

# CHICAGO GREAT WESTERN RAILROAD

## ILLINOIS DIVISION

### TIME TABLE No. 44

Taking Effect at 12:01 a. m.

SUNDAY, FEBRUARY 15, 1931

Superseding Time Table No. 43

Dated NOVEMBER 23, 1930

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYES ONLY

All rules and instructions contained herein supersede  
all rules and instructions inconsistent therewith

J. M. BATHS, General Superintendent

S. V. ROWLAND, Superintendent

### LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Byron, Ill. . . . .	DR. J. ALBA JOHNSTON	125	125
Byron, Ill. . . . .	DR. S. C. THOMSON	190	190
Chicago, Ill. . . . .	DR. THOMAS B. BOLAND 3807 Washington Blvd. c/o Robert Burns Hospital	Nevada 1103	Austin 0885
Chicago, Ill. . . . .	DR. OVERTON BROOKS 608 So. Dearborn St.	Harrison 2441	Wellington 8169
Chicago, Ill. . . . .	DR. W. L. NOBLE Room 1010, 31 No. State St. Oculist.	State 7330	Central 1821
Dubuque, Ia. . . . .	DR. R. R. HARRIS 1270 Main St.	464	2290
Dyersville, Ia. . . . .	DR. E. F. MUELLER	286	208
Freeport, Ill. . . . .	DR. C. L. BEST 3½ E. Stephenson St.	Main 8	Main 9
Lamont, Ia. . . . .	DR. W. I. PARKER	26	11
Oelwein, Ia. . . . .	DR. D. W. WARD	199	180
Pearl City, Ill. . . . .	DR. J. G. WOKER	12	12
St. Charles, Ill. . . . .	DR. C. A. POTTER	167	2771
Stockton, Ill. . . . .	DR. G. D. RUNKLE	259	259
Sycamore, Ill. . . . .	DR. I. S. EVANS	244	244-2

### CLAIM DEPARTMENT

GELMER KUIPEE, General Claim Agent, Chicago, Ill.  
Room 1123, Peoples Gas Building

