

**SAFETY FIRST**

**SAFETY ALWAYS**

# **CHICAGO GREAT WESTERN RAILROAD**

# **37**

**EASTERN DIVISION**

# **TIME TABLE**

# **37**

**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.**

**TAKES EFFECT SUNDAY, JANUARY 29, 1928,  
AT 12.01 O'CLOCK, A. M.**

**ALL RULES AND INSTRUCTIONS CONTAINED HEREIN SUPERSEDE ALL RULES  
AND INSTRUCTIONS INCONSISTENT THEREWITH.**

**C. L. HINKLE,  
GENERAL MANAGER**

**S. V. ROWLAND,  
SUPERINTENDENT**

**E. E. STOUP,  
TERMINAL SUPERINTENDENT**

CHICAGO AND EAST STOCKTON—FIRST DISTRICT

WESTWARD					TIME TABLE NO. 37 EFFECTIVE JANUARY 29, 1928				EASTWARD									
SECOND CLASS					STATIONS				FIRST CLASS				SECOND CLASS					
63	61	71	81	83	5	1	3	Station Numbers	Car Capacity Passing Tracks	Miles from Chicago	STATIONS	6	2	4	60	82	84	74
Merchandise Daily	Merchandise Daily	Merchandise Daily	Way Freight Ex. Sunday	Way Freight Ex. Sunday	Passenger Mail Daily	Limited Daily	Passenger Mail Daily					Limited Daily	Limited Daily	Passenger Mail Daily	Merchandise Daily	Way Freight Ex. Sunday	Way Freight Ex. Sunday	Through Stock Daily
Leave P.M. 6.40	Leave P.M. 5.30	Leave	Leave	Leave	Leave P.M. 11.30	Leave P.M. 6.30	Leave A.M. 7.45				CHICAGO 7.3	Arrive A.M. 7.20	Arrive A.M. 8.15	Arrive P.M. 8.25	Arrive	Arrive	Arrive	Arrive
PM 9.30	PM 7.15	PM 2.00	AM 8.30	AM	B. & O. C. T. R. R. Time	Table Govern.					CHICAGO 7.3	B. & O. C. T. R. R. Time	Table Govern.	ns.	PM 3.00	PM 2.30	PM	AM 5.00
9.45	7.30	2.10	s 8.40			s 11.55	s 6.55	415		10.3	FOREST PARK 1.3	6.55	7.50	s 7.58	2.15	s 2.00		4.45
			s 8.45					414		11.6	MAYWOOD 1.5			f 7.48		s 1.50		
			s 9.10			AM 12.01	7.02	412	E 65 W 74	13.1	BELLEWOOD 3.7	6.50	7.44	7.46	1.55	s 1.40		4.35
10.05	8.17	3.05	s 9.28			12.07	7.09	409	61	16.8	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7	6.45	7.39	f 7.39	1.42	f 1.80		4.24
								407		18.5	VILLA PARK 2.4							
10.20	8.30	3.20	s 9.55			12.14	7.16	405	32	20.9	LOMBARD 2.4	6.40	7.33	7.32	1.30	f 1.15		4.15
			f					402		23.3	NORTH GLEN ELLYN 2.3					f		
10.40	8.45	3.35	s 10.15			12.21	7.23	400	77	25.6	GRETNA 5.1	6.35	7.28	7.23	1.20	f 1.00		4.05
11.00	8.57	4.05	s 11.00			12.27	7.30	395	N 114 S 65	30.7	INGALTON 5.2	6.29	7.22	7.13	1.05	s 12.45		3.50
11.26	9.10	4.35	s 11.55			s 12.38	7.39	390	105	35.9	ST. CHARLES 1.4	6.20	s 7.13	s 7.02	12.40	s 12.15		3.40
			s 12.05				7.41	388	111	37.3	FOX RIVER 4.1			6.49		s 12.05		
