLEGE AVE... 0.83									
				s10.01		s11.00	WHEATON..... 2.60		s12.34				s 2.56			
				s 9.57		s10.55	WINFIELD.... 2.00		s12.30				s 2.50			
							NI TOWER.... 0.50									
8.17	8.51	9.58	10.03	s 9.53		10.50	WEST CHICAGO.. 5.5	11.22	12.25		1.52	2.02	2.45			
8.08 A.M.	8.46 A.M.	9.52 A.M.	9.57 A.M.	9.45 A.M.		A.M. -	GENEVA.....	11.17 A.M.	P.M. -		1.45 P.M.	1.55 P.M.	P.M. -			
Daily Except Sunday	DAILY	DAILY	Monday Thursday Saturday	Daily except Sunday	Daily except Sunday	Daily except Sunday		DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday		

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 586 will not operate on any of these Holidays.

Nos. 58, 60, 62, 64, 66 and 68 will stop at Keeler.

No. 112 will stop at Oak Park to discharge revenue passengers from Denver or beyond.

Nos. 58, 64, 66 and 68 will stop at Wolf Road.

Between Elmhurst and Chicago transfer trains and switch engines must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes.

Between Geneva and Elmhurst first class trains, unless otherwise scheduled, must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes.

All other trains must clear the time of Nos. 112, 102, 104 and 106 not less than fifteen minutes.

Between Geneva and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table 453 May 14, 1947	FIRST CLASS							
	4	14	706	70	16	72			574	576	578	580	582	584	586	588
	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only
	P.M. 6.05	P.M. 7.15	P.M. 7.20	P.M. 8.15	P.M. 9.00	P.M. 9.45	CHICAGO....		A.M. 6.20	A.M. 6.50	A.M. 10.05	P.M. 2.25	P.M. 4.05	P.M. 5.45	P.M. 7.30	P.M. 9.50
	s 5.56	7.00	s 7.10	s 8.06	8.45	s 9.35	KEDZIE.....		s 6.12	s 6.40	s 9.56	s 2.16	s 3.56	s 5.37	s 7.21	s 9.42
	5.51	6.55	7.06	7.58	8.41	9.31	KENTON AVE....		6.08	6.36	9.52	2.12	3.52	5.34	7.18	9.38
	s 5.47		s 7.03	s 7.55		s 9.28	AUSTIN.....		s 6.05	s 6.34	s 9.49	s 2.09	s 3.49	s 5.32	s 7.15	s 9.35
							AUSTIN BLVD.(C.L.)			s 6.32						
							RIDGELAND....									
							AVENUE.....		s 6.02							
	s 5.41	s 6.48	s 6.58	s 7.50	s 8.35	s 9.24	OAK PARK.....		s 6.00	s 6.29	s 9.44	s 2.05	s 3.45	s 5.28	s 7.11	s 9.31
							LATHROP AVE....									
							RIVER FOREST..									
	5.31	6.39	6.50	7.47	8.27	9.19	VALE.....		5.57	6.26	9.41	2.02	3.42	5.24	7.08	9.28
	s 5.30		s 6.49	s 7.46		s 9.18	MAYWOOD.....		s 5.56	s 6.25	s 9.40	s 2.01	s 3.41	s 5.23	s 7.07	s 9.27
	s 5.27		s 6.46	s 7.44		s 9.16	MELROSE PARK..		s 5.54	s 6.23	s 9.37	s 1.58	s 3.39	s 5.20	s 7.05	s 9.24
							JN TOWER.....									
	s 5.22		s 6.42	s 7.41		s 9.13	BELLWOOD.....		s 5.51	s 6.20	s 9.34	s 1.55	s 3.36	s 5.17	s 7.02	s 9.21
	s 5.19		s 6.39	s 7.38		s 9.10	PROVISO.....		s 5.48	s 6.18	s 9.32	s 1.52	s 3.34	s 5.15	s 6.59	s 9.18
							HM TOWER.....									
	s 5.15	6.29	s 6.36	s 7.35	8.17	s 9.06	ELMHURST.....		5.45	s 6.15	s 9.29	s 1.49	s 3.30	s 5.12	s 6.56	s 9.15
	s 5.06		6.31	s 7.30		s 9.02	VILLA PARK....		A.M. —	s 6.10	s 9.24	s 1.46	s 3.26	s 5.08	s 6.52	s 9.11
	s 4.58		s 6.28	s 7.26		s 8.58	LOMBARD.....			s 6.06	s 9.20	s 1.43	s 3.22	s 5.04	s 6.48	s 9.07
	s 4.52		s 6.23	s 7.22		s 8.54	GLEN ELLYN....			s 6.01	s 9.15	s 1.39	s 3.18	s 5.00	s 6.44	s 9.03
							COLLEGE AVE....		f 5.57	f 9.11	f 1.36					
	s 4.45	6.15	s 6.19	s 7.17		s 8.49	WHEATON.....		s 5.54	s 9.09	s 1.34	s 3.14	s 4.55	s 6.39	s 8.58	
	s 4.40		s 6.15			s 8.44	WINFIELD.....		s 5.49	s 9.04	s 1.30	s 3.10	s 4.50	s 6.34		
							NI TOWER.....									
	s 4.35	6.06	6.10	7.10	7.57	8.40	WEST CHICAGO..			5.45	9.00	1.25	3.05	4.45	6.30	8.50
	4.15 P.M.	5.59 P.M.	P.M. —	P.M. —	7.50 P.M.	P.M. —	GENEVA.....			A.M. —	A.M. —	P.M. —	P.M. —	P.M. —	P.M. —	P.M. —
	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only

No. 14 will stop at Wheaton to discharge revenue passengers from Cedar Rapids and beyond.

No. 706 will stop at Villa Park to discharge revenue passengers from West Elgin and beyond, and will make regular stop at Villa Park on Holidays only.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 586 will not operate on any of these Holidays.

Nos. 4, 70, 72, 706, 574, 576, 578, 580, 582, 584, 586 and 588 will stop at Keeler. Nos. 574, 576, 578, 580, 582, 584, 586, and 588 will stop at Wold Road.

LOCATION OF TRAIN DISPATCHER'S TELEPHONES

Kenton Avenue..... In office.
 Vale..... In office.
 Lombard..... Waiting room and box on pole north side 300 ft. east of station.
 Glen Ellyn..... Men's waiting room.
 Wheaton..... First gate shanty west of station.
 Winfield..... Ladies waiting room.
 Boys Home Switch.. Box on Post south of Main Line.
 La Fox..... In box east end of station.
 Elburn..... In waiting room.
 Meredith..... In Booth, south side near Highway crossing, east end of eastward siding.
 Maple Park..... East waiting room.

Cortland..... Waiting room and box on telegraph post, south side of tracks, just east of highway crossing located about one-half mile west of station.
 Malta..... Waiting room, and Booth, north side of pump house.
 Creston..... Crossing flagman's shanty.
 Flagg..... Booth south of Main Line at west end of siding.
 Ashton..... Waiting room.
 Franklin Grove..... Waiting room.
 Galt..... In office, just inside of door.
 Agnew..... In Booth on south side of tracks opposite the west cross-over switch.
 Round Grove..... In Booth south of tracks from water tank.
 Morrison..... At Depot and Booth at west switch of siding.
 Union Grove..... Waiting room.
 Bluffs..... Box on telegraph pole south side of tracks east of C. B. & Q. overhead.

Between Geneva and Clinton—Westward

8

FIRST CLASS						Subdivision 2 Time Table 453 May 14, 1947	Communicating Office Open Week Days, Sundays And Holidays	FIRST CLASS					
15	13	1	27	25	105			111	103	101	21	23	5
Daily except Saturday	DAILY	DAILY	DAILY	Daily Except Sunday	DAILY			DAILY	DAILY	Tuesday Thursday Saturday	DAILY	DAILY	DAILY
P.M. 11.00	A.M. 8.45	P.M. 12.01	P.M. 3.00	P.M. 4.05	P.M. 4.55	CHICAGO.....	Continuous	P.M. 5.00	P.M. 7.20	P.M. 7.30	P.M. 8.00	P.M. 8.10	P.M. 9.00
P.M. 11.51	A.M. 9.33	P.M. 12.41	P.M. 3.40	P.M. 4.47	P.M. 5.35	GENEVA.....	Continuous	P.M. 5.40	P.M. 8.00	P.M. 8.10	P.M. 8.40	P.M. 8.54	P.M. 9.40
				s 4.54		LA FOX.....							
c12.04	9.43			s 4.59		ELBURN.....							
12.08	9.47			5.03		MEREDITH.....							
c12.12	9.50	12.54	3.53	s 5.08		MAPLE PARK....					8.53	9.11	9.53
12.18	9.55	12.58	3.57	c 5.14	5.49	CORTLAND.....		5.54	8.15	8.25		9.16	9.57
s12.38	s10.05	1.02	4.01	s 5.28	5.52	DE KALB.....	Continuous	5.57	8.19	8.29	9.08	s 9.29	10.01
12.46	10.12	1.08	4.07	s 5.37		MALTA.....					9.14	9.35	10.07
12.53	10.17			s 5.44		CRESTON.....							
s 1.03	s10.25	1.17	4.16	s 5.52	6.05	ROCHELLE.....	Continuous	6.10	8.33	8.43	9.23	s 9.47	10.16
				5.56		FLAGG.....							
1.14	10.34	1.24	4.23	s 6.05	6.12	ASHTON.....	Ⓢ6:15 a.m. to 3:15 p.m.	6.17			9.30	9.56	10.23
1.19	10.38			s 6.25		FRANKLIN GROVE	Ⓢ6:15 a.m. to 3:15 p.m.						
1.25	10.44	1.31	4.30	s 6.31	6.18	NACHUSA.....	Continuous	6.23	8.45	8.55	9.37	10.05	10.30
s 1.48	s10.55	1.35	4.34	s 6.41	6.23	DIXON.....	11:00 a.m. to 8:00 p.m.	s 6.28	8.50	9.00	9.42	s10.13	10.34
1.57	11.03	1.41	4.40	s 6.50	6.27	NELSON.....	Continuous	6.32	8.55	9.05	9.48	10.20	10.40
						NJ JCT.....							
s 2.30	s11.15	1.46	4.45	s 7.01	s 6.32	STERLING.....	Continuous	6.37	9.02	9.12	9.53	s10.25	10.45
2.35	11.19	1.49	4.48	7.04		GALT.....					9.56	10.29	10.48
2.38	11.22	1.51	4.50	7.06	6.36	AGNEW.....		6.41	9.07	9.17	9.58	10.31	10.50
2.43	11.26			f 7.10		ROUND GROVE..							
s 3.00	s11.37	1.59	4.58	s 7.19		MORRISON....					10.08	10.40	10.58
3.07	11.41	2.02	5.01	f 7.24	6.46	UNION GROVE...		6.51	9.18	9.28	10.12	10.44	11.01
3.20	11.52	2.11	5.10	7.34	6.53	E. CLINTON TOWER	Continuous	6.58	9.26	9.36	10.23	10.53	11.10
3.40	12.01	2.16	5.15	7.40	6.57	CLINTON.....	Continuous	7.02	9.32	9.42	10.30	11.00	11.15
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily except Sunday	DAILY	DAILY	DAILY	Daily Except Sunday	DAILY		ⓈRochelle office located in C.B.&Q. Tower. ⓈClosed Sundays and Holidays	DAILY	DAILY	Tuesday Thursday Saturday	DAILY	DAILY	DAILY

No. 5 will not handle passengers.

No. 21 will stop on signal at De Kalb, Rochelle, Dixon and Sterling to receive revenue passengers for Granger and beyond.

No. 23 will stop at Morrison to discharge revenue passengers from Chicago and on signal to receive revenue passengers for regular stops west of Clinton.

