

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



SAVE
COAL

GALENA DIVISION

No. 425

TIME TABLE

No. 425

Takes Effect Saturday, June 10th, 1939

At 2:00 o'clock A. M.

Central Time

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

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

F. J. BYINGTON,
GENERAL SUPERINTENDENT.

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

H. R. KOCH,
SUPERINTENDENT.

BETWEEN CHICAGO AND WEST CHICAGO—WESTWARD

FIRST CLASS

Sub-Division 1

FIRST CLASS

Table with columns for station numbers (29, 3, 35, 703, 49, 41, 605, 21, 47, 97, 99, 23, 19, 25, 607, 51, 55, 609) and station names (Elmhurst Passenger, Clinton Passenger, etc.). It includes a 'STATIONS' section with 'Time Table 425' for 'June 10th, 1939'. The table lists departure and arrival times and fares for various routes, including Chicago, Wood Street, California Ave., Kedzie, Crawford Ave., Kenton Ave., Austin, Austin Blvd. (C.L.), Ridgeland Avenue, Oak Park, Lathrop Ave., River Forest, Vale, Maywood, Melrose Park, JN Tower, Bellwood, Proviso, HM Tower, Elmhurst, Villa Park, Lombard, Glen Ellyn, College Ave, Wheaton, Winfield, NI Tower, and West Chicago.

No. 5 will not carry passengers. Nos. 11, 21, 717, 27 and 87 will not carry passengers locally between Chicago and Oak Park. No. 47, Saturdays only, will stop at Ridgeland and Lathrop Ave. 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 over Street crossing at east end of Wheaton Station. Trains on tracks No. 2 and 5, between Kenton Avenue and Vale, cannot discharge or receive passengers.

On Sundays and Holidays Trains Nos. 49, 1, 101, 103 and 111 will use Track No. 1, Kenton Ave to Vale, reducing speed to 40 miles per hour, passing station platform at Oak Park to avoid possibility of injury to passengers on station platform. No. 717, Daily 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. On New Years, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following weekday through trains which make suburban stops will also run on the above holidays: Nos. 3, 25 and 703. Through trains will make Sunday stops.

*No. 49 will run only on the following dates: Due to leave Chicago on the 2nd, 4th, 8th, 10th, 14th, 16th, 20th, 22nd, 26th and 28th of each month. *No. 1 will run only on the following dates: Due to leave Chicago on the 4th, 10th, 16th, 22nd and 28th of each month. *No. 101 will run only on the following dates: Due to leave Chicago on the 5th, 11th, 17th, 23rd and 29th of each month. *No. 103 will run only on the following dates: Due to leave Chicago on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month. Between Chicago and Elmhurst, transfer trains and switch engines must clear the time of Nos. 1, 5, 19, 49, 101, 103 and 111, not less than ten minutes. Between Elmhurst and West Chicago, first class trains must clear the time of Nos. 1, 5, 19, 49, 101, 103 and 111 not less than ten minutes. All other trains must clear the time of Nos. 1, 5, 19, 49, 101, 103 and 111 not less than fifteen minutes.

Following trains will stop at Keeler, 3, 29, 35, 41, 47, 99, 55, 71, 73, 75, 79, 97, 605 and 703.

BETWEEN WEST CHICAGO AND CLINTON—WESTWARD.