G. N. REILLY, Claim Agent, Oelwein, Ia.

## BETWEEN CHICAGO AND EAST STOCKTON—FIRST DISTRICT.

Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 44 Effective February 15, 1931 STATIONS	WESTWARD									
				FIRST CLASS			SECOND CLASS						
				1 Limited Daily	5 Passenger Mail Daily		81 Way Freight Ex. Sunday	83 Way Freight Ex. Sunday	61 Merchandise Daily	63 Merchandise Daily	65 Merchandise Daily		
0.0		★	CHICAGO 7.3	8.00	11.30		AM	AM	AM	PM	PM		
7.3	Yard	★	CHICAGO TRANSFER 3.0		PM		6.00		8.00	8.00	9.00		
10.3		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK 1.3	s 8.25	s 11.55		s 6.15		8.15	8.15	9.15		
11.6		X	MAYWOOD 1.5		AM		f						
13.1	E 65 W 74	T-X	I. H. B. Crossing—Interlocked BELLEWOOD 3.7	63 8.30	12.03		s		8.45	8.45			
16.8	61	T-W-X	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7	8.35	12.09		s 7.15		9.00	9.00	9.35		
18.5		X	VILLA PARK 2.4				f						
20.9	32	D	LOMBARD 2.4	64 8.42	12.15		s 7.32		9.12	9.12	9.45		
23.3			NORTH GLEN ELLYN 2.3				f						
25.6	77	D	GRETNA 5.1	8.48	12.22		s 8.05		9.20	9.20	9.53		
30.7	N114 S 65	T-X-Y	INGALTON 5.2	8.55	12.28		s 8.30		9.55	9.55	10.05		
35.9	105	T-W-X	ST. CHARLES 1.4	s 9.03	s 12.40		s 9.15		10.10	10.10	10.26		
37.3	111	X	FOX RIVER 4.1				s 9.30		10.13				
41.4	69	D	WASCO 4.2	9.11	f 12.50		s 9.45		10.22	10.22	10.40		
45.6	133	D	LILY LAKE 3.0	9.16	f 12.58		s 10.00		10.32	10.32	10.50		
48.6	64	D	VIRGIL 2.7	9.20	f 1.04		s 10.10		10.37	10.37	10.55		
51.3	N 55 S 63	D	RICHARDSON 5.3	9.24	f 1.09		s 10.20		10.42	10.42	11.05		
56.6	207	B-C-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 5.2	s 9.37	s 1.27		s 10.50		11.20	11.20	11.56		
61.8	N 65 S 82	T	WILKINSON C. M. & G. Crossing—Interlocked 2.3	9.43	f 1.35		s 11.05		11.35	11.35	12.11		
64.1	61	D	CLARE 5.7	9.46	f 1.40		s 11.15		11.39	11.39	12.15		
69.8	85	D	ESMOND 5.1	9.53	f 1.50		s 11.52		11.52	11.52	12.28		
74.9	83	D-W	LINDENWOOD 3.5	9.59	f 1.59		s 12.20		12.01	12.01	12.37		
78.4	67	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0	10.04	f 2.07		s 12.35		12.09	12.09	12.45		
83.4	76	D	STILLMAN VALLEY 4.4	10.10	f 2.14		s 12.55		12.19	12.19	12.55		
87.8	N148 S 47	B-K-O-T- W-X	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0	10.16	s 2.22		1.30	7.00	12.35	12.35	1.16		
93.8	85	D	MYRTLE 2.9	10.26	f 2.32			f 7.20	12.47	12.47	1.28		
96.7	55	D	EGAN 4.2	10.31	f 2.38		s 7.35		12.57	12.57	1.38		
100.9	87	D	GERMAN VALLEY 5.8	10.38	f 2.46		s 7.55		1.05	1.05	1.46		
106.7	N112 S 81	T-W-X-Y	SOUTH FREEPORT 7.6	f 10.50	s 2.59		s 8.45		1.25	1.25	2.06		
114.3	100	D	BOLTON 5.7	10.59	f 3.13		s 9.35		1.40	1.40	2.21		
120.0	66	D	PEARL CITY 4.9	11.06	f 3.22		s 10.00		1.48	1.48	2.29		
124.9	59	T	End of Double Track KENT 4.2	11.12	f 3.29		s 10.20		1.56	1.56	2.37		
129.1	Yard	O-W-X	EAST STOCKTON	11.18	3.35			10.50	2.06	2.06	2.47		
				PM Arrive	AM Arrive		Arrive	AM Arrive	PM Arrive	AM Arrive	AM Arrive		
				1	5		81	83	61	63	65		

BETWEEN CHICAGO AND EAST STOCKTON—FIRST DISTRICT.