PM 11.46	9.25	4.55	s 12.25			12.47	7.48	384	69	41.4	WASCO 4.2	6.12	7.05	f 6.44	81 12.25	s 10.55		3.19
AM 12.14	9.40	5.10	s 12.45			12.54	7.56	380	138	45.6	LILY LAKE 3.0	6.07	6.59	f 6.37	PM 12.05	s 10.40		3.10
12.30	9.46	5.16	s 1.00			12.58	8.00	377	64	48.6	VIRGIL 2.7	6.03	6.55	f 6.27	AM 11.55	s 10.25		3.00
12.45	9.51	5.25	s 1.23			1.02	8.04	374	N 55 S 63	51.3	RICHARDSON 5.3	5.59	6.51	f 6.22	11.45	s 10.10		2.55
5 1.15	10.15	6.10	s 1.55			s 1.15	8.18	369	207	56.6	SYCAMORE C. & N.-W. Crossing—Interlocked 5.2	s 5.47	s 6.38	s 6.10	11.25	s 9.43		2.40
74 2.14	10.33	6.22	s 2.20			1.23	8.28	362	N 65 S 82	61.8	WILKINSON C. M. & G. Crossing—Interlocked 2.3	5.38	6.28	5.57	10.50	s 8.45		63 2.14
2.20	10.39	6.27	s 2.30			1.26	8.31	361	61	64.1	CLARE 5.7	5.35	6.25	f 5.53	10.42	s 8.35		2.09
2.35	10.53	6.39	s 2.50			1.33	8.37	356	85	69.8	ESMOND 5.1	5.28	6.17	f 5.43	3 10.06	s 8.15		1.57
2.46	11.05	6.50	s 3.05			74 1.39	8.44	350	88	74.9	LINDENWOOD 3.5	5.21	6.11	f 5.34	9.50	s 7.55		5 1.39
2.56	11.14	7.00	s 3.18			1.44	8.50	347	67	78.4	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0	5.16	6.06	s 5.28	9.40	s 7.40		1.25
3.08	11.25	7.12	s 3.33			1.51	8.58	342	76	83.4	STILLMAN VALLEY 4.4	5.08	5.59	s 5.18	9.15	s 7.20		12.50
3.35	11.45	7.35	3.45	AM 7.15		s 1.58	9.06	337	N 148 S 47	87.8	BYRON C. M. & St. P. Crossing—Interlocked 6.0	5.01	f 5.53	s 5.09	9.00	7.05	PM 3.05	12.35
3.50	74 AM 12.05	7.50	PM	f 7.30		2.07	9.18	332	85	93.8	MYRTLE 2.9	4.53	5.42	f 4.57	8.40	AM	f 2.45	AM 61 12.05
4.10	12.13	8.05		s 7.50		2.12	9.23	329	55	96.7	EGAN 4.2	4.49	5.38	s 4.43	8.30		s 2.30	PM 11.58
6 4.44	12.23	8.15		s 8.15		2.17	9.29	325	87	100.9	GERMAN VALLEY 5.8	63 4.44	5.33	s 4.35	83 8.15		s 2.10	11.49
2 5.25	12.40	8.32		s 9.00		s 2.28	9.43	319	N 112 S 81	106.7	SOUTH FREEPORT 7.6	4.36	f 5.25	s 4.25	7.55		s 1.50	11.35
5.50	1.00	8.52		s 9.25		2.37	9.55	311	100	114.3	BOLTON 5.7	4.24	5.13	f 4.12	7.30		f 1.00	11.17
6.05	1.15	9.05		s 9.55		f 2.46	f 10.04	306	66	120.0	PEARL CITY 4.9	4.17	5.06	s 4.03	7.11		s 12.40	11.01
60 6.20	1.30	9.17		s 10.15		2.54	74 10.13	301	59	124.9	End of Double Track KENT 4.2	4.11	4.59	s 3.49	63 6.55		PM-3 12.11	1 10.50
6.40 AM	1.50 AM	9.30 PM	PM	10.30 AM		s 3.01 AM	71 10.21 PM	295		129.1	EAST STOCKTON	4.03 AM	4.51 AM	3.39 PM	6-2 6.35 AM	AM	11.50 AM	10.35 PM
Arrive 63	Arrive 61	Arrive 71	Arrive 81	Arrive 83		Arrive 5	Arrive 1					Leave 6	Leave 2	Leave 4	Leave 60	Leave 82	Leave 84	Leave 74