FIRST CLASS														Fuel, Water, Turn Table and Wye Station	Distance from Chicago	Sub-Division 2 STATIONS			Communicating Station	Station Numbers	Capacity of Siding	FIRST CLASS												
15	601	603	611	3	613	49	21	605	19	23	25	609	61			Time Table 425						1	101	103	111	11	5	717	27	87	651	653	655	
Moun- tain Blue Bird	Equip- ment	Equip- ment	Equip- ment	Clinton Passen- ger	Equip- ment	The Forty Niner Treasure Island Special	Pacific Limited	Geneva Passen- ger	The Colum- bine	Geneva Passen- ger	Clinton Passen- ger	St. Charles Passen- ger	Geneva Passen- ger			June 10th, 1939						The Stream- liner City of Portland	The Stream- liner City of San Francisco	The Stream- liner City of Los Angeles	The Stream- liner City of Denver	Corn King Limited	Fast Mail	Los Angeles Challen- ger	San Francisco Overland Limited	San Francisco Challen- ger	Geneva Passen- ger	Geneva Passen- ger	Geneva Passen- ger	
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily Ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.			★See Note Below	★See Note Below	★See Note Below				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Saturday only	Saturday only	Saturday only		
PM 11.46				AM 5.50		AM 9.30	AM 11.35	AM 10.45	PM 4.00	PM 3.33	PM 4.05	PM 4.25	PM 4.50CHICAGO.....																				
AM 12.35	AM 5.00	AM 5.20	AM 6.20	AM 7.10	AM 9.15	AM 10.07	PM 12.16	PM 12.02	PM 4.33	PM 4.35	PM 4.42	PM 5.13	PM 5.47	WEST CHICAGO 5.5	PM 6.48	PM 6.48	PM 6.48	PM 6.53	PM 7.08	PM 9.36	PM 11.02	PM 11.07	PM 11.12	PM 11.12	PM 12.33	PM 1.25	PM 5.30							
\$12.45	5.20 AM	5.40 AM	6.40 AM	\$ 7.22	9.35 AM	10.13	\$12.23	12.12 PM	4.39	4.44 PM	\$ 4.49	\$ 5.23 PM	5.55 PM	GENEVA 5.1	6.53	6.53	6.53	6.58	\$ 7.13	9.41	11.09	11.15	\$11.20	12.43 PM	1.35 PM	5.40 PM								
12.53				\$ 7.30			12.28				\$ 4.59			LA FOX 5.1																				
12.58				\$ 7.36			12.31				5.08			ELBURN 5.4																				
1.06				\$ 7.51			12.37							MAPLE PARK 4.8																				
1.12				\$ 7.58		10.35	12.42		4.56		5.13			CORTLAND 2.9	7.08	7.08	7.08	7.13	7.34	9.59	11.29	11.37	11.44											
\$ 1.25				\$ 8.10		10.39	\$12.43		5.00		\$ 5.18			DE KALB 6.0	7.12	7.12	7.12	7.17	\$ 7.45	10.10	11.34	11.42	\$11.50											
1.33				\$ 8.18			12.56				5.26			MALTA 5.4	64.3																			
1.40				\$ 8.26			1.01				5.31			CRESTON 5.1	69.7																			
\$ 1.50				\$ 8.35		10.57	\$ 1.08		5.15		\$ 5.33			ROCHELLE 4.2	74.8																			
1.55				\$ 8.42			1.13				5.44			FLAGG 4.7	79.0																			
2.01				\$ 8.50			1.18				5.49			ASHTON 4.3	83.7																			
2.06				\$ 8.58			1.22				5.54			FRANKLIN GROVE 4.9	88.0																			
2.12				\$ 9.06		11.14	1.27		5.30		6.00			NACHUSA 5.0	92.9																			
\$ 2.30				\$ 9.17		11.20	\$ 1.37		5.35		\$ 6.10			DIXON 6.4	97.9																			
2.39				\$ 9.27		11.27	1.44		5.40		6.18			NELSON 0.8	104.3																			
\$ 3.00				\$ 9.40		11.34	\$ 1.55		5.45		\$ 6.25			TOWER NJ 4.4	105.1																			
3.05				\$ 9.45			1.59				6.30			STERLING 3.4	109.5																			
3.08				\$ 9.47		11.40	2.02		5.50		6.33			GALT 1.9	112.9																			
				\$ 9.53			2.06				6.38			AGNEW 3.8	114.8																			
\$ 3.13				\$10.03			\$ 2.15				\$ 6.45			ROUND GROVE 5.2	118.6																			
3.37				\$10.11		11.53	2.19		6.01		6.50			MORRISON 3.8	123.8																			
3.50				\$10.25		12.04	2.30		6.11		7.01			UNION GROVE 8.9	127.6																			
3.55 AM				\$10.30 AM		12.09 PM	2.35 PM		6.15 PM		7.05 PM			EAST CLINTON TOWER 1.6	136.5																			
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	CLINTON 1.6	138.1																			
15	601	603	611	3	613	49	21	605	19	23	25	609	61	1	101	103	111	11	5	717	27	87	651	653	655									