Miles from St. Paul	Car Capacity Siding	SIGNS	TIME TABLE No. 44 Effective February 15, 1931		EASTWARD								
			STATIONS		FIRST CLASS			SECOND CLASS					
			2	4	82	62	84	64	60	66			
			Limited Daily	Passenger Mail Daily	Way Freight Ex. Sunday	Through Stock Daily	Way Freight Ex. Sunday	Fast Freight Daily	Merchandise Daily	Fast Freight Daily			
424.8		★	CHICAGO	Arrive AM 8.55	Arrive PM 7.30								
417.5	Yard	★	CHICAGO TRANSFER			PM 2.00	PM 3.00	PM	PM 10.00	AM 3.00	AM 4.00		
414.5		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK	s 8.30	s 7.04	f 1.15							
413.2		X	MAYWOOD		f 7.00	f							
411.7	E 65 W 74	T-X	I. H. B. Crossing—Interlocked BELLEWOOD	8.23	6.57	s 1.00	2.30		9.30	2.30	3.30		
408.0	61	T-W-X	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked	8.17	f 6.52	f 12.40	2.10		8.55	2.10	3.17		
406.3		X	VILLA PARK			f							
403.9	32	D	LOMBARD	8.11	6.44	f 12.12	1.52		8.42	2.00	3.08		
401.5			NORTH GLEN ELLYN		6.41	f							
399.2	77	D	GRETNA	8.05	6.36	f 11.59	1.42		8.32	1.50	3.00		
394.1	N114 S 65	T-X-Y	INGALTON	7.59	6.28	s 11.45	1.30		8.22	1.32	2.50		
388.9	105	T-W-X	ST. CHARLES	7.51	s 6.18	s 11.15	1.16		8.07	1.09	2.35		
387.5	111	X	FOX RIVER		6.11	s 10.55			8.08	1.00			
383.4	69	D	WASCO	7.44	f 6.05	s 10.45	1.08		7.57	12.50	2.25		
379.2	133	D	LILY LAKE	7.38	f 5.58	s 10.32	12.58		7.49	12.32	2.17		
376.2	64	D	VIRGIL	7.34	f 5.52	s 10.10	12.52		7.44	12.25	2.11		
373.5	N 55 S 63	D	RICHARDSON	7.31	f 5.47	s 9.50	12.47		7.39	12.17	2.07		
368.2	207	B-C-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked	s 7.22	s 5.37	s 9.29	12.35		7.24	11.56	1.55		
363.0	N 65 S 82	T	WILKINSON C. M. & G. Crossing—Interlocked	7.13	5.25	s 8.55	12.10		6.54	11.35	1.35		
360.7	61	D	CLARE	7.10	f 5.20	s 8.45	12.05		6.49	11.30	1.15		
355.0	85	D	ESMOND	7.02	f 5.10	s 8.25	11.52		6.37	11.15	1.01		
349.9	83	D-W	LINDENWOOD	6.55	f 5.00	s 8.10	11.30		6.27	11.05	12.53		
346.4	67	T	C. B. & Q. Crossing—Interlocked HOLCOMB	6.50	s 4.53	s 8.00	11.20		6.20	10.57	12.45		
341.4	76	D	STILLMAN VALLEY	6.41	s 4.42	s 7.42	11.05		5.55	10.48	12.19		
337.0	N148 S 47	B-K-O-T- W-X	BYRON C. M. St. P. & P. Crossing—Interlocked	6.34	s 4.33	7.30	10.55	PM 3.30	5.45	10.40	11.59		
331.0	85	D	MYRTLE	6.25	f 4.22	AM	10.38	f 2.20	5.30	10.26	11.47		
328.1	55	D	EGAN	6.21	s 4.16		10.30	s 2.05	5.23	10.20	11.40		
323.9	87	D	GERMAN VALLEY	6.14	s 4.08		10.20	s 1.45	5.15	10.10	11.30		
318.1	N112 S 81	T-W-X-Y	SOUTH FREEPORT	f 6.05	s 3.58		10.05	s 1.25	5.00	9.57	11.20		
310.5	100	D	BOLTON	5.52	f 3.45		9.35	f 12.45	4.30	9.32	10.59		
304.8	66	D	PEARL CITY	5.44	s 3.36		9.20	s 12.25	4.17	9.22	10.30		
299.9	59	T	End of Double Track KENT	5.38	s 3.28		9.10	s 12.01	4.05	9.12	10.15		
295.7	Yard	O-W-X	EAST STOCKTON	5.31	3.22	AM Leave	9.00	AM Leave	11.45	3.55	9.00	10.00	PM Leave
				2	4		82	62	84	64	60	66	