EAST STOCKTON AND OELWEIN—SECOND DISTRICT

WESTWARD						TIME TABLE NO. 37 EFFECTIVE JANUARY 29, 1928 STATIONS										EASTWARD				
SECOND CLASS						FIRST CLASS			Station Numbers	Car Capacity Passing Tracks	Miles from Chicago	Telegraph Calls	Train Order and Water Stations	FIRST CLASS			SECOND CLASS			
83 Way Freight Ex. Sunday	63 Merchandise Daily	85 Way Freight Ex. Sunday	61 Merchandise Daily	71 Merchandise Daily	75 Merchandise Daily	5 Passenger Mail Daily	1 Limited Daily	3 Passenger Mail Daily						6 Limited Daily	2 Limited Daily	4 Passenger Mail Daily	84 Way Freight Ex. Sunday	86 Way Freight Ex. Sunday	74 Through Stock Daily	60 Merchandise Daily
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive				
AM 11.25	AM 7.30	AM	AM-5 3.05	PM-1 10.25	PM 5.00	AM-61 3.05	PM-71 10.25	PM 12.03	AM-60 3.59	AM-60 4.47	PM 3.35	AM 11.25	PM	PM 10.00	AM-6-2 3.15					
AM 11.45						s 3.10	s 10.31	s 12.08	s 3.56	s 4.43	s 3.30	s 11.20								
PM 12.05						f 3.22	10.43	s 12.19	3.43	4.30	s 3.16	s 10.40								
s 12.27						s 3.30	s 10.53	s 12.27	3.35	4.21	s 3.06	s 10.02								
s 1.00						3.36		s 12.36	3.29	4.12	s 2.56	s 9.40								
f 1.25								s 12.41			f 2.49	f								
f 1.31						3.46	11.10	f 12.46	3.22	4.04	2.44	f 9.10								
s 1.40	9.00		4.30	PM 11.45	6.30	f 3.57	f 11.21	s 12.57	3.17	3.58	2.38	9.00								
2.15	9.45		5.00	AM 12.20	7.20	4.20	11.43	1.18			2.08	7.50		7.22	12.20					
						s 4.21	11.45	s 1.19			2.07									
						s 4.26	s 11.50	s 1.25			s 2.01									
2.30 PM	10.30	AM 7.00	5.40	1.10	74 8.00	4.34	PM-60 11.58	f 1.33	2.35	3.15	s 1.53	7.35 AM	PM 2.45	75 7.10	PM-1 11.58					
	10.50	f 7.25	5.55	1.25	8.25	4.44	AM 12.08	s 1.43	2.25	3.05	f 1.43		f 2.06	6.55	11.28					
	11.00	f 7.35	6.03	1.33	8.35	4.49	12.14	f 1.49	2.20	3.00	f 1.38		f 1.49	6.47	11.20					
	AM 11.45	s 8.15	6.30	6 2.12	9.00	5.02	12.28	s 2.01	2.12	2.50	f 1.29		s 1.29	6.35	11.05					
	PM 12.05	f 8.40	6.45	2 2.40	9.15	5.11	12.36	f 2.10	2.02	2.40	f 1.18		f 12.50	6.13	10.40					
	86 12.30	s 9.00	7.05	3.20	9.45	5.20	12.45	s 2.19	1.54	2.32	f 1.10		PM-63 s 12.30	6.03	10.30					
	4 1.00	s 10.00	7.30	3.55	60 10.10	s 5.32	f 12.55	s 2.32	1.45	2.23	s 63 1.00		AM s 11.50	5.45	75 10.10					
		f				5.40		f 2.41			f 12.50		f							
	1.50	86 s 10.30	8.05	4.25	10.45	5.45	1.07	f 2.46	1.34	2.14	f 12.46		s 85 10.30	5.25	9.52					
	2.05	s 10.50	8.25	4.40	11.00	s 5.54	1.14	s 2.56	1.27	2.08	s 12.40		s 9.55	5.16	9.42					
	2.30	s 11.15	8.45	5.05	11.20	6.04	6 1.21	s 3.06	1.21	2.02	f 12.31		s 9.30	5.05	9.30					
	2.47	AM s 11.40	86 9.10	5.25	11.40	6.13	1.29	s 3.15	1.14	1.56	s 12.22		s 61 9.10	4.45	9.05					
	3.05	PM-4 s 12.12	9.30	5.50	12.01	s 6.23	1.37	s 3.24	1.07	1.49	s 85 12.12		s 8.45	4.30	8.48					
	74 3.20	s 1.00	9.50	6.05	6 12.20	s 6.32	2 1.43	s 3.34	1.01	1.43	PM s 12.06		s 8.20	3-63 4.15	8.35					
		s 1.30				s 6.41	1.51	s 3.43	12.55	1.36	s 11.57		s 7.55							
PM	3.45 PM	2.10 PM	11.00 AM	6.45 AM	12.55 AM	6.55 AM	2.05 AM	3.55 PM	12.45 AM	1.25 AM	11.45 AM	AM	7.30 AM	3.30 PM	7.30 PM					
Arrive 83	Arrive 63	Arrive 85	Arrive 61	Arrive 71	Arrive 75	Arrive 5	Arrive 1	Arrive 3	Leave 6	Leave 2	Leave 4	Leave 84	Leave 86	Leave 74	Leave 60					

DE KALB BRANCH

WESTWARD

EASTWARD

TIME TABLE  
NO. 37  
EFFECTIVE  
JANUARY 29, 1928  
STATIONS

WESTWARD						Station Numbers	Car Capacity Passing tracks	Miles from Chicago	STATIONS	Telegraph Calls	Train Order and Water Stations	EASTWARD					
						369		56.6	SYCAMORE C. & N. W. Crossing—Interlocked 4.7	M R	T-W						
								61.3	C. M. & G. Crossing—Interlocked DE KALB JUNCTION C. & N. W. Crossing 1.3								
						H 374		62.6	DE KALB		D						