No. 23 leaving Chicago on Saturdays will stop at Morrison to unload Chicago newspapers and passengers.

First class trains unless otherwise scheduled must clear the time of Nos. 105, 111, 103 and 101 not less than ten minutes.

All other trains must clear the time of Nos. 105, 111, 103 and 101 not less than fifteen minutes.

Between Clinton and Geneva—Eastward

FIRST CLASS							Fuel, Water, Turn Table and Wye Station.	Distance from Chicago	Subdivision 2 Time Table 453 May 14, 1947	FIRST CLASS						
6	24	22	26	112	104					102	106	28	2	14	16	
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY					Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	
A.M. 6.30	A.M. 7.30	A.M. 8.15	A.M. 9.15	A.M. 9.35	A.M. 10.40				CHICAGO.....	A.M. 10.45	P.M. 12.10	P.M. 2.50	P.M. 3.00	P.M. 7.15	P.M. 9.00	
A.M. 5.30	A.M. 6.26	A.M. 7.00	s 8.08	A.M. 8.46	A.M. 9.52	W	35.5	GENEVA.....	A.M. 9.57	A.M. 11.17	P.M. 1.45	P.M. 1.55	s 5.59	s 7.50		
			s 7.53				40.6	LA FOX.....								
			s 7.45				44.0	ELBURN.....								
			7.40				47.4	MEREDITH.....								
5.04	6.00	6.38	s 7.35	8.33	9.38		50.6	MAPLE PARK.....	9.44	11.04	1.27	1.37	5.39	7.28		
			s 7.28				55.4	CORTLAND.....								
4.58	s 5.44	s 6.20	s 7.20	8.26	9.30	FWY	58.3	DE KALB.....	9.37	10.57	1.20	1.30	s 5.31	s 7.20		
4.50	5.30	6.12	s 7.10	8.20	9.24	W	64.3	MALTA.....	9.31	10.51	1.13	1.23	5.20	6.57		
			s 7.03				69.7	CRESTON.....								
4.38	5.18	6.00	s 6.55	8.12	9.14	W	74.8	ROCHELLE.....	9.22	10.43	1.03	1.13	s 5.08	s 6.45		
							79.0	FLAGG.....								
4.27	5.09	5.49	s 6.42			W	83.7	ASHTON.....			12.55	1.05	4.56	6.35		
			s 6.35				88.0	FRANKLIN GROVE.....								
4.18	4.59	5.39	s 6.28	7.57	8.58		92.9	NACHUSA.....	9.07	10.28	12.47	12.57	4.47	6.27		
4.12	c 4.53	5.32	s 6.18	s 7.51	8.52	W	97.9	DIXON.....	9.01	10.22	12.41	12.51	s 4.40	s 6.20		
4.05	4.43	5.24	s 6.07	7.45	8.47	FWTTY	104.3	NELSON.....	8.56	10.16	12.35	12.45	4.31	6.06		
							105.1	NJ JCT.....								
3.59	c 4.35	5.18	s 6.00	s 7.41	8.41	W	109.5	STERLING.....	8.50	10.11	12.29	12.39	s 4.25	s 6.00		
3.54	4.28		5.52				112.9	GALT.....					4.16			
3.52	4.26	5.12	5.50	7.35	8.36		114.8	AGNEW.....	8.45	10.05	12.23	12.33	4.14	5.29		
			s 5.46			W	118.6	ROUND GROVE.....								
3.43	4.16	5.02	s 5.40				123.8	MORRISON.....					s 4.05	s 5.20		
3.39	4.12	4.58	f 5.34	7.25	8.26		127.6	UNION GROVE.....	8.35	9.55	12.13	12.23	3.59	5.14		
3.29	4.04	4.49	5.24	7.18	8.18		136.5	E. CLINTON TOWER.....	8.28	9.48	12.04	12.14	3.49	5.04		
3.25	4.00	4.45	5.20	7.15	8.15	FW TT	138.1	CLINTON.....	8.25 A.M.	9.45 A.M.	12.01 P.M.	12.10 P.M.	3.45 P.M.	5.00 P.M.		
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY					Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	

No. 6 will not carry coach passengers and will reduce speed to 30 miles per hour passing station at Sterling to permit dispatching U. S. Mail.

No. 24 will stop at Sterling, Dixon and Rochelle to discharge revenue passengers from Granger and beyond.

No. 22 will stop at Sterling, Dixon, Rochelle, and Geneva to discharge revenue passengers from Granger and beyond; also stop at Geneva to discharge revenue passengers from Ames or Des Moines and Omaha and beyond; and on Sundays only will make regular stops at Morrison, Sterling, Dixon, Rochelle and Geneva.

First class trains, unless otherwise scheduled must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes.

All other trains must clear the time of Nos. 112, 102, 104 and 106 not less than fifteen minutes.

No. 14 will stop at Maple Park on Sundays to pickup revenue passengers for Chicago.

Time Freight Trains—Westward

10

GALENA DIVISION, NOR. DIST.

TIME TABLE No. 453

EFFECTIVE MAY 14, 1947

STATIONS	SECOND CLASS								CAPACITY OF SIDINGS SUBDIVISION 1 AND 2	
	381	251	117	739	383	253	155			
	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SATUR- DAY	DAILY	DAILY	C. B. & Q. No. 92 DAILY EXCEPT SUNDAY			
.....PROVISO.....	A.M. 11:00	A.M. 11:00	P.M. 8:15	P.M. 10:00	P.M. 9:30	P.M. 10:00			Westward	Eastward
.....WEST CHICAGO.....	11:40	11:30		10:40 P.M.					240	West Chicago.....
.....DE KALB.....										Meredith..... 125
.....NELSON.....	2:00 P.M.				12:30 A.M.				125	Malta.....
.....STERLING.....										Creston..... 60
.....AGNEW.....										Flagg..... 122
.....CLINTON.....		3:30 P.M.	1:00 A.M.			3:45 A.M.			125	Ashton.....
									95	Round Grove.....

Mileage between Clinton and Union Grove is 9.86.

Time Freight Trains—Eastward

STATIONS	SECOND CLASS													
	386	154	256	380	252	258	126	738						
	DAILY	C. B. & Q. No. 93 DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY EXCEPT TUESDAY	DAILY EXCEPT MONDAY						
.....PROVISO.....	A.M. 5:30		P.M. 12:01	P.M. 5:00	P.M. 10:00	A.M. 12:30	A.M. 1:30	A.M. 1:50						
.....WEST CHICAGO.....	4:40							12:25 A.M.						
.....DE KALB.....														
.....NELSON.....	1:15 A.M.	A.M. —		1:00 P.M.										
.....STERLING.....		3:00												
.....AGNEW.....		2:45 A.M.												
.....CLINTON.....			7:20 A.M.		5:20 P.M.	7:30 P.M.	8:00 P.M.							
	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY						

No main line train will leave West Yard at West Chicago without permission from Leverman at E. J. & E. Crossing.

Trains going into South Yard at Nelson will ascertain from Yardmaster what track to use in returning to north end of yard. If unable to secure this information, return movements to North end of yard must be made with extreme caution to avoid possibility of accident. Telephone is located at South End of Yard.

STERLING AND AGNEW

Between Sterling and Agnew tracks 1 and 2 will be used jointly by trains of C. B. & Q. R. R. and this Company under C. & N. W. Rules and Regulations. C. B. & Q. trains will be governed by following instructions:

At Sterling all C. B. & Q. westbound trains must stop before entering onto C. & N. W. tracks and ascertain through Telegrapher on duty at Sterling whether all overdue C. & N. W. trains have left.

At Agnew all eastbound C. B. & Q. trains must stop before entering onto C. & N. W. tracks and observe following rules covering electric locking:

All C. B. & Q. train movements to and from Lyndon Branch of the C. B. & Q. Ry. which connects with C. & N. W. main tracks at Agnew are controlled by an electric switch lock which is operated by Telegrapher at Sterling Passenger Station.

Movements and operation of this electric switch lock and switches can only be made upon the authority of Telegrapher, Sterling, and then only in accordance with instructions posted in the box at C. B. & Q. connection switch at Agnew.

SPRING SWITCHES RULES 104f, 104g, 510a, 512a AND 512b WILL BE OBSERVED

Maywood.....East end of Track No. 4.
West Chicago (Clinton Line).....West end of westward siding.
Meredith.....East end of eastward siding.
Cortland.....East end of Track No. 4.
De Kalb.....West end of cross-over opposite Round House leading from Track No. 1 to Track No. 2.
Malta.....West end of cross-over leading from westward siding to westward main track east of station.
Flagg.....East end of eastward siding.
Ashton.....West end of cross-over leading from westward siding to westward main track, east of station.
Nelson.....1.5 miles east of Nelson, Track No. 2; when a train or engine has been stopped by either eastward signals governing over this Spring Switch, trains will be governed by special instructions posted in telephone box at the switch.

Spring switches will be identified by a disc having black letters "SS" on a white background, mounted at right angles to the red target.

When given oral permission to pass a Stop signal which governs over a spring switch in the facing direction, a trainman or the engineman must examine the spring switch points to know that they are properly closed before moving over the switch.

Westward—Between Foris and Williams Bay—Westward

SECOND CLASS		FIRST CLASS								Fuel, Water, Turn Table and Wye Stations	Distance from Chicago	Subdivision 3 Time Table 453 May 14, 1947		Communicating Office Open Week Days
791		649	681	707	775	627	763	761						
Monday Wednesday Friday		Daily except Sunday	Daily ex. Sat. & Sun.	Saturday only	Saturday only	Daily except Sunday	Sunday only	Sunday only						
A.M.		P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.						
5.30		4.18	3.40	2.00	12.30	7.13	7.45	7.30				CHICAGO	Continuous	
5.50												FORIS	Continuous	
6.30		Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	W	42.8		EAST ELGIN	6:45 a.m. to 3:45 p.m.	
7.45										47.6		DUNDEE	7:00 a.m. to 4:00 p.m.	
8.10										48.4		CARPENTERSVILLE		
8.30										52.9		ALGONQUIN	6:15 a.m. to 3:15 p.m.	
						A.M.				58.3		CS JCT.		
9.35		P.M.	P.M.	P.M.	P.M.	9.15			FWYTT	58.5		CRYSTAL LAKE	12:15 a.m. to 11:00 p.m.	
		5.15	4.33	2.53	1.25	9.18	A.M.			58.8		CS JCT.		
9.45							9.10	8.25				CRYSTAL LAKE JCT.		
10.15		s 5.24	s 4.42	s 3.02	s 1.35	s 9.32	s 9.19	s 8.34		61.4		TERRA COTTA		
10.20		s 5.30	s 4.47	s 3.06	s 1.39	s 9.44	s 9.25	s 8.40		66.0		McHENRY	5:45 a.m. to 2:45 p.m.	
10.35		s 5.40	s 4.57	s 3.15	s 1.47	s 9.54	s 9.35	s 8.50		69.5		RINGWOOD		
11.30		s 5.43	s 5.00	s 3.19	s 1.51	s 9.58	s 9.39	s 8.54	W	75.8		RICHMOND	5:30 a.m. to 2:30 p.m.	
11.40		s 5.48	c 5.06	s 3.24	s 1.57	s 10.03	s 9.44	s 8.59		77.6		GENOA CITY	5:15 a.m. to 2:15 p.m.	
12.45		s 5.57	s 5.15	s 3.32	s 2.10	s 10.16	s 9.52	s 9.07		80.8		PELL LAKE	4:15 p.m. to 6:15 p.m.	
		s 6.04	c 5.21	s 3.39	s 2.16	s 10.21	s 9.58	s 9.13		86.2		LAKE GENEVA	5:15 a.m. to 2:15 p.m.	
1.00 P.M.		6.08 P.M.	5.27 P.M.	3.45 P.M.	2.20 P.M.	10.25 A.M.	10.02 A.M.	9.17 A.M.		90.1		LAKE COMO		
Monday Wednesday Friday		Daily except Sunday	Daily ex. Sat. & Sun.	Saturday only	Saturday only	Daily except Sunday	Sunday only	Sunday only	FWTT	92.0		WILLIAMS BAY	5:15 a.m. to 2:15 p.m. 4:30 p.m. to 6:30 p.m.	