No. 49 will stop on signal at Sterling to receive revenue passengers for stations west of Omaha.
 No. 11 Sundays only will stop at Ashton and Franklin Grove to discharge revenue passengers from Chicago.
 No. 5 will not carry passengers.
 No. 27 will stop on signal at Geneva, De Kalb, Rochelle, Dixon and Sterling to receive revenue Sleeping Car passengers for Granger and beyond.
 No. 87 will stop at Morrison to discharge revenue passengers from Chicago and on signal to receive revenue passengers for regular stops west of Clinton.

No. 717 will stop on signal at Geneva, De Kalb, Rochelle, Dixon and Sterling to receive revenue passengers for Salt Lake City and beyond.
 ★No. 49 will run only on the following dates:
 Due to leave West Chicago on the 2nd, 4th, 8th, 10th, 14th, 16th, 20th, 22nd, 26th and 28th of each month.
 ★No. 1 will run only on the following dates:
 Due to leave West Chicago on the 4th, 10th, 16th, 22nd and 28th of each month.
 ★No. 101 will run only on the following dates:
 Due to leave West Chicago on the 5th, 11th, 17th, 23rd and 29th of each month.

★No. 103 will run only on the following dates:
 Due to leave West Chicago on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of month.
 First class trains must clear the time of Nos. 1, 5, 19, 49, 101, 103 and 111 not less than ten minutes.
 All other trains must clear the time of Nos. 1, 5, 19, 49, 101, 103 and 111 not less than fifteen minutes.
 On New Years, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules.

General Rules governing employees of the Operating Department dated December 1st, 1929, 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.

The following signs when placed before the figures of the schedule indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- M—Meals.
- N—Luncheon.

Other letters will indicate flag stops as specified by time table.
 c—Stop to receive or discharge revenue Chicago passengers.
 d—Stop only to discharge passengers.

The following signs when placed elsewhere indicate:

- F—Fuel.
- TT—Turn Table.
- CS—Communicating station.
- W—Water.
- Y—Wye.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

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

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

Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and Trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Where tracks are elevated, and especially in the Chicago suburban districts, there are bridges with girders which extend above the tracks to various heights and which are so close to the tracks that they do not afford sufficient clearance to permit of men riding past them on sides of cars. In some cases, these girders are located only on the outside of one track, in others, they are located between the tracks, and in still others they are located on both sides of all tracks.

At many stations in the Chicago suburban districts, and at several stations elsewhere, on the System, there are dividing or between line fences, located between tracks, which do not afford sufficient clearance to permit of men riding on sides of cars.

Enginemen and trainmen must familiarize themselves with all of these locations and conditions, and are hereby warned that they must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these girders or dividing fences.

All employees are prohibited from riding tops of cars at any point in the district between the North Branch of the Chicago River on the west and Michigan Ave. on the east.

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 employees must exercise great care in this respect.

SPECIAL RULES

Standard Time. 1. Clocks showing Central Standard time are located at Train Dispatcher's office Chicago, Proviso, West Chicago, DeKalb and Freight Office, Belvidere.
 Engine houses at Galena House—Chicago Shops, Proviso, West Chicago, Nelson and Belvidere.

Superior Direction. 2. EASTWARD trains are superior to WESTWARD trains of the same class.
 Rule S-72.

Register Station. 3. Between Chicago and Clinton.
 Westward: Passenger trains—Clinton Station.
 Freight trains—Proviso, West Yard Clinton.

Eastward: Passenger trains—Clinton Station and Chicago. Freight trains—Fifth St. and Passenger Station Clinton and Proviso.
 C. B. & Q. trains must register at Sterling, at C. & N. W. Station.