TRAIN ORDER OFFICES NAMED BELOW

Station	OPEN Daily except Sundays and Legal Holidays Between	OPEN Sundays and Legal Holidays Between
FOREST PARK.....	7:45 AM. and 8:30 PM.	7:45 AM. and 9:45 AM.—6:30 PM. and 8:30 PM.
MAYWOOD.....	8:00 AM. and 5:00 PM.	
VILLA PARK.....	8:00 AM. and 5:00 PM.	
LOMBARD.....	8:00 AM. and 5:00 PM.	
GRETNA.....	8:00 AM. and 5:00 PM.	
WASCO.....	7:00 AM. and 4:00 PM.	8:00 AM. and 5:00 PM.—7:30 PM. and 3:30 AM.
	6:00 PM. and 8:00 PM.	
LILY LAKE.....	7:00 AM. and 4:00 PM.	
VIRGIL.....	5:00 PM. and 7:00 PM.	
RICHARDSON.....	8:45 AM. and 6:45 PM.	
CLARE.....	8:00 AM. and 5:00 PM.	
ESMOND.....	8:30 AM. and 6:15 PM.	
LINDENWOOD.....	8:15 AM. and 6:00 PM.	
STILLMAN VALLEY.....	8:00 AM. and 6:00 PM.	
MYRTLE.....	7:00 AM. and 4:00 PM.	
EGAN.....	7:30 AM. and 5:30 PM.	
GERMAN VALLEY.....	8:00 AM. and 5:30 PM.	
BOLTON.....	8:00 AM. and 5:00 PM.	
PEARL CITY.....	7:30 PM. and 3:30 AM.	
WOODBINE.....	8:00 AM. and 5:00 PM.	
ELIZABETH.....	8:00 AM. and 5:00 PM.	10:00 PM. and 6:00 AM.
	10:00 PM. and 6:00 AM.	
NORTH HANOVER.....	8:00 AM. and 5:00 PM.	8:00 AM. and 5:00 PM.
DURANGO.....	7:00 AM. and 4:00 PM.	
KIDDER.....	8:00 AM. and 5:00 PM.	
FARLEY.....	8:00 AM. and 5:00 PM.	
PETERSBURG.....	8:00 AM. and 5:00 PM.	
ALMORAL.....	8:00 AM. and 5:00 PM.	
THORPE.....	8:00 AM. and 5:00 PM.	
DUNDEE.....	8:00 AM. and 5:00 PM.	
LAMONT.....	8:00 AM. and 5:00 PM.	
STANLEY.....	7:30 AM. and 4:30 PM.	

# TIME TABLE RULES

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

NAME	LOCATION
<b>NATIONAL RAILWAY TIME SERVICE Co.</b> ..... 58 E. Washington St., Chicago, Ill.	
<b>CHAS. H. BERN</b> .....	La Salle Station, Chicago, Ill.
<b>A. M. GREFFENSON</b> .....	719 So. Crawford Ave., Chicago, Ill.
<b>M. GOLDBLATT</b> .....	12 N. Cicero Ave., Chicago, Ill.
<b>WETZEL BROS.</b> .....	Sycamore, Ill.
<b>J. A. OSBORN</b> .....	Byron, Ill.
<b>B. W. STEPHENSON</b> .....	Stockton, Ill.
<b>E. L. SCHAEFFLE</b> .....	Dubuque, Iowa.
<b>NUTTING &amp; STEVENS</b> .....	Oelwein, Iowa.

(2). Standard clocks (see General Rule 3) are located as follows:

- Chicago Telegraph Office.
- Forty-Sixth Ave. Round House.
- Chicago Transfer Yard Office.
- Byron Telegraph Office.
- East Stockton Dispatcher's Office.
- East Stockton Telegraph Office.
- East Stockton Round House.
- Fair Ground Telegraph Office.
- Oelwein Telegraph Office.
- Oelwein Round House and Yard Office.

(3). **INITIAL STATIONS.**—Chicago for Nos. 3, 1 and 5; Chicago Transfer for Nos. 61, 63, 71 and 81; Byron for Nos. 82 and 83; East Stockton for No. 75; Fair Grounds for Nos. 84 and 85; Oelwein for Nos. 6, 2, 4, 60, 74 and 86. (See General Rule 4).

(4). The following letters shown in column opposite stations indicate:

- D—Day telegraph or telephone office.
- T—Day and night telegraph or telephone office.
- N—Night telegraph or telephone office.
- W—Water station.

(5). The Southern Division is auxiliary line to the Eastern Division at Oelwein and DeKalb Branch at Sycamore. (See General Rule 14-F and 14-G.)

(6). In addition to regular and flag stops, provided for on their schedules, certain trains will make stops as follows:

No. 1 will stop on signal at Maywood, Elmhurst and Lombard and at any station west of Sycamore to receive passengers for Rochester, St. Paul and Minneapolis, and at Lamont to receive passengers for Des Moines and to discharge passengers from Chicago and Dubuque.

No. 2 will stop on signal at Dyersville to receive or discharge passengers to and from points where train is regularly scheduled to stop or flag stop; will stop on signal at Elizabeth to receive passengers for Chicago; will stop at Oneida and at any station east of Dubuque to discharge passengers from Rochester, Hayfield and other stations west thereof on the Northern Division, and will stop at any station to discharge sleeping car passengers.

No. 5 will stop on signal at Maywood, Elmhurst, Clare, Esmond, Lindenwood, Holcomb, Stillman Valley, Egan, German Valley and Kent to receive passengers for points on Northern Division and for points beyond Clarion; will stop at North Hanover to pick up and discharge passengers to and from points where that train is regularly scheduled to stop or flag stop; will stop at Wasco, Lily Lake, Virgil and Richardson to discharge passengers from Chicago and to receive passengers for points on Northern Division and for points beyond Clarion; will stop at Durango, Graf, Farley, Petersburg, Thorpe and Dundee to discharge passengers from Dubuque and stations east thereof and to receive passengers for Oelwein and beyond and will stop at Dundee on Sunday to dispatch newspapers and express.

