1000—9-29-40

CHICAGO & NORTH WESTERN RAILWAY

WISCONSIN DIVISION

BETWEEN PROVISO AND VALLEY

No. 418 TIME TABLE No. 418

Takes Effect Sunday, September 29, 1940

At 2:00 o'clock A. M.

Central Time

SMOKE is fuel wasted

SAVE COAL

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

F. J. BYINGTON, GENERAL MANAGER.

W. A. KRAEMER, ASS'T GENERAL MANAGER.

P. G. CAMPBELL, SUPERINTENDENT.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

BETWEEN PROVISO AND VALLEY.

WESTWARD.

THIRD CLASS	SECOND CLASS.											FIRST CLASS.			Fuel, Water, Wye and Turntable Stations	DISTANCE FROM PROVISO YARD 8	Sub-Division 1 b STATIONS Time Table 418 September 29, 1940	Communicating Station	OFFICE CALLS
	595	591	187	479	297	295	599	287	483	285	291								
	Daily except Sat.	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY								
.....	PM 11.30	PM 11.00	PM 10.00	PM 9.30	PM 8.45	.....	PM 3.00	PM 2.00	AM 10.30	AM 12.30	AM 12.15	.....	.....	.....	WFTT	.....	...PROVISO YARD EIGHT...	C S	S O
.....	.....	.....	.....	.....	.....	PM 8.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 43 0.43	.PROVISO FREIGHT HOUSE.	.....	.....
.....	11.45	11.15	10.15	9.45	9.00	8.30	3.15	2.20	10.45	12.50	12.30	.....	.....	.....	.....	2 30 2.73	.....GRAND AVENUE.....	C S	G A
.....	11.55	11.25	10.25	9.55	9.08	8.38	3.25	2.30	10.54	1.00	12.40	.....	.....	.....	.....	3 51 6.24	.....TOWER B.....	.....	B N
.....	12.10	11.35	10.33	10.05	9.18	8.45	3.35	2.37	11.01	1.08	12.48	.....	.....	.....	W	3 80 10 04	.....NORMA.....	.....	.....
.....	12.25	11.55	.....	.....	.....	.....	3.50	.....	.....	.....	.....	.....	.....	.....	.....	1 27 11.31	.....TOWER NY.....	.....	.....
.....	AM	PM	10.35	10.07	9.20	8.47	PM	2.40	11.03	1.10	12.50	.....	.....	.....	Y	1 06 11.10	.....DEVAL.....	C S	D V
.....	.....	.....	10.45	10.20	9.31	8.58	.....	2.52	11.13	1.22	1.02	.....	.....	.....	.....	5 50 16.60	.....TOWER A.....	.....	C N
.....	.....	.....	10.48	10.22	9.33	9.00	.....	2.54	11.16	1.24	1.04	.....	.....	.....	.....	1 29 17.89	.....TECHNY.....	.....	.....
.....	.....	.....	10.52 PM	10.27 PM	9.39 PM	9.05 PM	.....	3.00 PM	11.20 AM	1.30 AM	1.10 AM	.....	.....	.....	.....	2 16 20.05	.....VALLEY.....	.....	.....
	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY								

EASTWARD.

FIRST CLASS.			SECOND CLASS.											THIRD CLASS
			594	578	296	288	576	284	180	298	484	280	286	490	588
			Daily except Monday	Daily except Wed.	Daily except Monday	Daily ex. Sun. & Mon.	Wed. only	Daily except Monday	DAILY	Daily except Monday	DAILY	Daily except Sunday	Sunday Only	DAILY	Mon. Wed. & Fri. only
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	AM 12.50	AM 1.45	AM 2.00	AM 3.00	AM 3.45	AM 4.30	AM 5.30	AM 7.45	PM 12.15	PM 8.30	PM 9.30	PM 11.00	PM 8.40
.....	.....	.....	12.40	1.35	1.40	2.50	3.15	4.15	5.10	7.25	12.01	8.15	9.00	10.42	8.25
.....	.....	.....	12.30	1.25	1.30	2.30	3.05	4.00	5.00	6.55	11.45	8.07	8.49	10.34	8.15
.....	.....	.....	12.15	1.15	.....	.....	2.45	.....	.....	.....	.....	.....	.....	.....	7.50
.....	.....	.....	AM	AM	1.14	2.25	AM	3.55	4.55	6.45	11.40	8.05	8.47	10.32	PM .....
.....	.....	.....	.....	.....	1.04	2.15	.....	3.40	4.35	6.30	11.25	7.55	8.37	10.22	.....
.....	.....	.....	.....	.....	1.00	2.10	.....	3.35	4.30	6.20	11.20	7.52	8.34	10.19	.....
.....	.....	.....	.....	.....	12.55 AM	2.05 AM	.....	3.25 AM	4.20 AM	6.15 PM	11.10 AM	7.48 PM	8.30 PM	10.15 PM	.....
			Daily except Monday	Daily except Wed.	Daily except Monday	Daily ex. Sun. & Mon.	Wed. only	Daily except Monday	DAILY	Daily except Monday	DAILY	Daily except Sunday	Sunday Only	DAILY	Mon Wed. & Fri. only