Between West Chicago and Freeport.
 Rockford and Freeport.

Trains starting, or entering, upon Sub-Division No. 3 at West Chicago will secure information in train order form at Tower DA, as to arrival and departure of superior trains affecting their rights.

Between Foris and Williams Bay.
 Crystal Lake Station and Williams Bay.

Eastward trains must secure information in train order form at East Elgin or Foris as to arrival and departure of superior trains at Foris.

Between St. Charles and Aurora.
 Geneva.

Between North Yard and Spring Valley.
 DeKalb and Spring Valley.

Register Check. A clear train order signal displayed at Sterling, Geneva or West Chicago will indicate that all overdue First Class trains scheduled to start from or enter upon Subdivision 1, or Subdivision 2, at the above station have departed, or are annulled. If the signal is displayed at "stop" Clearance Form A must be obtained and Rule D-83 complied with. This does not apply to trains entering two or more track district at any other junction point, and before such movements are made by other than scheduled first class trains a check of register must be made before trains will be permitted to enter two or more track district.

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

At Maywood, JN Tower, Elmhurst, Dixon and Agnew, Second Class, Third Class and Extra trains are authorized to proceed ahead of First Class trains scheduled to start from or enter two or more track district at above points when same are overdue and have not departed, but nothing in these instructions shall be so construed as to permit the approach of such trains at the points named excepting at restricted speed prepared to stop before passing these stations or the points where First Class trains usually enter upon the Clinton Line tracks.

Trains arriving Nelson on Track No. 1 will, when necessary, obtain check of register from operator at that station.

Trains arriving Nachusa on Track No. 2 will, when necessary, obtain check of register from operator at Nachusa Tower.

All trains starting from or entering two or more track district at points where registers are not maintained for First Class trains will obtain a check of register by train order.

Clearance Form A. 4. All trains starting from or entering two or more track district at any point between Chicago and Clinton will obtain Clearance Form 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.

Bulletin Boards. 5. Bulletin Boards for Conductors, Trainmen and Yardmen are located as follows:

Chicago—Conductors' and Brakemen's room.			
California Avenue—Coach yard.			
Kedzie—Assistant Superintendent's Office.			
Proviso,	DeKalb,	Williams Bay,	Nelson,
West Chicago	Clinton	Rockford,	East Elgin.
Station,	Station,	Freeport,	
West Chicago	Clinton, 5th St.,		
Yard,			

For Enginemen, at Engine Houses:			
Chicago Shops,	Nelson,	Freeport,	East Elgin,
Proviso,	DeKalb,	Clinton,	Rockford.
West Chicago,	Williams Bay,		

Train Orders. 6. Between Chicago and West Chicago extra freight and passenger trains will be operated without train orders. In other two or more track districts extra freight trains will be operated without train orders.

Freight Train Inspection. 7. All freight trains will stop and train crews will make inspection of their trains as indicated below:

Westward: West Chicago, excepting trains Nos. 381, 251, 117, 383, 391 and 253.

DeKalb and Nelson, excepting that westward time freight trains may make moving inspection of their trains at DeKalb, by trainmen, or by carman if available.

Eastward: Nelson, Malta or DeKalb, LaFox (Moving inspection) excepting that trains stopping at Geneva, may inspect their train at Geneva. Earlville.

Inspection All Trains. To avoid possibility of accident from hot boxes, Trainmen and Enginemen must be on the alert at all times to detect hot boxes on their own as well as other trains. Frequent observation must be made of train while in motion, as well as making inspection at inspection points.

Enginemen will judge speed of their trains so as to permit trainmen, after making train inspection, to board train in safety.

Close observation must be made of trains met in two or more track districts, and sharp lookout kept for signals from train and enginemen of such trains.

Agents, Telegraphers, Signalmen, Section Foremen and B. & B. Foremen will keep sharp lookout for defects on passing trains and in event anything observed to be wrong with trains, must signal trainmen.

Occupying Main Track. 8. 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.