## BETWEEN EAST STOCKTON AND OELWEIN—SECOND DISTRICT.

Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 44 Effective February 15, 1931 STATIONS	WESTWARD									
				FIRST CLASS			SECOND CLASS						
				5 Passenger Mail Daily	1 Limited Daily		63 Merchandise Daily	65 Merchandise Daily	85 Way Freight Ex. Sunday	83 Way Freight Ex. Sunday	61 Merchandise Daily		
				Leave AM	Leave PM		Leave AM	Leave AM	Leave AM	Leave AM	Leave PM		
129.1	Yard	O-W-X	<b>EAST STOCKTON</b> 2.0	3.35	11.18		2.06	2.47			10.50	2.06	
131.1		B-K-X	<b>STOCKTON</b> 7.5	s 3.42	11.21		2.16	2.57			s 11.30	2.16	
138.6		D	<b>WOODBINE</b> 4.7	f 3.57							s 12.07		
143.3	68	D	<b>ELIZABETH</b> 3.3	s 4.07	11.38						s 12.40		
146.6	56	D-W	<b>NORTH HANOVER</b> 3.3	s 4.15							s 1.00		
149.9			<b>RODDEN</b> 2.2	f 4.20							f		
152.1	60		<b>WINSTON</b> End of Double Track	f 4.27	11.49						f 1.20		
		T	<b>FAN HOUSE</b> 1.5										
153.6			<b>RICE</b> End of Double Track	f 4.32	11.53						f 1.25		
155.4	43		<b>AIKEN</b> 2.2	f 4.35							f		
157.6		T-W-X	End of Double Track <b>GALENA JCT.</b>	f 4.38	PM 11.59		3.31	4.12			s 1.40	3.31	
157.6		T-W-X	<b>GALENA JCT.</b> 0.5			C. B. & Q.							
158.1		T	<b>PORTAGE</b> 12.8			R. R. Rules govern.							
170.9		T	<b>EAST CABIN</b> 1.0			I. C. R. R.							
171.9			<b>DUBUQUE JCT.</b> 0.2		AM 12.20								
171.9			<b>DUBUQUE JCT.</b> 0.2	4.59	12.20		4.00	4.45			2.15	4.00	
172.1		X	C. M. St. P. & P. Crossing <b>DUBUQUE</b> 2.1	s 5.08	s 12.26								
174.2	98	B-C-K-O- T-W-X	<b>FAIR GROUND</b> End of Double Track	5.15	12.33		4.20	5.25	AM 7.30		2.30	4.30	
180.1	79	D	<b>DURANGO</b> 2.9	f 5.25	12.43		4.35	5.40	f 7.50			4.45	
183.0	57		<b>BUDD</b> 4.9	f 5.31	12.48		4.45	5.50	f 8.05			4.54	
187.9	E 78 W 92	C-T-W-X	<b>GRAF</b> 3.7	f 5.47	1.01		5.15	6.15	s 8.35			5.24	
191.6	69		<b>KIDDER</b> 4.4	f 5.54	1.08		6.2	6.30	f 8.50			6.0 5.40	
196.0	N 59 S 68		<b>FARLEY</b> 6.5	f 6.03	1.17		6.03	6.50	s 9.20			5.59	
202.5	N 58 S 63	D-W-X	<b>DYERSVILLE</b> 5.0	s 6.15	1.26		6.24	7.15	s 10.00			6.6 6.14	
207.5		D	<b>PETERSBURG</b> 3.1	f 6.23					f 10.20				
210.6	N 72 S 67		<b>ALMORAL</b> 4.6	f 6.27	1.38		6.40	7.35	s 10.35			6.36	
215.2	84	T	<b>ONEIDA</b> C. M. St. P. & P. Crossing—Interlocked	s 6.36	1.45		6.51	7.44	s 10.55			6.45	
220.3	N 91 S 75	W	<b>THORPE</b> 5.0	f 6.45	1.53		7.03	7.56	s 11.22			6.57	
225.3	56	D	<b>DUNDEE</b> 5.1	f 6.54	2.01		7.17	8.06	s 12.08			7.07	
230.4	99	D-W	<b>LAMONT</b> 4.8	s 7.04	2.11		7.30	8.20	s 12.40			7.21	
235.2	N 71 S 61	T	End of Double Track <b>AURORA</b> 4.5	s 7.13	2.18		7.40	8.30	s 1.15			7.30	
239.7	46	D	<b>STANLEY</b> 6.1	s 7.21					s 1.45				
245.8	Yard	★	C. R. I. & P. Crossing—Interlocked <b>OELWEIN</b>	7.35 AM Arrive	2.35 AM Arrive		8.00 AM Arrive	9.00 AM Arrive	2.30 PM Arrive		8.00 PM Arrive		
				5	1		63	65	85	83	61		

BETWEEN EAST STOCKTON AND OELWEIN—SECOND DISTRICT.