NOS. 649, 681, 707 AND 775 ARE SUPERIOR TO ALL EASTWARD TRAINS.

ALL TRAINS WILL SECURE CLEARANCE FORM A AT CRYSTAL LAKE STATION AND EAST ELGIN FREIGHT OFFICE DURING HOURS THAT THESE OFFICES ARE OPEN.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, Nos. 622, 627, 644, 649, 681 and 686 will not run and will be annulled by Train Order.

Extra train will run on the schedule and make the stops of No. 763 on May 30, July 4 and Sept. 1, 1947.

Extra train will run on the schedule and make the stops of No. 761 on July 4, 1947.

No. 649 will not run on Saturdays until June 7, 1947.

No. 681 will not run until Monday, June 2, 1947.

No. 707 will not run after Saturday, May 31, 1947.

No. 775 will not run on Saturday until June 7, 1947.

No. 761 will not run until Sunday, July 6, 1947, and will be discontinued after Sunday, August 31, 1947.

COMMUNICATING OFFICES OPEN SUNDAYS AND HOLIDAYS:

Foris	Continuous
Crystal Lake	12:15 a.m. to 11:00 p.m.
McHenry	8:15 a.m. to 10:15 a.m. 4:00 p.m. to 6:00 p.m.
Lake Geneva	8:30 a.m. to 10:30 a.m. 4:00 p.m. to 6:00 p.m.
Williams Bay	8:30 a.m. to 10:30 a.m. 4:00 p.m. to 6:00 p.m.

Eastward—Between Williams Bay and Foris—Eastward

Subdivision 3		FIRST CLASS							SECOND CLASS
Time Table 453		644	622	686	770	720	772		792
May 14, 1947		Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Saturday only	Sunday only		Tuesday Thursday Saturday
CHICAGO		A.M. 7.10	A.M. 8.00	P.M. 4.20	P.M. 6.35	P.M. 4.50	P.M. 8.33		P.M. 1.05
FORIS									1.00
EAST ELGIN	59	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.		12.10
DUNDEE									11.25
CARPENTERSVILLE	30								11.10
ALGONQUIN									10.40
CS JCT.				P.M. 2.30					
CRYSTAL LAKE	33								
CS JCT.				2.24					
CRYSTAL LAKE JCT.		A.M. 6.13	A.M. 7.10		P.M. 5.30	P.M. 3.55	P.M. 7.25		
TERRA COTTA	23								10.15
McHENRY		s 6.04	s 7.01	s 2.12	s 5.20	s 3.41	s 7.10		9.45
RINGWOOD		s 5.57	s 6.56	s 2.05	s 5.14	s 3.35	s 7.02		9.05
RICHMOND	12	s 5.49	s 6.49	s 1.56	s 5.07	s 3.27	s 6.53		8.50
GENOA CITY	19	s 5.46	s 6.45	s 1.51	s 5.03	s 3.23	s 6.49		8.45
PELL LAKE	19	f 5.39	f 6.39	f 1.42	s 4.57	s 3.18	s 6.43		7.30
LAKE GENEVA	20	s 5.32	s 6.32	s 1.35	s 4.50	s 3.10	s 6.35		7.20
LAKE COMO		c 5.25	c 6.26	s 1.29	s 4.44	s 3.04	s 6.25		
WILLIAMS BAY		5.22 A.M.	6.22 A.M.	1.25 P.M.	4.40 P.M.	3.00 P.M.	6.20 P.M.		6.45 A.M.
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Saturday only	Sunday only		Tuesday Thursday Saturday

NOS. 649, 681, 707 AND 775 ARE SUPERIOR TO ALL EASTWARD TRAINS
ALL TRAINS WILL SECURE CLEARANCE FORM A AT CRYSTAL LAKE STATION AND EAST ELGIN FREIGHT OFFICE DURING HOURS THAT THESE OFFICES ARE OPEN.

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, Nos. 622, 627, 644, 649, 681 and 686 will not run and will be annulled by Train Order.

No. 622 will not run until Monday, June 2, 1947.

No. 720 will not run until Saturday, July 5, 1947, and will be discontinued after Saturday, August 30, 1947.

No. 770 will not run between Sunday, June 1, 1947, and Sunday September 7, 1947, inclusive.

No. 772 will not run until Sunday, June 1, 1947, and will be discontinued after Sunday, September 7, 1947.

Extra trains will run on the schedule and make the stops of No. 772 on May 30, July 4, and September 1, 1947.

BETWEEN HEBRON AND BASSETTS 12

Subdivision 3a		Time Table 453	
		May 14, 1947	
Distance from Genoa City			
5.87	BASSETTS		
4.41	TWIN LAKES		
	GENOA CITY		
6.02	HEBRON		

Trains must not exceed speed of 25 miles per hour on this subdivision, and will come to a stop and flag themselves over County Highway crossing 2.4 miles east of Genoa City, also stop and flag themselves over crossings at Sumner and Freeman Streets, just west of Genoa City station.

The district between Bassetts and Hebron will be governed by Rule 93-amended.

C. M. ST. P. & P. R. R. CROSSING 3.6 MILES WEST OF GENOA CITY.

Gate protection with gates normally across C. & N. W. tracks. All train and engine movements on C. & N. W. tracks must come to a full stop and be governed by following instructions:

1. Swing east gate against movements on the C. M. St. P. & P. R. R.
2. Proceed to west gate, unlock case containing electric lock and move hand crank to the left as far as it will go. Leave there until indicator clears, which should take place three minutes after east gate is swung against movements on the C. M. St. P. & P. R. R. Then complete the movement of the hand crank to the right to release gate and swing west gate against movements on the C. M. St. P. & P. R. R.
3. After C. & N. W. movement has been made over crossing, restore west gate against movements on C. & N. W. R. R.
4. Place east gate against movements on C. & N. W. R. R.

EMERGENCY RELEASE—If electric lock does not permit the release of the west gate after the preliminary movement of the hand crank and the expiration of three minutes after setting the east gate against movements on the C. M. St. P. & P. R. R., trainmen may, after making certain there is no train or engine approaching on the C. M. St. P. & P. R. R. operate emergency release by twisting the small plunger directly above and to the rear of the hand crank until seal is broken, then push down plunger and complete movement of hand crank as above described.

Westward—Between West Chicago and Freeport—Eastward

SECOND CLASS			FIRST CLASS	Fuel, Water, Turn Table and Wyse Stations	Distance from Chicago	Subdivision 4 Time Table 453 May 14, 1947		Communicating Office Open Week Days	Capacity of Siding.	FIRST CLASS	SECOND CLASS			Communicating Office Open Sundays and Holidays
783	791	739	703							706	738	792	782	
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday							Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
			A.M. 8.10			CHICAGO.....		Continuous		P.M. 7.20				Continuous
A.M. 5.00	A.M. 5.00	A.M. 12.05	A.M. 9.25	FWTTY		...WEST CHICAGO...		★Continuous		s 6.10	P.M. 9.45	P.M. 1.35	P.M. 3.20	★Continuous
5.15	5.15	12.15	s 9.33		35.3	WAYNE.....			38	s 5.59	9.30	1.20	2.55	
5.25	5.25	12.25	s 9.39		39.2	SOUTH ELGIN...		7:00 a.m. to 4:00 p.m.	35	s 5.52	9.20	1.10	2.40	Closed
5.30	5.30	12.29	9.42		41.0	FORIS.....		Continuous		5.48	9.15	1.05	2.35	Continuous
5.40	A.M.	12.32	s 9.49		42.5	WEST ELGIN.....			13	s 5.45	9.10	P.M.	2.30	
6.20		12.47	s 9.59	W	50.0	GILBERTS.....			65	f 5.25	8.55		2.15	
7.00		12.58	s10.07		55.0	HUNTLEY.....		6:30 a.m. to 3:30 p.m.	66	s 5.15	8.40		1.55	Closed
7.25		1.08	s10.19		62.7	UNION.....		6:30 a.m. to 3:30 p.m.		s 5.03	8.18		1.20	Closed
8.40		1.15	s10.25	W	66.1	MARENGO.....		7:30 a.m. to 4:30 p.m.	31	s 4.57	8.10		1.05	Closed
9.05		1.25	s10.33		72.1	..GARDEN PRAIRIE..		6:30 a.m. to 3:30 p.m.		s 4.47	7.50		12.35	Closed
9.45		2.05	s10.50	FWY	78.2	BELVIDERE.....		1:00 p.m. to 10:00 p.m.		s 4.35	7.30		12.15	★4:00 p.m. to 6:00 p.m.
A.M.		2.15	s10.58		84.2	...CHERRY VALLEY...		7:15 a.m. to 4:15 p.m.	18	4.14	6.50			Closed
			s11.09		91.8	...EAST ROCKFORD...				s 4.03				
		3.05	s11.15	FWTT	92.8	ROCKFORD.....		7:30 a.m. to 4:30 p.m.		s 4.00	6.25			★7:30 a.m. to 4:30 p.m.
		3.40	s11.31		100.4	WINNEBAGO.....				s 3.42	5.50			
		4.30	s11.45		107.3	PECATONICA.....		8:00 a.m. to 5:00 p.m.	26	s 3.29	5.35			Closed
			s11.58		113.6	RIDOTT.....				f 3.18				
		5.30	12.15	FW TT	120.9	FREEPORT.....		7:30 a.m. to 4:30 p.m.		3.05	4.45			★3:00 p.m. to 5:00 p.m.
		A.M.	P.M.							P.M.	P.M.			
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday					★Located in DA Interlocking Tower.		Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	★Closed Sundays.

No. 706 will stop at Cherry Valley to discharge revenue passengers from Rockford and beyond and to receive revenue passengers for Chicago and beyond.

Trains entering the West Yard at West Chicago must report their arrival to operator at Tower DA.

TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE					
	H	J-4	J-A	J-S	Z	R-1
Chicago to West Chicago.....	7400	6960	5870	5590	4590	2665
West Chicago to Elburn.....	4400	4140	3490	3325	2730	1585
Elburn to Clinton.....	5700	5360	4525	4310	3535	2055
Clinton to Nelson.....	4900	4610	3885	3700	3040	1765
Nelson to De Kalb.....	4800	4515	3810	3630	2980	1730
De Kalb to Chicago.....	5600	5265	4445	4235	3475	2020
De Kalb to Shaft No. 2.....					3615	2100
Shaft No. 2 to Churchill.....					1550	900
Churchill to De Kalb.....					3615	2100
De Kalb to Sycamore.....				4200	3440	2000
Aurora to Geneva.....						1100
Foris to Belvidere.....					3600	2090
Belvidere to Freeport.....						2000
Freeport to Belvidere.....						2000
Belvidere to Foris.....					3615	2100
West Chicago to Elgin.....					6020	3495
Elgin to Algonquin.....					4820	2800
Algonquin to Williams Bay.....					3100	1800
Williams Bay to Crystal Lake.....					2410	1400
Crystal Lake to West Chicago.....					5160	2995

NOTE: The above ratings apply under ordinary circumstances over maximum grade between points named, additional tonnage will be handled whenever circumstances and grade will permit.