Delayed trains and extra trains will approach all turn around points and starting terminals of suburban trains under restricted speed, expecting to find due or overdue trains crossing over or starting from these points, and will not proceed until they can see the way is clear.

Double Heading Passenger Trains. 9. When for any reason it is necessary to double-head passenger trains, the regular passenger enginemen and engine will be placed in the lead. However, if it is inconsistent to place the passenger engine ahead, the enginemen will change engines, in order that the regular engineman will be on the leading engine.

Disabled Passenger Engine. 10. In case of engine failure and another engine is substituted, on either passenger or freight, the engineman of the disabled engine will take the engine that is furnished for relief, leaving the disabled engine with the engineman whose engine is used to replace the disabled engine; in other words, the regular engineman will continue with his train. Hours of Service Law permitting.

Whistling. 11. Locomotive or Motor whistles will not be sounded for stations or highway crossings between Chicago and Winfield, inclusive, excepting for Poor Farm crossing located between Wheaton and Winfield and will not be sounded within corporate limits of Geneva, Elburn, Dixon, Morrison and Elgin. There is no restriction as to the use of whistle at any point or location to prevent accident.

Whistling Streamliner Trains. Enginemen operating Streamliner trains when sounding regulation crossing whistle will begin sufficiently in advance of the whistling post location. Whistle must be sounding while engine is approaching and passing over the crossing.

Backing Passenger Trains. 12. 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.

Relief Crews. 13. When enginemen en route to U. S. Yards order crews to relieve them, they will stop at Crawford Avenue to change. Should the relief crew fail to be on hand, the regular crew must not wait.

Sprinkling Hogs; Rule 731. 14. Conductors will see that Rule 731 is observed and that record is made on Freight Conductor's Report form 950, showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at water tanks at Nelson, Malta, De Kalb, Marengo and West Chicago.

Flagging of Highway and Street Crossings by Trainmen. 15. When operating over the Lincoln Highway Crossing on the track leading to the Boys' Home between Geneva and La Fox, and over Charles Street, De Kalb Street and High Street at Sycamore, movements must be preceded by a flagman. In switching at Pecatonica all movements over Main Street Crossing must be protected by member of crew acting as flagman on crossing.

In switching at Lake Geneva, all movements over Madison and Marshall Streets, located about 900 feet west of station, must be protected by member of crew acting as flagman on the ground.

16. Eastward movements must not be made on center track between coal shed and E. J. & E. Interlocking Plant, West Chicago, unless protected by an understanding with levermen, E. J. & E. Tower. If eastward movement cannot be made on center track, the eastward track will be used.

Use of Sand. 17. 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.

18. NORMAL POSITION OF SWITCHES

WEST CHICAGO. Freeport Line: west end of two tracks for eastward movements.
BELVIDERE. East end of two tracks for eastward movement and west end of two tracks for westward movement.
CRYSTAL LAKE JUNCTION. For Wisconsin Division Wye.

19. TRACK OPERATION

FIVE TRACKS.—Kedzie and Crawford Avenue, Kenton Avenue and Vale.
FOUR TRACKS.—Clinton Street and Kedzie, Maywood and Elmhurst, Cortland and DeKalb, Nachusa and Tower NJ.
THREE TRACKS.—Jefferson Street and Noble Street (old line), Crawford Avenue and Kenton Avenue, HM Tower, Elmhurst and NI Tower, West Chicago.
TWO TRACKS.—Vale and Maywood, West Chicago and Nachusa, Tower NJ and Clinton, NI Tower and DA Tower, Freeport Line, West Chicago, and Flora and State Street, Belvidere (second street west of passenger station).

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 E4 engines, and trains with Class H and E4 engines, must not cross over from Track 6 to Track 5 or Track 7 in either direction, and must move slowly from Track 6 into the yard.

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 back 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 in 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 Lak Street.