Miles from St. Paul	Car Capacity Siding	SIGNS	TIME TABLE No. 44 Effective February 15, 1931 STATIONS	EASTWARD							
				FIRST CLASS		SECOND CLASS					
				2 Limited Daily	4 Passenger Mail Daily	62 Through Stock Daily	86 Way Freight Ex. Sunday	84 Way Freight Ex. Sunday	64 Merchandise Daily	60 Merchandise Daily	66 Fast Freight Daily
Arrive AM	Arrive PM	Arrive AM	Arrive PM	Arrive AM	Arrive PM	Arrive PM	Arrive PM				
295.7	Yard	O-W-X	EAST STOCKTON 2.0	5.31 s 3.22	9.00		11.45	3.55	9.00	10.00	
293.7		E-K-X	STOCKTON 7.5	5.28 s 3.19	8.50		11.25	3.45	8.50	9.50	
286.2		D	WOODBINE 4.7	5.16 s 3.05			10.45				
281.5	68	D	ELIZABETH 3.3	5.08 s 2.55			10.25				
278.2	56	D-W	NORTH HANOVER 3.3	5.02 s 2.45			9.50				
274.9			RODDEN 2.2	f 2.37			f				
272.7	60		WINSTON End of Double Track	4.54	2.32		f 9.30				
		T	FAN HOUSE 1.5								
271.2			RICE End of Double Track	4.49	2.28		f 9.20				
269.4	43		AIKEN 2.2		f 2.25		f				
267.2		T-W-X	End of Double Track GALENA JCT.	4.43 s 2.21		7.35		9.00	2.30	7.30	8.30
267.2		T-W-X	GALENA JCT. 0.5								
266.7		T	PORTAGE 12.8								
253.9		T	EAST CABIN 1.0								
252.9			DUBUQUE JCT.								
252.9			DUBUQUE JCT. 0.2	4:21	2.00	7.02		8.15	2.00	7.00	8.00
252.7		X	C. M. St. P. & P. Crossing DUBUQUE	s 4.20	s 1.59						
250.6	98	B-C-K-O. T-W-X	FAIR GROUND End of Double Track	4.07 s 1.45		6.50	PM 2.30	8.00	1.45	6.45	7.48
244.7	79	D	DURANGO 2.9	3.57 f 1.35		6.35	f 2.05		1.15	6.30	7.30
241.8	57		BUDD 4.9	3.52 f 1.29		6.27	f 1.50		1.05	6.22	7.22
236.9	E 78 W 92	C-T-W-X	GRAF 3.7	3.42 f 1.19		5-65 6.15	s 4 1.19		12.52	6.10	7.10
233.2	69		KIDDER 4.4	3.30 f 1.07		63 5.33	f 12.32		12.32	5.40	6.40
228.8	N 59 S 68		FARLEY 6.5	3.22 f 12.59		5.20	s AM 11.59		12.20	5.25	6.29
222.3	N 58 S 63	D-W-X	DYERSVILLE 5.0	3.12 s 12.48		5.05	s 11.25		PM 12.01	5.05	61 6.14
217.3		D	PETERSBURG 3.1		f 12.38		f				
214.2	N 72 S 67		ALMORAL 4.6	3.02 f 12.32		4.47	s 85 10.35		AM 11.42	4.45	5.55
209.6	84	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked	2.56 s 12.25		4.39	s 9.55		11.32	4.35	5.43
204.5	N 91 S 75	W	THORPE 5.0	2.50 f 12.16		4.30	s 9.15		85 11.22	4.22	5.30
199.5	56	D	DUNDEE 5.1	2.44 s 12.08		4.21	s 8.50		11.10	4.10	5.15
194.4	99	D-W	LAMONT 4.8	2.37 s 11.59		4.09	s 85 8.20		10.55	3.55	5.00
189.6	N 71 S 61	T	End of Double Track AURORA 4.5	1 2.31	s 11.50	4.00	s 5-63 8.00		10.45	3.45	4.45
185.1	46	D	STANLEY 6.1	2.25 s 11.41			s 7.30				
179.0	Yard	★	C. R. I. & P. Crossing—Interlocked OELWEIN	2.15	11.30	3.00	7.00		10.00	3.00	4.00
				AM Leave	AM Leave	AM Leave	AM Leave	AM Leave	AM Leave	PM Leave	PM Leave
				2	4	62	86	84	64	60	66

## DE KALB BRANCH

WESTWARD				Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE		EASTWARD				
							No. 44						
							Effective February 15, 1931						
							<b>STATIONS</b>						
				56.6		B-C-T- W-X	<b>SYCAMORE</b> C. & N. W. Crossing—Interlocked 4.7						
				61.3			C. M. & G. Crossing—Interlocked <b>DE KALB JUNCTION</b> C. & N. W. Crossing 1.3						
				62.6		X	<b>DE KALB</b>						

## SPECIAL INSTRUCTIONS

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

LOCATION	NAME
Byron, Ill. ....	J. A. OSBORN.
Chicago, Ill. ....	N. R. T. S. Co., 58 E. Washington St.
Chicago, Ill. ....	CHAS. H. BERN, La Salle Station.
Chicago, Ill. ....	A. M. GREFFENSON, 719 S. Crawford Ave.
Chicago, Ill. ....	M. GOLDBLATT, 12 N. Cicero Ave.
Dubuque, Ia. ....	E. L. SCHEPPELE.
Oelwein, Ia. ....	NUTTING & STEVENS.
Sycamore, Ill. ....	WETZEL BROS.
Stockton, Ill. ....	C. W. ROBISON.