C. M. St. P. & P. Railroad trains will operate between Tower A and Tower B and will be governed by C. & N. W. Railway Time Table and Rules.
Remote controlled interlocking plant at Tower A is controlled from C. M. St. P. & P. Tower A20 at Techny.
Remote controlled interlocking plant at Tower B is controlled from C. M. St. P. & P. Tower B17 at Bensenville.
Eastward trains from Tower NY for Proviso, before entering upon the main line at Norma, will obtain permission to do so from leverman at Deval by use of telephone, located at cross-over switches at Norma.
All trains will approach the cross-over switches at Norma under full control, expecting to find trains crossing over at that point.

General Rules governing employes of the Operating Department dated December 1st, 1929, and Supplement "D" dated June 15, 1935, in connection therewith, are issued in book form.

Every employe whose duties are in any way prescribed by these rules, must always have a copy of them on hand when on duty.

When storms and foggy weather prevail so that signals cannot be clearly observed, trains must move under such control as to insure signals are not passed without the indication being clearly seen.

Enginemen and Trainmen must be particularly alert under such conditions, so that the train may be fully protected.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Employes are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employes must exercise great care in this respect.

SPECIAL RULES.

Two Tracks — Proviso to Valley.

No Running Orders — Train orders will not be required in two or more track districts.

Automatic Block — Proviso to Valley.

Operating Against Current of Traffic — A train moving against the current of traffic in double track district, must not exceed twenty miles per hour at any point, and must not exceed ten miles per hour through turn-outs and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city, and will not exceed ten miles per hour approaching the terminals between which the reverse movement is being made.

Air Brakes Rule 1073 — All cars in trains leaving Terminals must be equipped with air brakes and in operation.

Use of Sand — 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.

Reports — Conductors of Westward trains will leave report at Tower A20 and of Eastward trains at Tower B17 showing number of engine, name of engineman and conductor, number of loads, empties and tonnage in train.

SPEED RESTRICTIONS.

The speed of a train moving over a cross-over; turn-out from main track to a siding; or to diverging route at junctions, must not exceed ten miles per hour. C. M. St. P. & P. Ry. trains will not exceed 20 miles an hour through turn out at Tower A.

Freight trains must not exceed Forty (40) miles per hour at any point.

The following Railroad Grade Crossings and Junctions are Interlocked, and Rules 601 A to 672 will be observed.

Between Valley and Proviso.

RAILWAY OR JUNCTION	LOCATION
C. M. St. P. & P. Railroad	Tower A.
C. & N. W. and Soo Line Railway	Deval.
C. M. St. P. & P. Railroad	Tower B.

OVERHEAD OBSTRUCTIONS.

Maximum width and height of loaded cars that will pass in safety over the line between Proviso and Valley.

FOR POINTS BETWEEN	HEIGHT ABOVE TOP OF RAIL			LOCATION
	9 ft. wide	10 ft. wide	11 ft. wide	
Tower B and Tower A	ft. in. No	ft. in. obstr	ft. in. uctio	n below 21 ft. 6 inches.

No load must exceed eleven feet in width regardless of height.

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

COMMUNICATING OFFICE.

Norma open 10:30 p.m. to 6:30 a.m. daily.
Deval open continuously.

W. S. JOHNSTON,
Ass't Superintendent,
CHICAGO.

O. J. SCHWARTZ,
Train Master,
CHICAGO.

G. C. STUART,
Train Master,
CHICAGO.

O. A. GLASSCOCK,
Chief Train Dispatcher,
CHICAGO.