No. 783 IS SUPERIOR TO No. 782.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

At or Between	Restrictions
Chicago Passenger Terminal.	M-4 Engines cannot enter Passenger Terminal. JA and JS Engines cannot operate on Tracks 13, 14, 15 and 16. H, E4 and J4 Engines cannot operate on Tracks 11, 12, 13, 14, 15 and 16 and E4 Engines on incoming trains cannot operate in onto Track No. 1.
Chicago—N. W. X. T.	H, E4, J4, JA, JS and Z Engines cannot operate on House Tracks 1, 2 and 3.
Wells St. Viaduct, Chicago..	Class H, E4 and J4 Engines cannot pass under this Viaduct.
Clark St. Viaduct, Chicago...	D, E, E1, E2A, E2B, E4, H, JA, JS, J4, R1 and Z Engines cannot pass under this Viaduct.
West Chicago and Belvidere..	E2A, E2B, E4, H, JA, JS and J4 Engines cannot operate.
Belvidere and Freeport.....	E, E2A, E2B, E4, H, JA, JS, J4 and Z Engines cannot operate.
Foris and Williams Bay.....	E2A, E2B, E4, H, JA, JS and J4 Engines cannot operate.
De Kalb and Sycamore.....	H, E4 and J4 Engines cannot operate.
De Kalb and Spring Valley..	E2A, E2B, E4, H, JA, JS and J4 Engines cannot operate.
Geneva and Aurora, East Batavia Line.....	E, E1, E2A, E2B, E4, H, JA, JS, J4 and Z Engines cannot operate.
Geneva and St. Charles.....	E2A, E2B, E4, H, JA, JS, J4 and Z Engines cannot operate.

SPEED RESTRICTIONS

LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
BETWEEN CHICAGO AND CLINTON				BETWEEN CHICAGO AND CLINTON			
Maximum speed, miles per hour:				—Continued			
Streamliner Trains, Diesel operated ...				MP 15.5—Over HM Interlocking, Straight			
Streamliner Trains, Steam operated ...				route:			
Other Passenger trains				Westward main to Track 1....		80	70 50
Freight trains				Track 2 to Eastward main....		80	70 50
Streamliner trains, Diesel operated must				Diverging Route—			
not exceed 80 miles per hour on any curve				Westward main to Track 2....		40	35 30
between points where the maximum speed				Track 3 to Eastward main....		40	35 30
of 90 miles is authorized.				To and from Proviso leads....		25	25 25
Streamliner trains, steam operated and all				MP 20.9—Around curve 1 mile west of			
other passenger trains must not exceed				Lombard.....		70	70 50
70 miles per hour on any curve between				MP 22.3 to 25.4—Between east end of curve			
points where the maximum speed of 80				1/8 mile east of Glen Ellyn and west end			
miles is authorized.				of curve 1/2 mile west of Wheaton.....		60	60 50
Class JA, JS and Z locomotives will not exceed				MP 29.5—Over NI Interlocking West Chicago			
50 miles per hour.				Straight Route—Tracks 1 or 3.....		80	70 50
Chicago—See special rules on page 21,				Diverging Route—Westward track 2 to			
governing train operation between Clinton				track 1.....		40	40 35
St. Interlocking plant and Chicago Pass-				Eastward track 3 to		40	40 35
enger Terminal.				track 2.....		25	25 25
MP 0.3 to 1.4—Between Clinton St. Inter-				To and from Freeport Line.....			
locking and Noble St. Interlocking.....		35	35 25	MP 29.5 to 30.3—Between NI Interlocking			
MP 1.4—Over Noble St. Interlocking—				and E. J. & E. Ry. airline Interlocking...		65	55 50
Straight Route.....		35	35 25	MP 30.3—Over E. J. & E. Ry. airline Inter-			
Diverging Main Routes.....		15	15 15	locking at West Chicago.....		45	45 35
MP 1.4 to 2.6—Between Noble St. Inter-				MP 35.2 to 35.8—Between east end of Fox			
locking and Western Avenue Interlocking		35	35 25	River Bridge and west switch, Geneva:			
MP 2.6—Over Western Ave. Interlocking—				Westward.....		70	50 40
Straight Routes.....		35	35 25	Eastward.....		60	50 40
MP 2.6 to 3.7—Between Western Ave. Inter-				MP 58.1 to 58.8—Over all street crossings at			
locking and Kedzie Interlocking.....		50	40 25	DeKalb.....		30	30 30
MP 3.7—Over Kedzie Interlocking—Straight				MP 75.4—Over C. B. & Q. R. R. at Rochelle..		70	60 50
Routes—				MP 92.7—Over Interlocking at Nachusa—			
Eastward.....		50	50 35	Tracks 3 and 4.....		75	70 50
Westward.....		50	40 35	Track 2.....		25	25 25
Diverging Main Route.....		15	15 15	MP 97.9—Around curve at Dixon station...		50	50 45
MP 3.7 to 5.3—Between Kedzie Interlocking				MP 98.0 to 99.4—Between curve at Dixon			
and Kenton Ave.....		50	50 35	station and overhead bridge No. 190 1/2			
MP 5.3—Through turnouts Kenton Ave.—				1.5 miles west.....		70	70 50
Track 1 to Tracks 1 and 2....		50	50 35	MP 92.7 to MP 103.2—Between Nachusa			
Tracks 3 and 4 to Track 2....		50	50 35	Interlocking and spring switch 1.5 miles			
MP 5.3 to 10.0—Between Kenton Ave. and				east of Nelson (Lee County).....		80	80 60
Vale—				MP 103.2—Over Spring Switch 1.5 miles east			
Tracks 1, 2, 3 and 4.....		70	60 40	of Nelson Tracks 1 and 2.....		25	25 25
MP 10.0—Through turnouts Vale—				MP 103.2 to 103.5—Between Spring Switch			
Tracks 1 and 2 to Track 1.....		50	50 40	1.5 miles east of Nelson and NJ Inter-			
Track 2 to Tracks 3 and 4.....		50	50 40	locking—Tracks 1 and 2.....		35	35 35
MP 10.0 to 10.4—Between Vale and 5th Ave.,				MP 104.4—Over NY Interlocking, Nelson—			
Maywood.....		50	50 40	Tracks 3 and 4.....		70	70 50
MP 10.4 to 11.9—Between 5th Ave., May-				MP 105.3—Over NJ Interlocking, Nelson—			
wood, and JN Interlocking.....		70	70 50	Tracks 3 and 4.....		70	70 50
MP 11.9—Over JN Interlocking main routes				MP 104.4 to 105.3—Over NY and NJ Inter-			
MP 11.9 to 15.5—Between JN Interlocking		60	50 35	lockings, Nelson—Diverging Main Routes		15	15 15
and HM Interlocking, Elmhurst.....		80	70 50	MP 107.9 to 109.2—Between east end of			
				curve 1.5 miles east of Sterling and C. B.			
				& Q. R. R. Interlocking.....		75	70 50
				MP 109.2—Over C. B. & Q. R. R. at Sterling..		40	40 40

SPEED RESTRICTIONS

16

LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed Per Hour	
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
BETWEEN CHICAGO AND CLINTON —Continued				BETWEEN WEST CHICAGO AND FREEPORT —Continued		
MP 109.2 to 109.6—Between C. B. & Q. R. R. Interlocking and Ave. "B" crossing 1000 feet west of Sterling.....	50	50	40	MP 42.4—Over State St., first crossing east of West Elgin.....	5	5
MP 130.8—Around curve 3 miles west of Union Grove.....	75	70	50	Westward freight trains handling 1500 tons or more.....		10
MP 135.6 to 136.0—Over Interlocking and around curve at west end of Interlocking East Clinton—Straight Route.....	45	45	35	MP 42.4 to 43.5—Between State St. and Schiller St. 1 Mile west of West Elgin.....	15	15
MP 135.9—Over Interlocking East Clinton, Diverging Main Route, C. B. & Q. trains..	15	15	15	MP 46.8—Around curve at C. M. St. P. & P. R. R. overhead crossing 4 miles west of West Elgin.....	40	
MP 137.9—Over draw bridge, Clinton.....	30	30	30	MP 77.3 to 78.3—Between Warren Ave. second crossing east of Belvidere passenger station and State St. second crossing west of station.....	15	15
MP 138.0—Over Second Street Interlocking, Clinton..... Straight Route.....	20	20	20	All eastward trains approaching and crossing State St. must not exceed five (5) miles per hour.		
Through Turnouts.....	10	10	10	All train and engine movements on east and west wyes will stop before crossing Pleasant St. and member of crew flag this crossing.		
Streamliner trains must not operate east of Western Avenue excepting on main tracks straight across the Interlocking and cannot operate in or out of the east end of California Avenue Coach Yard. The movement of these trains from main tracks 1 or 3 to the east wye of the Rockwell Street Line in order to turn the train is permissible.				MP 84.2 to 92.7—Between Cherry Valley and Rockford.....	40	
SPEED RESTRICTIONS GOVERNING BACK-UP MOVEMENTS OF STREAMLINER TRAINS.				MP 90.0 to 94.3—Within City limits of Rockford..... East City Limits—Bridge 452—20th St. subway. West City Limits—Fence at west end J. I. Case Co. plant.	25	25
The speed of back-up movements must not exceed ten miles per hour over Lake Street, Clinton Street and Kedzie Interlockings, through the crossovers at Lake and Rockwell Streets, into and out of California Avenue Coach Yard, Streamliner Yard at Chicago Shops, and through any other crossovers or turnouts that may be used in back-up movement.				MP 90.0 to 94.3—Over all street crossings in Rockford excepting that between 10:00 p.m. and 6:00 a.m. all trains will stop and flag over 7th St. at East Rockford.....	10	10
Over Western Avenue Interlocking, speed of such back-up movements must not exceed ten miles per hour through crossovers or turnouts and must not exceed twenty miles per hour in straight movement over Interlocking.				Old KD Line Rockford and point about 5 miles east.	15	15
Otherwise speed of back-up movements must not exceed twenty miles per hour.				MP 93.0 to 94.8—Between West St. at Rockford and Farm Bureau track 2 miles west of Rockford.....	40	
LOCATION	Restrictions Speed Per Hour			MP 94.8—Over facing point switch Farm Bureau track 2 miles west of Rockford—Eastward.....	20	20
	Pass. Trains	Freight Trains		MP 94.8 to 110.5—Between Farm Bureau track 2 miles west of Rockford and reverse curves 2.5 miles east of Ridott.....	40	
BETWEEN WEST CHICAGO AND FREEPORT Maximum Speed Miles per hour: Passenger trains 50. Freight trains 35.				MP 111.0—Around reverse curves 2.5 miles east of Ridott.....	35	
MP 29.5 to 30.0—Between NI Interlocking and station West Chicago.....	25	15		MP 111.2 to 120.3—Between west end of reverse curve 2.5 miles east of Ridott and C. M. St. P. & P. crossing east of Freeport.....	40	
MP 30.0 to 30.5—Between station, West Chicago and E. J. & E. R. R..... Westward.....	25	15		MP 116.1—During rain storms, or immediately thereafter, trains will approach farm crossing in out 2.5 miles west of Ridott very carefully expecting to find earth washed onto track.		
Eastward trains keep sharp lookout for trains or engines entering or leaving east end of coach yard..... Eastward.....	15	15		MP 120.3—Between Home Signals of C. M. St. P. & P. crossing east of Freeport.....	20	20
MP 30.5—Over E. J. & E. R. R. at West Chicago.....	30	30		MP 120.3 to 120.9—Between C. M. St. P. & P. crossing and Freeport.....	20	10
MP 41.0 to 41.1—Between home signals, C. M. St. P. & P. Interlocking, Foris.... Straight route.....	30	30		MP 120.9—Freeport—between 6:00 p.m. and 6:00 a.m. all trains or engines will flag themselves across Stephenson St. west of station.		
Diverging Route.....	25	25				
MP 42.0—Over Walnut St. crossing about 0.5 mile east of West Elgin Station.....	5	5				
Westward freight trains handling 1500 tons or more.....		10				
MP 42.0 to 42.4—Between Walnut St. crossing and State St., first crossing east of West Elgin.....	15	15				