No. 6 will stop at Dyersville to discharge passengers from Southern Division and at any station to discharge passengers from Western Division and from Des Moines and stations west thereof on Southern Division; will stop at any station to discharge sleeping car passengers.

(7). **EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.** (See General Rule No. 71.)

(8). Eastward first-class trains will register at Oelwein (Telegraph Office at Freight House), Fair Grounds, East Stockton, Elmhurst and Chicago.

Eastward second-class and inferior trains will register at Oelwein Yard Office, Fair Ground, East Stockton, Elmhurst and Chicago Transfer, Nos. 84 and 82 at Byron.

Westward first-class trains will register at Chicago, Elmhurst, Kent, East Stockton, Fair Ground, Aurora and Oelwein (Telegraph Office at Freight House).

Westward second-class and inferior trains will register at Chicago Transfer, Kent, East Stockton, Fair Ground, Aurora and Oelwein Yard Office, Nos. 81 and 83 at Byron.

First-class trains may be registered by ticket at Elmhurst, Kent, Fair Ground and Aurora, and second-class and inferior trains at Elmhurst, Kent, Fair Ground and Aurora, except when carrying green signals; conductor must personally register at register stations and show signals carried. Trains must not exceed 10 miles per hour when passing stations where they are to be registered by ticket. Operator will register trains and file tickets for reference.

First class trains before leaving Dubuque and all trains before leaving East Stockton must obtain train clearance, Form 389. (See General Rule 83-A.)

(9). **BULLETIN STATIONS.** (See General Rule 83-E.)

- Chicago Telegraph Office.
- Lincoln Street Round House
- Chicago Transfer Yard Office.
- Forty-Sixth Ave. Round House.
- Byron Telegraph Office.
- East Stockton Yard Office.
- East Stockton Round House.
- Fair Ground Telegraph Office.
- Oelwein Telegraph Office.
- Oelwein Round House and Yard Office.

(9-A). Bulletins issued by Chief Dispatcher will be copied in bulletin books. Bulletins issued by other officers will be posted on bulletin boards.

(10). At long passing tracks on single track where there are intermediate cross-overs, first-class trains taking the siding must use the last cross-over where they can pull into the siding before reaching the station platform. All other trains must use the first switch where they can pull into the siding.

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

Trains will expect to find cars at all times on all parts of the passing track at Bellewood; north passing track at Ingalton; south passing track at Wilkinson and passing track at Rice.

C. G. W. and Hanover trains using passing track at North Hanover will keep sharp lookout for, and protect against, each other. Hanover trains have right to use only the house track and that portion of passing track between the east switch and highway crossing west of the depot.

C. G. W. and M. & O. trains using passing track at Oneida will keep sharp lookout for, and protect against, each other. M. & O. trains have right to use the house and passing tracks only.

(11). **YARD LIMIT STATIONS.**—Chicago Transfer, Bellewood, Elmhurst, Villa Park, Ingalton, St. Charles, Sycamore, Byron, South Freeport, East Stockton, Galena Jct., Dubuque Fair Ground, Graf, Dyersville and Oelwein. (See Rule 93.)

(12). Automatic Block System Rules 501 to 522, inclusive, are in effect, except between Winston and Rice; but the signals between Rice and Galena Junction are of the double arm type working in the lower quadrant. Both arms horizontal indicates "stop;" top arm diagonal, lower arm horizontal, indicates "proceed with caution to next signal;" both arms diagonal indicates "proceed."

Train movements between Winston and Rice are governed by Staff Block System. No train or engine, if eastward, must leave Rice, or if westward, Winston, unless the semaphore signals indicate "proceed," and the engineman of such train has in his possession a train staff, which must be retained by him as long as his train or any portion of it is in the block.

Possession of staff is authority to engineman to proceed through the block. On arrival at opposite end of block, engineman will deliver staff to operator.

Staff will be delivered to the engineman by the operator and must be delivered by engineman to operator at end of the block, and under no circumstances must a staff be transferred from one train to another. All trains must reduce speed to 15 miles per hour passing Rice and Winston towers to insure safe exchange of staff.

In case two or more engines are coupled together, the leading engineman must carry the staff, but the engineman on the other engines must know that the staff has been received.

In case of failure of the staff apparatus, trains will be moved through this block only under direction of Train Dispatcher.

(13). While using tracks of other companies, trainmen and enginemen will be governed by the rules and the time tables of such companies, a copy of which must be in their possession.

(14). Agents will sell tickets for Nos. 81 and 82, for adult male passengers only.

(15). **SPEED RESTRICTIONS.**

All trains must reduce speed to 15 miles per hour through cross-over at Elmhurst, Kent and Aurora.

Sixty miles per hour is maximum speed for passenger trains.

Freight trains must not exceed thirty; light engines twenty-five miles per hour.

Train handling steam derrick and pile driver must not exceed 25 miles per hour.

Engines running backward will not exceed 15 miles per hour.