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.—Unscheduled movements in both directions, as prearranged by and between the signalman at Kedzie interlocking plant and the switch tender Crawford Avenue, except that this track between the hours 8:00 P. M., Sunday, and 9:00 A. M., Monday, will be used exclusively by eastward stock trains and light engine movements.
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.—Westward passing track.
No. 5 TRACK, EXPRESS.—Eastward passenger and freight movements.
No. 6 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.
Note.—Eastward freight trains desiring entrance to Track No. 4 at HM Tower, Elmhurst, will so indicate by four short blasts of the whistle.

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.—Exclusive westward.
TRACK No. 3.—Exclusive eastward.
TRACK No. 2.—(Center track) will be used by through passenger trains and by through freight trains and will be operated—
 Eastward between the hours of 1:00 A. M. and 10:00 A. M.
 Westward between the hours of 10:00 A. M. and 1:00 A. M.

CROSS-OVERS

Cross-over movements are prohibited to or from Track No. 2, except as permission is granted by Towerman at NI Tower or HM Tower.
 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 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 towerman at Elmhurst and get permission from him to cross over before lock lever can be operated.

CORTLAND AND DEKALB

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 TOWER NJ

TRACK No. 1.—Westward freight movements.
TRACK No. 2.—Eastward freight movements.
TRACK No. 3.—Westward passenger movements; westward freight movements as required.
TRACK No. 4.—Eastward passenger movements; eastward freight movements as required.

Note.—Whistle code eastward movements at Tower NJ; four short blasts for West Wye; three blasts for Track No. 2.

STERLING AND AGNEW

Between Sterling and Agnew tracks 1 and 2 will be used jointly by trains of C. B. & Q. Ry. and this Company. C. B. & Q. Ry. trains will be governed by following instructions:

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

At Agnew eastbound trains stop before entering onto C. & N. W. tracks and observe special rule on page 12 covering electric locking.

20. 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 Track No. 2.
 Tower W.....East end of eastward passing track.
 Tower W.....West end of westward passing track.
 Cortland.....East end of Track No. 4.
 De Kalb.....West end of cross-over opposite YD Tower leading from Track No. 1 to Track No. 2.
 Malta.....West end of cross-over leading from westward passing track to westward main track, east of station.
 Flagg.....(East end of eastward passing track. West end of westward passing track.)
 Ashton.....(West end of cross-over leading from westward passing track to westward main track, east of station. East end of eastward passing track.)

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.

21. 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 St., Chicago.
 C. & N. W.....Noble St., Chicago.
 C. M. St. P. & P.....Western Ave., Chicago.
 C. & N. W.....Kedzie.
 C. & N. W.....Tower JN.
 C. & N. W.....Elmhurst (Tower HM).
 C. & N. W.....West Chicago (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.....Tower NJ.
 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.
 Ill. Cent.....One mile west of Herbert.
 C. M. St. P. & P.....Henrietta.
 C. G. W.....Sycamore.
 C. B. & Q.....Four miles west of McGirr.
 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 passing the home signal:

C. M. St. P. & P.....Freeport.....15 miles per hour.
 Ill. Cent.....Dimmick.....25 " " "

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 General 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.....Tower NJ, 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.

C. M. St. P. & P. Ry. Crossing, De Kalb

Signal and Gate Protection, gates normally across C. M. St. P. & P. track. If Home Signal is at Stop, Rule 601A, and gates are across C. M. St. P. & P. track, trains or engines must be flagged over the crossing.

Trains or engines must not exceed twenty miles per hour between the Distant and Home signal, and must not exceed fifteen miles per hour over the crossing on Proceed Indication, Rule 601C amended.

Electric Switch Lock, Agnew

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.

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.
Aurora and St. Charles Branches.....	Geneva.
C. B. & Q.....	Agnew.
C. B. & Q.....	Sterling.
Northern Illinois and Freeport Line.....	Flora.
Wisconsin Division.....	Crystal Lake Junction.
C. & N. W.....	Genoa City.
C. B. & Q.....	3 mile east of Earlville.
N. Y. C.....	Churchill.
Bureau County Railway.....	La Salle Junction.