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Speed Per Hour			Speed Per Hour	
	Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
BETWEEN FORIS AND WILLIAMS BAY Maximum speed, miles per hour: Passenger trains 60. Freight trains 35.			Between Churchill and Seatonville.....	25	25
MP 41.1 to 44.0—Between C. M. St. P. & P. Interlocking at Foris and highway crossing at city pumping station, East Elgin.....	15	15	BETWEEN GENEVA AND ST. CHARLES Maximum speed, miles per hour: Passenger trains 20. Freight trains 20.		
MP 44.0 to 52.7—Between highway crossing at city pumping station East Elgin and Main St., Algonquin.....	25	25	MP 35.7—Junction with C. & N. W., Geneva.....	Stop	Stop
MP 52.7—Over Main St., Algonquin.....	5	5	MP 36.2—State St., Geneva.....	Stop	Stop
MP 52.7 to 57.7—Between Main St., Algonquin and South Wye track switch, Crystal Lake.....	35		Geneva, (River Track), 1st St., State Highway No. 31	Stop	Stop
MP 58.3—Crystal Lake—Crystal Lake Ave., just south of turntable.....	Stop	Stop	MP 37.0 to 37.8—Van Sicklen's Crossing and Prairie St., St. Charles.....	Stop	Stop
MP 57.7 to 58.8—Between South Wye track switch, Crystal Lake, and Crystal Lake Jct.—Operate with extreme caution expecting to find main track occupied.....			BETWEEN GENEVA AND AURORA Maximum speed, miles per hour: Passenger trains 25. Freight trains 20.		
MP 77.3—C. & N. W. crossing, Genoa City.....	Stop	Stop	MP 35.7—Junction with C. & N. W., Geneva.....	Stop	Stop
MP 86.8—Around curve 3/4 mile west of Lake Geneva.....	45		MP 37.1—Over Lincoln Highway, 1 mile east of Batavia.....	15	15
MP 89.8 to 91.5—Around curve west of station, Lake Como to east switch, Williams Bay.....	45		MP 41.5—State St., North Aurora.....	Stop	Stop
MP 91.5 to 92.0—Between east switch and station, Williams Bay.....	20	20	ADDITIONAL SPEED RESTRICTIONS		
BETWEEN SYCAMORE AND SPRING VALLEY AND SEATONVILLE Maximum speed, miles per hour: Passenger trains 30. Freight trains 30.			Diesel Motor Trains of ordinary passenger equipment handled by Diesel power and trains of streamline equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."		
MP 25.1—C. M. St. P. & P. crossing 1 mile east of DeKalb.....	Stop	Stop	When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of seventy five (75) miles per hour must not be exceeded.		
MP 25.1 to 27.0—Between C. M. St. P. & P. crossing and Lincoln Highway on Spring Valley Line.....	15	15	When Diesel power units are operating light for any reason, the maximum speed will be fifty (50) miles per hour.		
MP 27.0 to 27.2—All train, yard and engine movements, stop before crossing Lincoln Highway on Spring Valley Line. Between Lincoln Highway crossing and Taylor St. (canning factory) crossing.	10	10	Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles per hour.		
MP 52.2 to 52.4—C. B. & Q. Jct. 0.5 mile east of Earlville. All trains move with extreme caution between Junction and C. B. & Q. Interlocking. Westward Trains—Stop at Junction and obtain permission from towerman, Earlville by telephone before proceeding. Eastward Trains—Be governed by signal indication at Interlocking.			CLASS JA-JS or Z Locomotives In Passenger Service When such locomotives are used on passenger trains in emergency to doublehead or otherwise, speed of such trains will not exceed maximum speed of 50 miles per hour.		
MP 52.4—On elevator track, Earlville.....		5	CLASS E Locomotives Class E engines must not exceed a speed of 75 miles per hour at any point regardless of the type of train such engine is handling. This will also apply when class E engine is doubleheaded with diesel locomotive.		
MP 66.4—Between home signals, I. C. crossing, Dimmick.....	20	20	Freight Trains Freight trains will restrict speed to a maximum of 50 miles per hour on all descending grades between Proviso and Clinton. This does not supersede any lesser restrictions now in effect.		
MP 75.4 to 76.7—Between east switch Shaft No. 2 and Spring Valley.....	10	10	The speed of a train or engine moving over a cross-over, turnout from main track to siding or diverging route at a Junction, must not exceed ten (10) Miles per hour, unless specifically authorized under speed restrictions.		
			A train moving against the current of traffic in two or more track district must not exceed twenty (20) Miles per hour at any point, and must not exceed ten (10) Miles per hour through turnouts and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) Miles per hour approaching the terminals between which the reverse movement is being made. This rule does not apply to trains operating in either direction on Track No. 2 between Elmhurst and West Chicago.		
			Wrecking Outfits Unless otherwise instructed, steam wrecking outfits must not exceed a speed of thirty-five (35) Miles per hour between Chicago and Clinton and twenty-five (25) Miles per hour on all other subdivisions.		

Ore Trains handling ore cars loaded with ore will not exceed a speed of twenty-five (25) miles per hour. Trains handling ore cars loaded with commodities other than ore, including company coal, or when handling empty ore cars, will not exceed a speed of thirty (30) miles per hour.

Scale Test Cars Crews handling scale test cars, either U. S. Government, owned, or such cars of this or other railroads, must not exceed speed of 30 Miles per hour on main line, and 20 Miles per hour on branch lines and must carefully observe the operation of trains whenever handling cars of this type.

Circus and Carnival Circus and Carnival trains on main line districts will not exceed 35 Miles per hour on straight track and 25 Miles per hour on curves. On Branch lines will not exceed 25 Miles per hour on straight track and 20 Miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

Back-Up Movements Empty suburban coach trains in back-up movement will observe all speed restrictions, but in no case will they exceed a speed of 40 Miles per hour, and, in addition, such movements must not exceed speed of 10 Miles per hour in passing over street or highway crossings at grade, being prepared to stop, if necessary, to avoid accident.

When such suburban back-up movements are made between Chicago Passenger Terminal, or Kedzie, and points west of Kedzie, two men will be on rear of these trains.

WITHIN CHICAGO TERMINAL

Engines Class JA, JS, Z and R1 engines when backing up in transfer or other service, will not exceed speed of 30 Miles per hour on straight track, and 25 Miles per hour on curved track.

Speed of Switch Engines — Rule 719 Class M1, M2, M3 and M4 engines will not exceed speed of 25 Miles per hour either in forward or back-up movements. Where Timetable or special instructions provide for more restricted speed at any point, they must be observed.

General Rules Governing Employees of the Operating Department, dated December 1st, 1929, and Supplement "D", dated June 15th, 1935, in connection therewith, are issued in book form. Every employee whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

New employees must exercise great care in this respect.

All employees are prohibited from riding on the tops of cars east of Noble Street and east of Sangamon Street to Lake Michigan.

SPECIAL RULES

Standard Time 1. Clocks showing Central Standard Time are located at Train Dispatchers' office, Chicago; Yardmasters' office, Wood St., and east end of Yard 5, and Telegraph Office, Proviso. Yard Office Nelson. Ticket Offices, West Chicago, DeKalb, Freeport, Crystal Lake and Williams Bay. Freight Office, Belvidere.

Engine Houses at Galena House, Engineer's wash room at Crawford Ave., Proviso, West Chicago and Nelson.

Superior Direction 2. EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations 3. Westward: Passenger trains—Clinton Station, Rockford, Freeport, Crystal Lake and Williams Bay. Freight trains—Proviso, West Yard Clinton, Nelson Yard, Rockford, Freeport, Crystal Lake, Williams Bay, DeKalb (Subdivision 5 trains only), and Spring Valley.

Eastward: Passenger trains—Clinton Station, Chicago, Freeport, Rockford, Williams Bay and Crystal Lake. Freight trains—Fifth St. Clinton, Geneva (Aurora Branch only), Proviso, Freeport, Rockford, Williams Bay, Crystal Lake, DeKalb (Subdivision 5 trains only), and Spring Valley.

C. B. & Q. trains must register at Sterling, at C. & N. W. Station.

The register of First Class trains into Clinton from the Iowa Division and out of Clinton eastward on the Galena Division, will be recorded on the register at 5th Street, Clinton, for the information of eastward trains starting from 5th Street Yard.

Clearance 4. All trains starting from or entering two or more track district at Form A any point between Chicago and Clinton will obtain Clearance Form Rule 83a A. This rule will not apply at stations where telegraph office is closed or at Kedzie, Vale, Tower JN or Elmhurst. The above will permit operators to accept train orders for such trains without display of train order signal.

Trains starting from Dixon, Belvidere, Freeport, Rockford, Spring Valley, Sycamore and Williams Bay at such times as telegraph office is closed, will not require Clearance Form A.

Train Orders 5. Between Chicago and Geneva, extra freight and passenger Rule D-97a trains will be operated without train orders. In other two or more track districts extra freight, empty passenger equipment, and express trains, will be operated without train orders.

Occupying Main Track 6. Suburban or local trains must not occupy main track at starting point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed five minutes, and then not without protecting by flagman; and in addition, when communication can be had with Train Dispatcher, and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

Backing Passenger Trains 7. In backing occupied passenger cars or trains between any points, two men must ride on the forward end. A backup hose must be attached and the movement will be under the control of these men. After dark or during unfavorable weather conditions, a back-up head light or white light must be displayed.

Engines Backing Up 8. At night when engines back light or when backing train in the suburban district or between coach yards and passenger station, a dimmed headlight will be displayed on the trailing end of the engine.

Use of Sand 9. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Rear Red Light 10. When a train equipped with manually operated rear red oscillating light is moving under circumstances in which it may be overtaken by another train, or comes to a stop, trainman acting as flagman will immediately start the operation of the red light.

The manually operated light is turned on by pushing down the plunger switch on the top of the light, and is turned off by pulling up the same plunger switch. When a train is equipped with an automatic rear red oscillating light, which is connected to the rear train line hose, the light will automatically turn on when a reduction of fifteen or more pounds is made in brake pipe pressure and will continue to operate until turned off. When the brake pipe pressure is restored to normal the light can be turned off by pushing the small button on the right side of the light, which releases the stick relay. The automatic light can also be operated manually; to turn on the light push down the plunger switch on the top of the light; to extinguish the light pull up the plunger switch and push the small button on the right side of the light.

Enginemen in making stops with less than a fifteen pound reduction will upon completion of the stop make further reduction to attain a fifteen pound reduction.

Enginemen on approaching trains will take notice of rear red lights in operation and immediately reduce speed and be prepared to stop.

The operation and use of this device, either manually or automatically, will not in any way relieve trainmen from compliance with Rules 99 and 102.

Emergency Red Head-Lights Enginemen operating locomotives equipped with either Red Head-oscillating or non-oscillating emergency headlights will be governed by the following instructions:

In every case where the air brakes are applied from any cause other than in normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency light, and when this is done, enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. These instructions are applicable at all times, both day and night. This emergency headlight must not be used for any other purpose.

The operation and use of this device will not in any way relieve enginemen from complying with the last paragraph of Rule 102.

SPECIAL RULES—Continued**11. NORMAL POSITION OF SWITCHES
CRYSTAL LAKE JUNCTION.** For Wisconsin Division Wye.**12. TRACK OPERATION****FIVE TRACKS.**—Kedzie and Crawford Avenue.**FOUR TRACKS.**—Clinton Street and Kedzie, Kenton Avenue and Vale, Maywood and Elmhurst, 1.5 miles east of Nelson and NJ Jct.**THREE TRACKS.**—Jefferson Street and Noble Street (old line), Crawford Avenue and Kenton Avenue, HM Tower, Elmhurst and NI Tower, Nachusa to 1.5 miles east of Nelson.**TWO TRACKS.**—Vale and Maywood, NI Tower and Nachusa, NJ Jct. and Clinton, NI Tower and DA Tower, Freeport Line, West Chicago.**TRAIN OPERATION**

The tracks beginning with the South track as No. 1, are numbered consecutively to the North.