**FOREST PARK.**—All trains must reduce speed to 10 miles per hour over Junction switches.

**BELLWOOD.**—25 miles per hour over I. H. B. crossing.

**DEKALB.**—10 miles per hour between DeKalb Junction and 11th Street, and 6 miles per hour between 11th Street and DeKalb passenger depot.

**HOLCOMB.**—15 miles per hour over C. B. & Q. crossing.

**BYRON.**—25 miles per hour on curve at east end of Rock River Bridge east of Byron.

**BETWEEN STOCKTON AND GALENA JUNCTION.**—45 miles per hour for passenger trains and 25 miles per hour for freight trains on descending grades and curves.

**WINSTON TUNNEL.**—Westbound trains twenty miles per hour. Eastbound trains, when fan is running, ten miles per hour. Fan out of service, twenty miles per hour.

**GALENA JUNCTION.**—25 miles per hour for passenger trains and 15 miles per hour for freight trains over Junction switches.

**EAST DUBUQUE.**—10 miles per hour for all trains over C. B. & Q. crossing at west end of Tunnel.

**DUBUQUE.**—City ordinance calls for speed of 6 miles per hour.

**BETWEEN FARLEY AND FAIR GROUNDS**—35 miles per hour for passenger trains and 25 miles per hour for freight trains.

**ONEIDA.**—35 miles per hour for passenger, 20 miles per hour for freight trains over C. M. & St. P. crossing.

**DUNDEE.**—Twenty-five miles per hour eastbound on first curve west of Dundee Station.

(16.) Helper engines smaller than 200 class must not be placed between train and engine of the 200 class or larger, and when double heading must have air cut in between the two engines. Under no circumstances will helper engines couple into trains that are in motion. Santa Fe engines must not be double headed except in helper territory.

(17.) Engines using new hole track Fox River must stop and flag their movement over Elgin road. Yard engines must stop before crossing 6th, 7th, 9th, 10th and Pleasant Streets, DeKalb, and flag their movements over these streets.

(18.) From 6:00 A. M. to 8:00 P. M. daily except Sunday, DeKalb-Sycamore yard engine may use DeKalb branch between DeKalb and Sycamore without orders.

(19.) Agents and operators must take a position on station platform and closely observe all passing trains, signalling trainmen or enginemen to stop if anything noticed that might imperil the safety of the train or employes, such as a hot box, a flat wheel, a brake beam dragging, etc. If nothing irregular detected a proceed signal must be given.

Signal Maintainers, Bridgemen, Sectionmen and other employes at work in yards and between stations must also inspect passing trains and signal Stop or Proceed, according to what inspection reveals.

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

Enginemen, Firemen and Trainmen must be on the alert to receive, transmit and act promptly on these signals.

(20.) Conductors of all westward trains leaving B. & O. Passenger Station will register before departure at the Train Dispatcher's office. If such trains are delayed over 15 minutes between that point and Forest Park, conductor will report delay by wire at the first regular stop to the Superintendent of the B. & O. C. T. R. R. Conductors of eastward trains arriving at B. & O. Station will register by ticket which will be delivered at Train Dispatcher's office. Conductors of passenger trains using these tracks will send delay report (Form 399) to the Superintendent of that road covering delays on their tracks, in addition to showing such delays on reports made to C. G. W. Superintendent.

Trains and yard engines using the Chicago Junction Railway tracks in the territory between 15th Street and approximately Western Avenue on the north, Brighton Park to Lake Avenue and 42nd Street on the west, and to 49th Street on

the south, **MUST MOVE UNDER ABSOLUTE CONTROL, AND WITH THE CURRENT OF TRAFFIC** at all times, expecting to find other trains occupying the same tracks, connecting tracks and railroad crossings without markers, lights or flag protection. In the event of accident the responsibility rests upon the approaching train. "Under Control" means to be able to stop within the range of vision.

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

Trains in either direction do not require clearance or train order to proceed on C. B. & Q. track, but will be governed by position of the semaphore at Galena Junction and Portage and the train order signal at Galena Junction.

(21). **ADDITIONAL STATIONS**

Location	Capacity
West Chicago Stock Yards...	connected west end
Evans Spur..... M. P. 39.5	7—connected west end
Lovell's Crossing..... M. P. 53.3	11—connected east end
Five Points..... M. P. 59.3	15—connected east end
Bruceville..... M. P. 110.2	11—connected east end
Frith's Spur..... M. P. 175.9	17—connected west end
Doubling Spur..... M. P. 198.6	27—connected east end

Telephones connected with Dispatchers office are located at:

Gretna.....	West switch.
Ingaltan.....	West switch.
West Chicago Stock Yds..	Switch.
St. Charles.....	East switch.
Fox River.....	Middle of Siding and East Switch.
Lily Lake.....	Extreme west switch.
Signal 53-5.....	
Sycamore.....	Extreme east and west switches.
Signal 59-6.....	West of Five Points.
Wilkinson.....	East switch.
Holcomb.....	West switch.
Stillman Valley.....	West switch.
Byron.....	East and west switches and south of the west cross over.
German Valley.....	West switch.
South Freeport.....	East end south passing track. West end north passing track.
Bruceville.....	Signal 110.0
Bolton.....	West switch.
Pearl City.....	East switch.
East Stockton.....	East Switch.
Gal. Jctn.....	East of crossover on Pole 156-5.
Fair Ground.....	West switch.
Signal 177-9.....	
Durango.....	East switch.
Budd.....	East and west switches.
Signal 185-2.....	
Graf.....	East and west switches.
Kidder.....	East switch.
Signal 194-2.....	
Farley.....	West switch.
Doubling Spur.....	Intermediate signal.
Dyersville.....	East switch.
Signal 205-2.....	
Oneida.....	East switch.
Signal 218-2.....	
Thorpe.....	West switch.
Lamont.....	East switch.
Stanley.....	Crossover north side.
Oelwein.....	Ice house.

Dispatchers' telephones in waiting rooms can be opened by switch key:

Lombard.	Lindenwood.	Durango
N. Glen Ellyn.	Stillman Valley.	Farley.
Gretna.	Myrtle.	Petersburg.
Wasco.	Egan.	Almoral.
Lily Lake.	German Valley.	Thorpe.
Virgil.	Bolton.	Dundee.
Richardson.	Woodbine.	Lamont.
Clare.	North Hanover.	
Esmond.	Aiken.	

(22). The attention of enginemen is called to the following laws:

**IOWA. REVISED STATUTES, 1888. Sec. 2003.**

**SIGNALS AT CROSSINGS.**—A bell and a steam whistle shall be placed on each locomotive engine operated on any railway in this State, and said whistle shall be twice sharply sounded at least sixty rods before a highway crossing is reached, and after the sounding of the whistle, the bell shall be rung continuously until the crossing is passed; PROVIDED, that at street crossings within the limits of incorporated cities or towns, the sounding of the whistle may be omitted, unless required by the council of any such city or town; and the company shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

**ILLINOIS. REVISED STATUTES, 1893.**

**BELL AND WHISTLE AT CROSSINGS.**—Every railroad corporation shall cause a bell, of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached.

**LIST OF SURGEONS**

DR. D. W. WARD.....	Oelwein, Ia.
DR. W. I. PARKER.....	Lamont, Ia.
DR. E. F. MUELLER.....	Dyersville, Ia.
DR. R. R. HARRIS.....	1270 Main Street, Dubuque, Ia.
DR. B. F. DENNEY.....	Elizabeth, Ill.
DR. G. D. RUNKLE.....	Stockton, Ill.
DR. J. G. WOKER.....	Pearl City, Ill.
DR. C. L. BEST.....	3½ E. Stephenson St., Freeport, Ill.
DR. J. ALBA JOHNSTON.....	Byron, Ill.
DR. S. C. THOMSON.....	Byron, Ill.
DR. I. S. EVANS.....	Sycamore, Ill.
DR. C. A. POTTER.....	St. Charles, Ill.
DR. THOMAS B. BOLAND	3807 Washington Blvd., c/o Robert Burns Hospital, Chicago, Ill.
DR. OVERTON BROOKS...	Transportation Bldg., 608 So. Dearborn St., Chicago, Ill.
DR. T. A. DAVIS.....	West Side Hospital, Chicago, Ill.
DR. W. L. NOBLE, Oculist.....	Room 1010, 31 North State St., Chicago, Ill.

**B. E. SHEFFER, ASST. SUPERINTENDENT, CHICAGO**  
**J. M. REINES, TRAINMASTER, EAST STOCKTON**

**L. S. BEATTIE, CHIEF DISPATCHER, EAST STOCKTON**  
**L. O. ROSS, NIGHT CHIEF DISPATCHER, EAST STOCKTON**

L. B. BLANN  
A. J. SCHMITT  
W. J. MURPHY  
W. J. SUGHROUE  
D. L. LAHEY  
C. K. COLE  
V. D. RICHARDS  
H. R. WILLIAMS } **DISPATCHERS**

**SAFETY FIRST**

**SAFETY ALWAYS**

# SPEED SCHEDULE

Miles per Hour.	Time per Mile.	
4.00	15 min.	0 sec.
5.00	12 "	0 "
6.00	10 "	0 "
7.00	8 "	34 "
8.00	7 "	30 "
9.00	6 "	40 "
10.00	6 "	0 "
11.00	5 "	27 "
12.00	5 "	0 "
13.00	4 "	36 "
14.00	4 "	17 "
15.00	4 "	0 "
15.06	3 "	59 "
15.13	3 "	58 "
15.19	3 "	57 "
15.25	3 "	56 "
15.32	3 "	55 "
15.38	3 "	54 "
15.45	3 "	53 "
15.52	3 "	52 "
15.58	3 "	51 "
15.65	3 "	50 "
15.72	3 "	49 "
15.79	3 "	48 "
15.86	3 "	47 "
15.93	3 "	46 "
16.00	3 "	45 "
16.07	3 "	44 "
16.14	3 "	43 "
16.22	3 "	42 "
16.29	3 "	41 "
16.36	3 "	40 "
16.44	3 "	39 "
16.51	3 "	38 "
16.59	3 "	37 "
16.67	3 "	36 "
16.74	3 "	35 "
16.82	3 "	34 "
16.90	3 "	33 "