Air Brakes, 22. All cars in trains leaving terminals must be equipped with air brakes and in operation.

23. Mileage between Clinton and Bluffs is 5.86.

ACTUAL TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE:					
	H	J-4	JA	J	Z	R-1
Chicago to Elburn.....	4400	4100	3900	3500	3000	2100
Elburn to Clinton.....	5700	5400	4400	4000	3425	2050
Clinton to Nelson.....	4900	4400	4000	3600	3150	1750
Nelson to De Kalb.....	4800	4300	3800	3400	2500	1550
De Kalb to Chicago.....	5600	5100	4400	4000	3300	2050
North Yard to De Kalb.....				3000	2300	1350
De Kalb to Shaft No. 2.....					3500	2100
Shaft No. 2 to Churchill.....					1500	900
Churchill to De Kalb.....					3500	2100
De Kalb to North Yard.....				4000	3500	2100
Foris to Belvidere.....					3600	2100
Belvidere to Freeport.....						2000
Freeport to Belvidere.....						2000
Belvidere to Foris.....					2600	2100
West Chicago to Elgin.....					4500	3500
Elgin to Algonquin.....					3750	2800
Algonquin to Williams Bay.....					2500	1800
Williams Bay to Crystal Lake.....					1900	1400
Crystal Lake to West Chicago.....					4600	3000

Cars loaded with merchandise will be rated at four (4) tons per car plus the actual weight of the car.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars. Both foreign and home cars use even ton weights for each car. When the odd weight is over 1,000 lbs., it will be counted as one ton. When the odd weight is less than 1,000 lbs., it will not be used in computing tonnage.

When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating, the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made, and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

With trains of over forty (40) cars, exclusive of cabooses, a double-header is prohibited, except as hereinafter stated: Double-headers may be run in any district provided the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be affected with another train and consolidated train brought into terminal as double-header, if practicable.

In making out way-bills, Agents will insert the Gross Weight in Tons (car and contents) of each car load shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped: 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimate of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

TO FREIGHT CONDUCTORS

Eastward trains will leave cars for stations Winfield to Elmhurst, inclusive, at West Chicago for Switch Run, excepting live stock or perishable freight, when billing instructions will govern.

Conductors will leave a list in bill box showing initials and numbers of cars set out or picked up, with train number and conductor's name affixed, at any station where agent or his representative is not on duty.

Trains having cars for C. G. W. at Sycamore will leave them in the C. G. W. yard and leave the way-bills at C. & N. W. station. If ordered to leave cars for C. G. W. in C. & N. W. yard, leave them on the stock track, except that cars containing less than 8,000 pounds of freight for C. & N. W. station will be left on house track.

Trains between 5.30 P. M. and 6 A. M., on week-days or at any hour on Sundays, having live stock, perishable or time freight for I. C. at Dixon, I. C. and C. M. St. P. & P. Freeport, and C. B. & Q. at Sterling, will place such cars, and others as agent may direct, on respective inter-change tracks.

Reports covering accidents and personal injuries caused by freight trains at Proviso or any point east thereof will be forwarded direct to the Superintendent of Freight Terminals at Crawford Avenue.

WATCH INSPECTORS

THE NATIONAL RAILWAY TIME SERVICE COMPANY, Chief Inspectors
55 East Washington Street, Chicago.

M. R. MILLER, Terminal Station.....	Chicago.
MILO YOUNG, 2357 West Lake Street.....	Chicago.
LOUIS TROCKY JEWELRY CO., 3209 West Madison Street.....	Chicago.
E. HACKLEY.....	Crawford Ave. Station, 4148 W. Lake St.
F. LORENZ, 2332 W. Roosevelt Road.....	Chicago.
E. C. OLSEN, 5138 W. Chicago Ave.....	Chicago.
ROLLAND'S JEWELRY STORE, 2721 Milwaukee Ave.....	Chicago.
SWEAZEY'S JEWELERS, 11½ No. 5th Ave.....	Maywood.
E. M. HAGEL, 140 S. York Street.....	Elmhurst.
C. M. THORP, 126 Main Street.....	West Chicago, Ill.
C. B. GONTERMAN.....	De Kalb, Ill.
W. H. OPPOLD.....	Sterling, Ill.
GUS. A. BRUMER, JR.....	Clinton, Iowa.
CORNELL & REAM.....	Belvidere, Ill.
W. D. ANGER, 118 W. State Street.....	Rockford, Ill.
H. A. ROTZLER.....	Freeport, Ill.
JOHN PICCA, 114 E. St. Paul Street.....	Spring Valley, Ill.
SCHNEFF BROS.....	Elgin, Ill.
W. W. KARDAS.....	Crystal Lake, Ill.