JEFFERSON STREET AND NOBLE STREET (Old Line)**TRACK No. 1.**—Switching lead.**TRACK No. 2.**—Westward movements.**TRACK No. 3.**—Eastward movements.**CLINTON STREET AND KEDZIE****TRACK No. 1.**—Westward scheduled movements and extra passenger trains.**TRACK No. 2.**—Eastward scheduled movements and extra passenger trains.**TRACK No. 3.**—Westward unscheduled movements.**TRACK No. 4.**—Eastward unscheduled movements.

Note.—Movements may be made on any track with the current of traffic when necessary.

Between Clinton Street and Noble Street, movements against the current of traffic may be made on receiving interlocking signal indication to do so.

Between Noble Street and Kedzie, movements may be made against the current of traffic, on authority of the signalman in writing, stating that opposing trains are being held. Before such movements are authorized, signalman will procure instructions from the Chief Train Dispatcher.

In the use of leads between California Avenue Coach Yard and Kedzie, the most northerly track (No. 7), will be used by westward trains and engines, and the next track south (No. 6), will be used by eastward trains and engines, excepting when necessary to reverse the movement, and when so made it must be done with extreme care.

Class H and E-4 engines can use crossover from track 6 to track 5 or track 7 at a speed not to exceed six (6) miles per hour. The speed of class H and E-4 engines through the turn-out in track 6 east side of Sacramento Blvd., must not exceed four (4) miles per hour.

**LAKE STREET AND 16th AND CANAL STREETS
NUMBER OF TRACKS IN OPERATION**

3 Tracks, Lake Street to Taylor Street.

4 Tracks, Taylor Street to B. & O. C. T. crossing.

2 Tracks, B. & O. C. T. crossing to crossover at Blue Island Avenue.

1 Track between crossover at Blue Island Avenue and 16th Street Freight House.

1 Track between Damen Avenue, east end of Wood Street Potato Yard and Union Street Interlocking Plant.

Above tracks will be considered as Yard Tracks, and will be operated under yard rules. All train and engine movements must be made with the current of traffic under restricted speed prepared to stop short of train, obstruction or anything that may require the speed of a train to be reduced.

In the event of accident, responsibility shall rest with the approaching train.

Between Taylor Street and Ogden Avenue, movements may be made on Tracks 3 and 4 in either direction, on signal from switch tender in charge.

Back-up movements of passenger equipment trains at Lake and Rockwell Streets will be made on any track on signal from switch tender in charge.

KEDZIE AND LAKE AND ROCKWELL STREETS

Between Kedzie Avenue and Lake and Rockwell Streets, trains operating on the eastward Wood Street Line in either direction, as may be directed by the Leverman at Kedzie and the Switchtender at Lake and Rockwell Streets, will operate at restricted speed, prepared to stop short of trains, engines or obstructions.

Passenger trains turning on wye at Lake and Rockwell Streets will be backed in onto Track No. 3, most westerly track, insofar as it can be done.

In using Track 3, Class H, J4 and E4 engines and Motor Units of Streamliner trains must move onto this track only so as to clear switch, and must not move onto or over the viaduct or bridge over Maypole Ave., which is first street south of Lake Street.

When switchtender is on duty at Lake St. (Rockwell St. Line) and switches are properly lined for movement from the east wye, and proper signal is received from the switchtender, train or engine movement will not have to stop for stop sign located at south end of wye at Fulton St.

All train and engine movements northbound on the Rockwell Street Line will approach the location between crossover switches at Monroe Street and the switches at Lake Street under control, prepared to stop, expecting to find trains backing around the wye.

KEDZIE AND CRAWFORD AVENUE**TRACK No. 1.**—Westward movements destined beyond Crawford Avenue via the Galena Division.**TRACK No. 2.**—Eastward, passenger and freight movements.**TRACK No. 3.**—Westward, unscheduled movements (excepting those destined beyond Crawford Avenue, via the Galena Division).**TRACK No. 4.**—Eastward unscheduled movements, except that westward emergency movements may be made as pre-arranged by and between Switchtender at Crawford Avenue and the Leverman at Kedzie Interlocking.**TRACK No. 5.**—Eastward freight and light engine movements.**CRAWFORD AVENUE AND KENTON AVENUE****TRACK No. 1.**—All westward movements.**TRACK No. 2.**—Eastward passenger and freight movements.**TRACK No. 3.**—Eastward freight movements.

All trains (except first class trains) and engines must approach Crawford Avenue switches under full control, expecting to find trains crossing over; responsibility will rest with approaching train.

KENTON AVENUE AND VALE**No. 1 TRACK, LOCAL.**—Westward passenger movements.**No. 2 TRACK, EXPRESS.**—Westward passenger and freight movements.**No. 3 TRACK, EXPRESS.**—Eastward passenger and freight movements.**No. 4 TRACK, LOCAL.**—Eastward passenger movements.

Note.—Light engine and freight train movements will use such tracks as will not interfere with passenger trains.

MAYWOOD AND JN TOWER**TRACK No. 1.**—Will be operated as a yard lead under yard rules.**TRACK No. 2.**—Westward passenger and freight movements.**TRACK No. 3.**—Eastward passenger and freight movements.**TRACK No. 4.**—Will be operated as a yard lead under yard rules.**JN TOWER, MELROSE PARK AND HM TOWER, ELMHURST****TRACK No. 1.**—Westward passenger main.**TRACK No. 2.**—Eastward passenger main.**TRACK No. 3.**—Westward freight lead, operated under yard rules.**TRACK No. 4.**—Eastward freight lead, operated under yard rules.**HM TOWER, ELMHURST AND NI TOWER, WEST CHICAGO**

The following instructions will govern the operation of the three tracks between HM Tower, Elmhurst and NI Tower, West Chicago:

TRAIN OPERATION

The most southerly track will be known as Track No. 1.

The center track will be known as Track No. 2.

The most northerly track will be known as Track No. 3.

TRACK No. 1.—Westward scheduled and unscheduled movements.**TRACK No. 2.**—Scheduled and unscheduled movements in either direction on signal indications.**TRACK No. 3.**—Eastward scheduled and unscheduled movements.

Cross-over movements are prohibited to or from Track No. 2, except as permission is granted by Leverman at NI Tower or HM Tower, and before granting permission to trains to enter track No. 2 at any intermediate point, the Leverman at HM Tower, Elmhurst, or NI Tower, West Chicago, must first ascertain that the traffic lock lever is in the proper position for the direction of movement desired by the train seeking permission, and will then secure authority from the Train Dispatcher to grant the request. Before doing so, the Train Dispatcher must satisfy himself that there are no movements conflicting with that of the train desiring to enter track No. 2, and that the Levermen have traffic levers in proper position.

A telephone circuit is in service between Elmhurst, HM Tower, and West Chicago, NI Tower, and telephones are installed opposite the center switches of each set of main line cross-overs to center track, and connected into this circuit.

The cross-over switches on the center track of each set of cross-overs are equipped with mechanical facing point locks having one lever, which will operate lock on both switches. The operation of this lock will set the train control on center track in both directions, but will not set the train control on the outside tracks. The throwing of the switch on the center track will set the train control on the track toward which this switch leads.

Two switch indicators are located at the facing point lever stand, these indicators showing the approach of trains on the outside track.

At the end of each cross-over, located on the outside track, are two indicators so connected as to indicate the approach of trains separately from each direction on the center track.

The facing point lock lever on the cross-overs just west of Elmhurst are equipped with electric locks operated from the interlocking tower at Elmhurst and no switch indicators are provided at either of the cross-over switches. Trainmen must therefore call up the Leverman at Elmhurst and get permission from him to cross over before lock lever can be operated.

CORTLAND AND DE KALB

- TRACK No. 1.—Will be operated as yard lead under Yard Rules.
 TRACK No. 2.—Westward passenger and freight movements.
 TRACK No. 3.—Eastward passenger and freight movements.
 TRACK No. 4.—Will be operated as yard lead under Yard Rules.

NACHUSA AND NJ JCT.

TRACK No. 1.—Spring switch 1.5 miles east of Nelson to NJ Jct.; westward movements.

TRACK No. 2.—Nachusa to Spring switch 1.5 miles east of Nelson; eastward and westward movements, on signal indications, or by permission given by levermen in case of signal failure.

TRACK No. 2.—Spring switch 1.5 miles east of Nelson to NJ Jct.; eastward movements.

TRACK No. 3.—Westward movements.

TRACK No. 4.—Eastward movements.

12. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES, AT WHICH RULES 601A TO 672 AMENDED, WILL BE OBSERVED

C. & N. W.	Tower No. 1, Wells Street Yard.
C. & N. W.	Lake St., Chicago.
C. & N. W.	Clinton Street, Chicago.
C. & N. W.	Noble Street, Chicago.
C. M. St. P. & P.	Western Ave., Chicago.
C. & N. W.	Kedzie.
C. & N. W.	Tower JN.
C. & N. W.	Tower HM.
C. & N. W.	Tower NI.
E. J. & E.	West Chicago (Clinton Line).
C. B. & Q.	Rochelle.
C. & N. W.	Nachusa Tower.
C. & N. W.	Nelson.
C. & N. W.	NJ Jct. (west leg of wye).
C. B. & Q.	Sterling.
C. M. St. P. & P.	South Fulton.
C. B. & Q.	Fulton Yard Siding; operated by C. & N. W. trainmen.
C. B. & Q. and C. & N. W.	East Clinton.
Mississippi River	Clinton, Iowa.
C. M. St. P. & P. and C. & N. W.	Second St., Clinton.
E. J. & E.	West Chicago (Freeport Line).
C. M. St. P. & P. and C. & N. W.	Foris.
C. G. W.	Sycamore.
C. B. & Q.	Tower BX.
C. B. & Q.	Earlville.

In addition to observing Rules 601A to 672 amended, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed the speed as indicated between home signals:

C. M. St. P. & P.	Freeport	15 miles per hour.
Ill. Cent.	Dimmick	20 " " "

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocked railroad crossing, regardless of whether the signal is clear or not. If the signal indicates "Proceed", the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule No. 672 amended.

In addition to observing Rules 601A to 672 amended, the following instructions will govern at interlockings at the following locations:

C. & N. W.	Galena Division Wye, Proviso.
C. & N. W.	NJ Jct., Nelson.
C. M. St. P. & P.	South Fulton.

When a train or engine has been stopped by a stop signal at the above interlockings a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a stop signal, a movement must not be made over dual control switches or derails until they have been operated by hand in accordance with the instructions posted in the telephone box at the signal.

13. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULE 98 WILL BE OBSERVED

Chicago River Draw-Bridge	Canal and Kinzie Sts.
C. M. St. P. & P.	Canal and Kinzie Sts.
C. M. St. P. & P.	One mile east of De Kalb, Sub-Div. 5.
C. B. & Q.	Agnew.
C. B. & Q.	Sterling.
Wisconsin Division	Crystal Lake Junction.
C. B. & Q.	1/2 mile east of Earlville.
N. Y. C.	Churchill.
L. S. & B. C.	La Salle Junction.

14. EXPLANATION OF CHARACTERS:

- s—Regular stop.
 f—Stop to receive or discharge revenue passengers.
 c—Stop to receive or discharge revenue Chicago passengers.
 d—Stop to discharge revenue passengers.