(2). Register Stations:

Aurora.....	All Westward Trains—See Note (1).
Byron.....	Nos. 81-82-83 and 84.
Chicago.....	All First Class Trains.
Chicago Transfer....	All Except First Class Trains.
Elmhurst.....	All Trains—See Note (2).
Fair Ground.....	All Trains—See Note (3).
Kent.....	All Westward Trains—See Note (4).
Oelwein Telegraph Office	
at Freight House..	All First Class Trains.
Oelwein Yard Office.	All Except First Class Trains.

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

**Note (2).** All trains may register by Form 367 except when carrying signals for a following section.

**Note (3).** All trains may register by Form 367 except when carrying signals for a following section.

**Note (4).** All trains may register by Form 367 except when carrying signals for a following section.

(2-A). Train order signals are not displayed at the following register stations. All trains must obtain Clearance Card Form 389.

Chicago Telegraph Office.  
 Chicago Transfer.  
 Oelwein Telegraph Office at Freight House.  
 Oelwein Yard Office.

(3). The Iowa Division is auxiliary line to the Illinois Division at Oelwein and DeKalb Branch at Sycamore. (See Rules 14-F and 14-G).

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

(5). Conditional stops:

No. 1 will stop on signal at any station to receive passengers for Rochester, St. Paul or Minneapolis.

No. 2 will stop at any station to discharge passengers from points on Minnesota Division, west and north of Oelwein, and will stop at Dyersville to discharge passengers from Iowa Division, and on signal at Byron to receive passengers for Chicago.

No. 5 will stop at any station to receive passengers for Oelwein and beyond, and will stop at Dundee on Sundays to dispatch newspapers and express.

All trains will stop at any point to discharge passengers holding tickets routed through Chicago, St. Paul or Minneapolis.

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

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

(7-A). 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).

# SPECIAL INSTRUCTIONS

(7-B). Trains will expect to find cars at all times on all parts of sidings at Bellewood, Winston, Galena Jct.; the north siding Ingalton and south siding Wilkinson.

(7-C). C. G. W. and Hanover trains using siding 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 siding between the east switch and highway crossing west of the depot.

(7-D). C. G. W. and M. & O. trains using siding at Oneida will keep sharp lookout for, and protect against, each other. M. & O. trains have right to use the house track and siding only.

(7-E). The automatic block system is operated between Forest Park and Oelwein, except between Winston and Rice. See Rules 501 to 522 inclusive.

(7-F). Train movements between Winston and Rice are governed by electric controlled signal system of train operation. Trains will move by signal indication. Signal indications will supersede time table superiority of trains, but will not dispense with use of or observance of other signals whenever or wherever they may be required.

In case of failure of electric controlled signal system trains will be moved under the direction of train dispatcher.

Dispatchers telephones are located in Stations at Winston and Rice.

(8). 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.

(9). 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.

(10). The following trains will carry adult male passengers: Nos. 81 and 82.

**(11). Speed Restrictions—General:**

LIGHT ENGINES 30 MILES PER HOUR.

TRAINS HAULING STEAM DERRICK OR PILE DRIVER 35 MILES PER HOUR.

ANY ENGINE IN BACKWARD MOTION 15 MILES PER HOUR.

ALL TRAINS MUST NOT EXCEED 20 MILES PER HOUR THROUGH CROSSOVERS AT ELMHURST, KENT, WINSTON, RICE AND AURORA.

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.

**1st District (Between Forest Park and East Stockton):**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed .....	55	45
Over Junction switches Forest Park.....	10	10
Over I. H. B. crossing Bellewood.....	25	25
Between DeKalb Jct. and 11th St., DeKalb.	10	10
Between 11th St. and DeKalb Depot.....	6	6
Over 85 lb. rail between Byron and German Valley .....	45	35
Over C. B. & Q. crossing Holcomb.....	25	25
On curve at east end of Rock River Bridge Byron .....	25	25

**2nd District (Between East Stockton and Oelwein):**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed .....	55	45
On descending grades and curves between Stockton and Galena Jct.....	45	35
Winston Tunnel .....	20	20
Eastward when fan is running.....	10	10
Over Junction switches at Galena Jct.....	25	15
Over C. B. & Q. crossing west end of tun- nel East Dubuque.....	10	10
City ordinance calls for speed of 6 miles per hour Dubuque .....	6	6
Between Fair Grounds and Farley on all curves .....	35	25
Over C. M. St. P. & P. crossing Oneida....	35	20
Eastward on curve west of Dundee station..	30	30

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

Signal Maintainers, Bridgemen, Sectionmen and other employees 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 sidings and when pulling away from coal and water stations and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.