Miles per Hour.	Time per Mile.	
16.98	3 min.	32 sec.
17.06	3 "	31 "
17.14	3 "	30 "
17.22	3 "	29 "
17.31	3 "	28 "
17.39	3 "	27 "
17.48	3 "	26 "
17.56	3 "	25 "
17.65	3 "	24 "
17.73	3 "	23 "
17.82	3 "	22 "
17.91	3 "	21 "
18.00	3 "	20 "
18.09	3 "	19 "
18.18	3 "	18 "
18.27	3 "	17 "
18.37	3 "	16 "
18.46	3 "	15 "
18.56	3 "	14 "
18.65	3 "	13 "
18.75	3 "	12 "
18.85	3 "	11 "
18.95	3 "	10 "
19.05	3 "	9 "
19.15	3 "	8 "
19.25	3 "	7 "
19.35	3 "	6 "
19.46	3 "	5 "
19.57	3 "	4 "
19.67	3 "	3 "
19.78	3 "	2 "
19.89	3 "	1 "
20.00	3 "	0 "
20.11	2 "	59 "
20.22	2 "	58 "
20.34	2 "	57 "
20.45	2 "	56 "
20.57	2 "	55 "
20.69	2 "	54 "

Miles per Hour.	Time per Mile.	
20.81	2 min.	53 sec.
20.93	2 "	52 "
21.05	2 "	51 "
21.18	2 "	50 "
21.30	2 "	49 "
21.43	2 "	48 "
21.56	2 "	47 "
21.69	2 "	46 "
21.82	2 "	45 "
21.95	2 "	44 "
22.08	2 "	43 "
22.22	2 "	42 "
22.36	2 "	41 "
22.50	2 "	40 "
22.64	2 "	39 "
22.78	2 "	38 "
22.93	2 "	37 "
23.08	2 "	36 "
23.23	2 "	35 "
23.38	2 "	34 "
23.53	2 "	33 "
23.68	2 "	32 "
23.84	2 "	31 "
24.00	2 "	30 "
24.16	2 "	29 "
24.32	2 "	28 "
24.49	2 "	27 "
24.66	2 "	26 "
24.83	2 "	25 "
25.00	2 "	24 "
25.17	2 "	23 "
25.35	2 "	22 "
25.53	2 "	21 "
25.71	2 "	20 "
25.90	2 "	19 "
26.09	2 "	18 "
26.28	2 "	17 "
26.47	2 "	16 "

Miles per Hour.	Time per Mile.	
26.67	2 min.	15 sec.
26.87	2 "	14 "
27.07	2 "	13 "
27.27	2 "	12 "
27.48	2 "	11 "
27.69	2 "	10 "
27.91	2 "	9 "
28.12	2 "	8 "
28.35	2 "	7 "
28.57	2 "	6 "
28.80	2 "	5 "
29.03	2 "	4 "
29.27	2 "	3 "
29.51	2 "	2 "
29.75	2 "	1 "
30.00	2 "	0 "
30.25	1 "	59 "
30.51	1 "	58 "
30.77	1 "	57 "
31.03	1 "	56 "
31.30	1 "	55 "
31.58	1 "	54 "
31.86	1 "	53 "
32.14	1 "	52 "
32.43	1 "	51 "
32.73	1 "	50 "
33.03	1 "	49 "
33.33	1 "	48 "
33.64	1 "	47 "
33.96	1 "	46 "
34.29	1 "	45 "
34.62	1 "	44 "
34.95	1 "	43 "
35.29	1 "	42 "
35.64	1 "	41 "
36.00	1 "	40 "
36.36	1 "	39 "
36.73	1 "	38 "

Miles per Hour.	Time per Mile.	
37.11	1 min.	37 sec.
37.50	1 "	36 "
37.89	1 "	35 "
38.30	1 "	34 "
38.71	1 "	33 "
39.13	1 "	32 "
39.56	1 "	31 "
40.00	1 "	30 "
40.45	1 "	29 "
40.91	1 "	28 "
41.38	1 "	27 "
41.86	1 "	26 "
42.35	1 "	25 "
42.86	1 "	24 "
43.37	1 "	23 "
43.90	1 "	22 "
44.44	1 "	21 "
45.00	1 "	20 "
45.57	1 "	19 "
46.15	1 "	18 "
46.75	1 "	17 "
47.37	1 "	16 "
48.00	1 "	15 "
48.65	1 "	14 "
49.31	1 "	13 "
50.00	1 "	12 "
50.70	1 "	11 "
51.43	1 "	10 "
52.17	1 "	9 "
52.94	1 "	8 "
53.73	1 "	7 "
54.55	1 "	6 "
55.38	1 "	5 "
56.25	1 "	4 "
57.14	1 "	3 "
58.06	1 "	2 "
59.02	1 "	1 "
60.00	1 "	0 "