15. BULLETIN BOARDS

Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Chicago Passenger Depot	Conductors' Room, Trainmen's Room, and Back-up Men's Room.
	NWXT Yard Office.
Wells Street	Locker Room.
State Street	Yardmaster's Office.
Western Avenue	Locker Room, Freight Yard.
Wood Street	Locker Room.
South Chicago	Agent's Office.
California Avenue	Yard Office, Coach Yard.
Kedzie Avenue	Trainmaster's Office.
Crawford Avenue	Streamliner Ramp. Engine House.
Chicago Shops	Locker Room.
Proviso	Telegraph Office. Yard Offices at east and west end Yard 6. Welfare Building.
West Chicago	Yard Office. Engine House.
DeKalb	Telegraph Office. Enginemen's Wash Room.
Sterling	Freight Office.
Nelson	Yard Office. Engine House.
Clinton	Passenger Station. 5th St. Yard Office. Engine House.
Belvidere	Telegraph Office.
Rockford	Telegraph Office. Engine House.
Freeport	Telegraph Office. Engine House.
Williams Bay	Telegraph Office. Engine House.
Elgin	Telegraph Office.

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult Bulletin Boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, Engineers and Yard Foremen, must receipt for all General Orders in a book provided for that purpose at each Bulletin Board location, entering in this book dates and time order is read as well as signature.

16. FREIGHT TRAIN INSPECTION—EASTWARD

Eastward trains when stopping at Nelson, Malta or DeKalb, will make standing inspection. Trains handled by diesel power will make standing inspection at Ashton.

FREIGHT TRAIN INSPECTION—WESTWARD

Westward trains, when stopping at West Chicago, DeKalb or Nelson, will make standing inspection. Trains handled by diesel power will make standing inspection at DeKalb or Malta.

Sprinkling 17. Conductors will see that Rule 731 is observed and that Hogs record is kept on wheel report showing stations at which each Rule 731 car of hogs is sprinkled and condition of hogs when taken and left. Standard Hog Sprinkling devices are located for eastbound track, Sub-Div. No. 4, and track No. 2, West Yard, West Chicago; Malta; DeKalb; tracks 2 and 4 at Nelson; Marengo; Rockford; Shabbona Grove; with water hose connection at Wolf Road Yard Office, Proviso.

AUTOMATIC BLOCK

Tracks 1, 2, 3 and 4 between Chicago and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 3 and 4 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst.

AUTOMATIC BLOCK—Cont'd

Automatic train control between Chicago and Clinton. The following tracks only are equipped: Tracks 1, 2, 3 and 4 between Chicago Passenger Terminal and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 3 and 4 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst; tracks 1, 2 and 3 between Elmhurst and NI Tower; tracks 1 and 2 between NI Tower and Nachusa; tracks 2, 3 and 4 between Nachusa and NJ Jct.; tracks 1 between Spring switch 1.5 miles east of Nelson and NJ Jct.; tracks 1 and 2 between NJ Jct. and Clinton.

Light engines, switch and transfer movements, all movements to and from the Wis. Div., and back-up coach movements may be made east of Elmhurst without Train Control in effect, being governed by signal indications.

Switch engines not equipped with automatic train control may be operated between Dixon and Sterling; also between DeKalb and West Chicago, only when such movements are protected by positive manual block rules, in advance of the movement, but must not exceed twenty miles per hour and must receive clearance Form A before starting movement.

Main line train control test sections are located as follows:

Westward—M.P. 94.5—1.6 miles west of Nachusa on track 3.

Eastward—M.P. 113.6—1.2 miles east of Agnew.

Each employee must be fully conversant with instructions contained in Booklet No. 5, dated February 1, 1941, and special instructions pertaining to automatic train speed control and these instructions must be observed.

MANUAL BLOCK

Rules 302A to 373 govern between stations as shown below:

EXCEPT SUNDAYS

Between West Chicago (DA Tower) and Foris.....	Continuous
" Foris and Freeport.....	9.00 a. m. to 5.00 p. m.
" Crystal Lake and Williams Bay.....	6.15 a. m. to 7.15 p. m.

SUNDAYS

Between West Chicago (DA Tower) and Foris.....	Continuous
" Crystal Lake and Williams Bay.....	9.00 a. m. to 9.00 p. m.

Manual block rules will not prohibit switch engines and trains from occupying the Main track at the following Stations:

Belvidere	CS Jct.	Williams Bay	West Chicago	West Elgin
Freeport	Crystal Lake	Crystal Lake Jct.	Rockford	

A clear block giving any train right to pass to or through the stations above named does not indicate that the Main track at such points is clear, but trains accepting block must approach and pass through these Stations prepared to stop within vision.

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train not less than ten minutes.

TIME SPACING

Except as above Rules 380 to 382 govern and trains will be spaced twenty (20) minutes apart in connection with passenger trains. Other trains will be spaced ten (10) minutes apart.

RULES GOVERNING TRAIN OPERATION IN THE CHICAGO PASSENGER TERMINAL DISTRICT EAST OF SIGNAL BRIDGE "D" (near Halsted St.)

1. Trains and Engines (in either direction) must not use less than three (3) minutes time in this district.
2. Dwarf signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake Street Interlocking Plant, Chicago Passenger Station:
 - a. The first dwarf signal governing westward movements from each of the sixteen train shed tracks.
 - b. The second dwarf signal governing westward movements from Track No. 16.
 - c. The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

The dwarf signals governing westward movements over Lake Street Interlocking are now equipped with a rear view lunar white marker light displaying ONE star located on top of the signal case. This marker is illuminated only by action of the leverman when the signal is cleared.

The initial westward movement of any train or engine from the train shed tracks must not be started without a proceed indication on the dwarf signal marked with TWO stars, except that a train or engine with the west end west of one or more dwarf signals must not be started without a proceed indication on the first signal east of its west end on the track it occupies.

The initial westward movement of any train or engine from the pockets on lead tracks one and six must not be started without a proceed indication on the dwarf signal marked with TWO stars.

When enginemen or train men cannot observe starting signal indication because of engine or train being too far in advance of the starting signal, enginemen or trainmen may be governed by the rear view ONE lunar white star marker light.

When this ONE star marker is illuminated it indicates that the signal to which it is attached is cleared and that the leverman at Lake Street has a route lined up and enginemen or trainmen may proceed on this indication to the next signal.

On empty coach trains in charge of backupmen, with the west end west of the starting signal, the backupman must look to the trainman who remains at the rear of the train until the backup movement starts, for the indication on the starting signal.

3. The use of sand is prohibited anywhere on Lake and Clinton Street Interlocking Plants.
 4. Train line steam pipes must not be blown out in the Terminal nor over interlocking plants.
 5. On the six tracks between Clinton Street and Lake Street, movements will be governed in both directions by Signal Indication.
 6. When two out-going trains are placed on one track the most westerly train shall delay the departure one minute beyond scheduled leaving time, to enable passengers to reach it.
 7. Engine bells must be rung passing through interlocking plants.
 8. On out-going suburban trains, brakemen will station themselves at openings and frequently announce the destination and time of departure of their train; a brakeman or flagman must be at the rear end. Brakemen on through trains are expected to call "All aboard" in coaches on trains leaving Chicago Passenger Station shortly before leaving time.
 9. Approaching the Terminal each passenger car shall be illuminated and shall so remain until all passengers have alighted.
 10. All passenger cars of out-going trains shall be illuminated prior to the receipt of passengers.
 11. On through trains arriving at Chicago Passenger Station, rear trainman will immediately go to the rear of the train, cut in the back-up hose, make test to determine if air is working properly, and remain at the rear end of the train until released by back-up man, except as otherwise herein provided.
- On streamliners and other trains with blind ends, rear Trainman will remain at the back-up valve until released by the back-up man assigned to back the train out, and will remain at the train until train actually starts backing up in charge of the back-up man, or until released by another back-up man.
- When switching is to be done on any train, before it backs out, rear trainman will remain on duty and protect remaining portion until released by the back-up man. When train is to be handled out of the passenger station by switch engine, thereby releasing road engine to move light, the rear trainman will not be released until the road engine has been cut off from the train.
- On suburban trains where trainmen back out their trains, the rear trainman may not go to the rear of train until he has assisted passengers or unloaded baggage, etc., but in either case will be in close proximity to the conductor's valve, and by its use will stop the train if for any reason it should start backing before he is on rear of train. This exception also applies to other trains with but one brakeman.
- Back-up movements of trains out of Chicago Passenger Station must not be started until the engineman gets the regulation three whistle back-up signal, followed by a hand or lantern signal from the trainman or back-up man.
- When such hand or lantern signals cannot be seen by the engineman on account of steam and fog in the train shed, the following will govern:
- (a) On through trains, when instructed by the Back-up Supervisor, both brakemen will remain with the train until it is backed out, to relay signals to the engineman.
 - (b) On suburban trains one member of the crew, in addition to the man who is to back the train out, will remain on duty at their trains to assist in relaying signals to the engineman.

The above instructions do not relieve employees from making all the required air brake tests, including the standing back-up hose test.

**MAXIMUM WIDTH AND HEIGHT OF LOADED CARS THAT
WILL PASS IN SAFETY OVER THE GALENA DIVISION,
NORTHERN DISTRICT**

For Points Between	Height Above Top of Rail			Structure Limiting Height	
	9 ft. Wide	10 ft. Wide	11' 6" Wide		
	Ft. In.	Ft. In.	Ft. In.		
North Pier and Wells St.	14	8 14	8 14	8	Clark St. Viaduct, Br. N-1507.
Wells St. and California Ave. Yards.....	15	2 15	2 15	2	O. H. Bridge N-1515 at Halsted St
Chicago Terminal and California Ave. Yard.....	14	10 14	9 14	7	Train Sheds, Chicago Terminal, Tracks 1 to 10, inclusive.
	14	8 14	6 14	4	Train Sheds, Chicago Terminal, Tracks 11 to 16, inclusive.
California Ave. Yard and Wood St. Yard.....	15	5 15	5 15	5	O. R. Bridge S-1603 between Lake St. and Maypole Ave.
Wood St. Yd. and St. Charles Air Line.....	18	1 17	10 17	6	Metropolitan Elevated at Paulina St. and tank at Damen Ave.
St. Charles Air Line.....	15	11 15	11 15	11	O. R. S-1647, Elev. Ry. between State St. and Wabash Ave.
California Ave. Yard and Crawford Ave.....	20	11 20	11 20	9	Signal Bridge at Hamlin Ave.
Crawford Ave. Yard and Proviso.....	16	7 16	7 16	7	O. R. Br. 888, West End C. & N. W. Shops.
					O. R. Br. 15, East End of Proviso Yard.
Proviso Transfer House...	15	6 15	6 15	6	Platform lifts inside of house.
Proviso and West Chicago.	17	10 17	10 17	10	O. R. Br. 24, C. G. W. Crossing, E. of Lombard.
West Chicago and Geneva.	17	3 17	0 16	6	O. H. Br. 65, E. of Geneva and Tank at W. Chicago.
Geneva and De Kalb.....	17	9 17	9 17	9	O. H. Br. 81, W. of La Fox.
De Kalb and Nachusa.....	19	0 19	0 19	0	O. H. Br. 117, E. of Creston.
Nachusa and Nelson (via Dixon).....	17	9 17	3 16	3	Tank at Nelson.
Dixon River Track.....	16	6 16	0 14	10	O. R. Br. 181, I. C. Crossing Dixon.
Nachusa to Clinton (via Lee County Ry.).....	18	2 17	7 16	9	Br. 203, 1/2 mile W. of Nelson.
St. Charles and Geneva.....	No obs	truction	n below	21' 6"	
Geneva and Aurora.....	No obs	truction	n below	21' 6"	
West Chicago and Foris...	16	5 16	0 15	7	O. R. Br. 305, W. of W. Chicago, and tank at W. Chicago.
Foris and Belvidere.....	17	1 17	1 16	6	O. R. Br. 353, E. of Gilberts and tank at Marengo.
Belvidere and East Rockford.....	17	5 17	0 16	5	Br. 433, W. of Cherry Valley and O. H. Br. 450 at East Rockford.
*East Rockford and Rockford.....	16	2 16	2 16	0	O. H. Br. 460, at Kishwaukee St., E. Rockford.
Rockford and Freeport.....	17	0 16	7 16	1	O. H. Br. 481, W. of Rockford and tank at Rockford.
Foris and Crystal Lake....	17	4 17	4 16	11	Tank at East Elgin and O. R. Br. 668, at Crystal Lake.
Crystal Lake and Genoa City.....	16	5 16	5 16	5	O. H. Br. 702, East of Richmond.
Genoa City and Williams Bay.....	No obs	truction	n below	21' 6"	
De Kalb and Sycamore.....	16	11 16	6 16	2	O. R. Br. 1201, South of La Salle Jct.
De Kalb and Spring Valley.....					
Churchill and Seatonville.....	No obs	truction	n below	21' 6"	

No load must exceed 11' 6" in width regardless of height.