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

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

(14). During stormy and foggy weather, Conductors, Enginemen and Operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(15). Conductors of all westward trains leaving B. & O. Passenger Station will register before departure at the Train Dispatcher's office. Conductors and Enginemen must register their watch before departing. Conductors of eastward trains arriving at B. & O. Station will register by ticket which will be delivered at Train Dispatcher's office.

(16). Trains and yard engines using the Chicago Junction Railway tracks in the territory between 15th Street and approximately Western Avenue on the north, Brighton Park to Lake Avenue and 42nd Street on the west, and to 49th Street on the south, MUST MOVE UNDER ABSOLUTE CONTROL, AND WITH THE CURRENT OF TRAFFIC at all times, expecting to find other trains occupying the same tracks, connecting

tracks and railroad crossings without markers, lights or flag protection. In the event of accident the responsibility rests with the approaching train. "Under Control" means to be able to stop within the range of vision.

(17). 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.

(18). 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.

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.

Speed Table

Miles Per Hour.	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.
3	20	0	36	1	40
4	15	0	37	1	37
5	12	0	38	1	35
6	10	0	39	1	32
7	8	34	40	1	30
8	7	30	41	1	28
9	6	40	42	1	26
10	6	0	43	1	23
11	5	27	44	1	22
12	5	0	45	1	20
13	4	36	46	1	18
14	4	17	47	1	16
15	4	0	48	1	15
16	3	45	49	1	13
17	3	32	50	1	12
18	3	20	51	1	10
19	3	9	52	1	9
20	3	0	53	1	8
21	2	51	54	1	7
22	2	44	55	1	5
23	2	36	56	1	4
24	2	30	57	1	3
25	2	24	58	1	2
26	2	18	59	1	1
27	2	13	60	1	0
28	2	8	61	0	59
29	2	4	62	0	58
30	2	0	63	0	57
31	1	56	64	0	56
32	1	52	65	0	55
33	1	49	70	0	51
34	1	46	75	0	48
35	1	43	80	0	45

ADDITIONAL STATIONS

	Location	Capacity
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
Woodspur at Winston.....		32—connected east end
Frith's Spur.....	M. P. 175.9	17—connected west end
Doubling Spur.....	M. P. 198.6	27—connected east end

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

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

Telephones connected with Dispatchers office are located at:

Gretna.....	West switch.
Ingalton.....	West switch.
St. Charles.....	East switch.
Fox River.....	East and west switches.
Lily Lake.....	Extreme west switch.
Richardson.....	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.
German Valley.....	West switch.
South Freeport.....	East end south siding.
	West end north siding.
Bruceville.....	Signal 110.0
Bolton.....	West switch.
Signal 116-7.....	
Pearl City.....	East and west switches.
Winston.....	In Station.
Rice.....	In Station.
Gal. Jct.....	East of crossover on Pole 156-5.
Fair Ground.....	West switch.
Signal 177-9.....	
Durango.....	East switch.
Signal 181-6.....	
Budd.....	East and west switches.
Signal 185-2.....	
Graf.....	East and west switches.
Kidder.....	East and west switches.
Signal 193-7.....	
Farley.....	West switch.
Doubling Spur.....	Signal 198-6.
Dyersville.....	East switch.
Signal 205-2.....	
Almoral.....	East and west switches.
Pole 212-22.....	
Oneida.....	East switch.
Signal 218-2.....	
Thorpe.....	West switch.
Signal 227-7.....	
Lamont.....	East switch.
Stanley.....	Crossover north side.
Oelwein.....	Ice house.



# TRAIN ORDER OFFICES—OPEN

Station	Week Days	Sundays	Holidays
<b>1st DISTRICT</b>			
CHICAGO.....	6:15 AM and 10:15 PM.....	6:15 AM and 2:15 PM.....	6:15 AM and 2:15 PM
CHICAGO TRANSFER.....	Continuous.....	Continuous.....	Continuous
ELMHURST.....	Continuous.....	Continuous.....	Continuous
LOMBARD.....	7:45 AM and 4:45 PM.....		
GRETNA.....	7:45 AM and 4:45 PM.....		
INGALTON.....	Continuous.....	Continuous.....	Continuous
ST. CHARLES.....	{ 7:00 AM and 5:00 PM..... 6:00 PM and 2:00 AM.....	{ 12:01 AM and 2:00 AM..... 6:00 PM and 12:01 AM.....	{ 12:01 AM and 2:00 AM 6:00 PM and 12:01 AM
WASCO.....	8:45 AM and 5:45 PM.....		
LILY LAKE.....	8:45 AM and 5:45 PM.....		
VIRGIL.....	8:45 AM and 5:45 PM.....		
RICHARDSON.....	8:45 AM and 5:45 PM.....		
SYCAMORE.....	Continuous.....	Continuous.....	Continuous
WILKINSON.....	Continuous.....	Continuous.....	Continuous
CLARE.....	8:45 AM and 5:45 PM.....		
ESMOND.....	8:45 AM and 5:45 PM.....		
LINDENWOOD.....	8:45 AM and 5:45 PM.....		
HOLCOMB.....	Continuous.....	Continuous.....	Continuous
STILLMAN VALLEY.....	8:45 AM and 5:45 PM.....		
BYRON.....	Continuous.....	Continuous.....	Continuous
MYRTLE.....	8:00 AM and 5:00 PM.....		
EGAN.....	8:00 AM and 5:00 PM.....		
GERMAN VALLEY.....	8:00 AM and 5:00 PM.....		
So. FREEPORT.....	Continuous.....	{ 12:01 AM and 7:30 AM..... 3:30 PM and 12:01 AM.....	{ 12:01 AM and 7:30 AM 3:30 PM and 12:01 AM
BOLTON.....	8:00 AM and 5:00 PM.....		
PEARL CITY.....	8:00 AM and 5:00 PM.....		
KENT.....	Continuous.....	Continuous.....	Continuous
<b>2nd DISTRICT</b>			
WOODBINE.....	8:00 AM and 5:00 PM.....		
ELIZABETH.....	8:00 AM and 5:00 PM.....		
No. HANOVER.....	8:00 AM and 5:00 PM.....		
FAN HOUSE.....	Continuous.....	Continuous.....	Continuous
GALENA JCT.....	Continuous.....	Continuous.....	Continuous
FAIR GROUNDS.....	Continuous.....	Continuous.....	Continuous
DURANGO.....	7:00 AM and 4:00 PM.....		
GRAF.....	Continuous.....	{ 12:01 AM and 7:00 AM..... 3:00 PM and 12:01 AM.....	{ 12:01 AM and 7:00 AM 3:00 PM and 12:01 AM
DYERSVILLE.....	8:00 AM and 6:00 PM.....		
PETERSBURG.....	6:15 AM and 3:15 PM.....		
ONEIDA.....	Continuous.....	Continuous.....	Continuous
DUNDEE.....	7:00 AM and 4:00 PM.....		
LAMONT.....	7:00 AM and 4:00 PM.....		
AURORA.....	Continuous.....	Continuous.....	Continuous
STANLEY.....	7:00 AM and 4:00 PM.....		
OELWEIN.....	Continuous.....	Continuous.....	Continuous

### DIVISION OFFICERS

S. V. ROWLAND .....	Superintendent .....	Oelwein, Ia.
G. COTTINGHAM .....	Division Engineer .....	Oelwein, Ia.
W. P. STOTTS .....	Trainmaster .....	Stockton, Ill.
J. PLASHAL .....	Terminal Trainmaster .....	Oelwein, Ia.
J. J. WELLS .....	Traveling Engineer .....	Stockton, Ill.
J. M. REINES .....	Chief Dispatcher .....	Stockton, Ill.
L. O. ROSS .....	Assistant Chief Dispatcher .....	Stockton, Ill.
L. S. BEATTIE .....	Train Dispatcher .....	Stockton, Ill.
L. B. BLANN .....	Train Dispatcher .....	Stockton, Ill.
A. J. SCHMITT .....	Train Dispatcher .....	Stockton, Ill.
W. J. MURPHY .....	Train Dispatcher .....	Stockton, Ill.
T. McCORMICK .....	Roadmaster .....	Dubuque, Ia.
J. FARRELL .....	Roadmaster .....	St. Charles, Ill.

**SAFETY FIRST**

**SAFETY ALWAYS**