Trainmen and Yardmen must know and will be held responsible that cars do not exceed width and height shown in table before placing them in trains or hauling them over the division.

*Clearances in Rockford:—Bridges at 1st Street, 17' 2", 2nd Street, 19' 1" 3rd Street, 18' 11", Jefferson Street on K. D. Line 17' 0".

OPERATION CLASS H, E4 AND J4 ENGINES

Class H and E4 Engines must positively not operate East of Western Avenue excepting on Main Tracks straight across the interlocking plant and cannot operate in or out east end of California Avenue Coach Yard.

Due to lack of overhead clearances, Class H, E4, JA, J4 Engines cannot be operated on the ground level tracks between Noble Street and Wells Street, nor to Chicago Avenue Roundhouse, Erie Street Coach Yard or Grand Avenue Freight Yard via any route.

Class H, E4 and J4 Engines must not operate on the Rockwell Street Line south of Monroe Street. Signboard has been placed between Monroe St. and Wilcox St. indicating that Class H, E4 and J4 Engines cannot be operated south of this sign.

In using Track 3 which is track adjacent to Westward Main Line at Lake & Rockwell Street, Class E4, J4 and H Engines can use this track only to extent of engine clearing Main Line.

Class H, E4 and J4 Engines must not be operated on house or industry tracks, and when necessary to do work on such tracks, a sufficient number of cars will be handled to avoid having the engine operate past the turnout.

Sterling Track from Eastward main to first track south of freight house platform at Sterling is OK for Class H and J4 Engines to place Mdse.
Dixon and meat cars on first track south of freight house platform. Such engines must not operate beyond west end of freight house platform.

House track west of freight house, Dixon, is OK for Class H and J4 Engines to place cars at west end of freight house but engines must not go beyond west end of freight house platform account insufficient clearance.

Class H, E4 and J4 Engines may operate on the following sidings:

WESTWARD: West Chicago, Geneva, Elburn, DeKalb (Trk. No. 1), Malta, Round Grove and Morrison

EASTWARD: Sterling, Flagg, DeKalb (Trk. No. 4) and Meredith.

On other sidings, by backing in—just to clear.

Class H, E4 and J4 Engines may operate on the following stock tracks but must not pass stock chutes due to insufficient clearance at Union Grove, Morrison, Sterling, Franklin Grove, Rochelle, Creston, Maple Park, Meredith, Elburn and LaFox.

On stock tracks other than those shown above it will be necessary to hang onto enough cars to avoid having engine go in onto turnout of stock tracks.

Ashton—Cannot operate on tracks south of Main Lines west of east end of Depot building, and must not pass Chutes at west stock yards.

Malta—Can pass East Chute to spot cars at West Chute.

COMPANY SURGEONS

CHICAGO	J. Roscoe Miller, M. D.	Medical Director
	127 North Clinton Street, Phone, Dearborn 2121; Local 394	
CHICAGO	Claude Weldy, M. D.	Local Surgeon
	3821 W. Washington Blvd., Phone, Van Buren 8300	
CHICAGO	F. J. Jirka, M. D.	" "
	3202 West 22nd Street, Phone, Rockwell 1269	
CHICAGO	Sydney S. Greenspahn, M. D.	" "
	66 East South Water Street, Phone, Randolph 9015	
CHICAGO	Geo. F. Kruse, M. D., 1604 East 79th St.	" "
	Phone, Saginaw 2423	
OAK PARK	Thos. I. Motter, M. D., 715 Lake Street	" "
	Phones—Office, Village 4800; Residence, Euclid 49	
MAYWOOD	A. E. Joslyn, M. D.	" "
	Phone, Maywood 5300; Phone, Residence, Forest 3669	
ELMHURST	L. H. Hills, M. D., 116 Cottage Hill Ave.	" "
	Phone, Elmhurst 442	
GLEN ELLYN	John C. W. Morrow, M. D.	" "
	Phones, Office 149; Residence 321	
WHEATON	E. H. Oelke, M. D.	" "
	Phone No. 75	
WEST CHICAGO	P. A. Isherwood, M. D.	" "
	Phones, Office 16; Residence 640	
GENEVA	R. G. Scott, M. D.	District Surgeon
	Phones, Office 840; Residence 828	
	May be called to any place between St. Charles and Aurora, between Geneva and Williams Bay, and between Geneva and Belvidere	
GENEVA	R. W. Carpenter, M. D.	Local Surgeon
	Phones, Office 840; Residence 765	
DE KALB	J. S. Rankin, M. D.	District Surgeon
	Phones, Office 207-1; Residence 207-2	
	D. J. Ladd, M. D.	Associate Surgeon
	Phones, Office 221; Residence 221-R	
	May be called to any place between Cortland and Nachusa, and Sycamore and Shabbona Grove	
ROCHELLE	A. R. Bogue, M. D.	Local Surgeon
	Phone No. 495; Residence 495R	
DIXON	A. F. Moore, M. D.	District Surgeon
	Phones, Office 82; Residence 1282	
	May be called to any place between Nachusa and Nelson	
STERLING	C. G. Beard, M. D.	Local Surgeon
	Phones, Office, Main 84; Residence, Main 313	
	F. W. Brodrick, M. D.	Oculist
	Phones, Office 803; Residence 168W	
MORRISON	W. J. Maurits, M. D.	Local Surgeon
	Phones, Office 156; Residence 272	
	R. H. Lester, M. D.	" "
	Phones, Office 30; Residence 347	
	J. R. Jowett, M. D.	District Surgeon
	Phones, Office 153; Residence 520	
	May be called to any place between Clinton and Nelson	
CLINTON	G. M. Ellison, M. D.	Associate Surgeon
	Phones, Office 115; Residence 1875	
	L. K. Fenlon, M. D.	Local Surgeon
	Phones, Office 215; Residence 214	
	E. P. Weih, M. D.	Oculist and Aurlst
	Phones, Office 627; Residence 1210	
	T. B. Charlton, M. D.	Associate Oculist and Aurlst
	Phones, Office 459J; Residence 793W	
ELGIN	Perry Allerton, M. D.	Local Surgeon
	Phone No. 372	
	H. L. Wenner, M. D.	" "
	Phones, Office 1212; Residence 188	
MARENGO	W. V. Gooder, M. D.	" "
	Phone No. 14	
BELVIDERE	W. M. Freeman, M. D.	Local Surgeon
	Phones, Office 237; Residence 277	
	W. B. Oliver, M. D.	Local Surgeon
	Phones, Office 68; Residence 54	

COMPANY SURGEONS—Continued

	S. R. Catlin, M. D.	Local Surgeon
	Phones, Office, Main 601; Residence, Main 195	
ROCKFORD	J. A. Green, M. D.	Associate Local Surgeon
	Phones, Office, Main 535; Residence, Main 2127	
	Chas. A. Cibellus, M. D.	Associate Local Surgeon
	Phones, Office, Main 601; Residence, Main 2040	
FREEPORT	T. J. Holke, M. D.	Associate District Surgeon
	Phones, Office, Main 508; Residence, Main 494	
	May be called to any point between Belvidere and Freeport	
CRYSTAL LAKE	A. V. Lindberg, M. D.	Local Surgeon
	Office at Residence—Phone 7	
McHENRY	A. I. Froelich, M. D.	" "
	Phones, Office 43; Residence 128W	
LAKE GENEVA	W. H. MacDonald, M. D.	" "
	Phone 26	
WILLIAMS BAY	C. Y. Wiswell, M. D.	" "
	Phones, Office 2131; Residence 2133	
SYCAMORE	J. W. Ovitz, M. D.	" "
	Phones, Office 122; Residence 204	
SPRING VALLEY	R. E. Miltenberger, M. D.	District Surgeon
	Phones, Office 48; Residence, 206	
	May be called to any place between Shabbona Grove and Spring Valley	

DIVISIONAL STAFF

J. H. KLINE, Assistant Superintendent, CHICAGO
L. G. BEAN, Trainmaster, KEDZIE
V. D. FLYNN, Trainmaster, SOUTH PEKIN
J. J. BULGER, Assistant Trainmaster, STERLING
L. P. GILLUM, Chief Train Dispatcher, CHICAGO
J. W. WILCOX, Night Chief Train Dispatcher, CHICAGO
J. T. CASTER, Assistant Chief Train Dispatcher, CHICAGO

DISPATCHERS

H. E. SHERBERT	P. R. LISTER	P. W. LIGGETT
W. M. PENDELL	C. J. GRIMM	H. E. AIKMAN

MASTER MECHANIC

R. F. MICEL, PROVISO

ROAD FOREMEN OF ENGINES

R. A. KENNARD, CHICAGO SHOPS

DIVISION ENGINEER

P. V. THELANDER, CHICAGO

ROADMASTERS

J. E. WILKINSON	L. T. DAY	A. NETZEL,
CHICAGO	PROVISO	WEST CHICAGO
E. A. WHITE, STERLING		A. E. BENSON, DE KALB

CHICAGO FREIGHT TERMINAL

N. L. WATERMAN, Superintendent, CRAWFORD AVE.
F. L. HOUX, Asst. Sup't., PROVISO

TRAINMASTERS

L. J. STIFT	W. F. JOHNSON	G. L. THORPE
PROVISO	PROVISO	CRAWFORD AVE.

ASST. TRAINMASTERS

R. A. REICH, WOOD ST.	A. HASS, CRAWFORD AVE.
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DISTRICT CLAIM AGENTS

O. J. ADAMSON	J. H. CASTER	C. J. COUET
CHICAGO	CLINTON	CHICAGO

CHICAGO AND NORTH WESTERN RAILWAY COMPANY
Office of Superintendent
GALENA DIVISION

CHICAGO - June 9, 1947

520.31

GENERAL ORDER NO. 29

Effective June 14, 1947, and thereafter the SATURDAY operation of train No. 34 from Geneva to Chicago will be discontinued. On and after that date the operation of No. 34 will be daily except Saturday and Sunday.

Effective June 14, 1947, and thereafter, the SATURDAY operation of train No. 38 from West Chicago to Chicago will be discontinued. On and after that date the operation of No. 38 will be daily except Saturday and Sunday.

Effective June 14, 1947, and thereafter, a SATURDAY ONLY train, known as No. 538, will be established to operate on following schedule:

Leave	Geneva	5.45 a.m.
	s West Chicago	5.53 "
	s Winfield	5.58 "
	s Wheaton	6.02 "
	s College Avenue	6.05 "
	s Glen Ellyn	6.09 "
	s Lombard	6.14 "
	s Villa Park	6.18 "
	s Elmhurst	6.24 "
	Vale	6.34 "
	Kenton Avenue	6.39 "
	s Kedzie	6.42 "
Arrive	Chicago	6.48 "

Train No. 538 will use track No. 3 from Vale to Kenton Avenue.

Effective June 14, 1947, and thereafter, train No. 579, operating from Chicago to Geneva will be eliminated.

Effective June 14, 1947, and each Saturday thereafter, train No. 577 will operate through to Geneva, and will be due at Geneva at 5.30p.m.

John R. Cantwell
Superintendent.