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

FOR POINTS BETWEEN	Height Above Top of Rail			STRUCTURE LIMITING HEIGHT		
	9 ft. Wide	10 ft. Wide	11 ft. Wide			
North Pier and Wells St.....	14	1 14	1 14	1	Clark St. Viaduct, Bridge 1507.	
Wells St. and California Ave. Yards.....	15	2 15	2 15	2		
Chicago Terminal and California Ave. Yard.....	14	10 14	10 14	10	Train Sheds, Chicago Terminal, Tracks 1 to 10, inclusive.	
California Ave. Yard and Wood St. Yard.....	16	00 16	00 16	00	Train Sheds, Chicago Terminal, Tracks 11 to 16, inclusive.	
Wood St. Yd. and St. Charles Air Line.....	18	1 18	1 17	11	O. H. Bridge 1603 between Lake St. and Maypole Ave.	
St. Charles Air Line.....	16	2 16	2 16	2	Metropolitan Elevated at Paulina St. and tank at Robey St. Br. 1647½, Elev. Ry. between State St. and Wabash Ave.	
California Ave. Yard and Crawford Ave.....	21	4 21	4 21	4	Signal Bridge at Hamlin Ave.	
Crawford Ave. Yard and Proviso.....	16	7 16	7 16	7	O. H. Brg. 8.88, West End C. & N. W. Shops.	
Proviso Transfer House.....	15	6 15	6 15	6	O. H. Br. 15½, East End of Proviso Yard.	
Proviso and West Chicago.....	17	8 17	8 17	8	Platform lifts inside of house.	
West Chicago and Geneva.....	17	7 17	7 17	7	O. H. Br. 24½, C. G. W. Crossing, E. of Lombard.	
Geneva and De Kalb.....	17	6 17	6 17	6	O. H. Br. 65, E. of Geneva.	
De Kalb and Nachusa.....	18	2 17	7 17	0	O. H. Br. 81, W. of La Fox.	
Nachusa and Nelson (via Dixon).....	17	1 16	8 16	3	O. H. Br. 117½, E. of Creston.	
Dixon River Track.....	17	2 16	7 16	1	Tank at Nelson.	
Nachusa to Clinton (via Lee County Ry.).....	18	2 17	7 17	0	O. H. Br. 181, I. C. Crossing Dixon.	
St. Charles and Geneva.....	{No obstruction below}			21	6	Br. 203, ½ mile W. of Nelson.
Geneva and Aurora.....	16	9 16	5 16	0	Tank at Aurora.	
West Chicago and Foris.....	17	0 16	7 16	2	O. H. Br. 305½, W. of W. Chicago, and tank at West Chicago.	
Foris and Belvidere.....	17	1 16	9 16	3	O. H. Br. 353½, E. of Gilberts and tank at Marengo.	
Belvidere and East Rockford.....	17	5 17	0 16	7	O. H. Br. 433, W. of Cherry Valley and O. H. Br. 450 at East Rockford.	
*East Rockford and Rockford.....	16	2 16	2 16	2	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.....	18	2 17	8 17	1	Tank at East Elgin.	
Crystal Lake and Genoa City.....	16	3 16	3 16	3	O. H. Br. 702, East of Richmond.	
Genoa City and Williams Bay.....	{No obstruction below}			21	6	
De Kalb and Belvidere.....	{No obstruction below}			21	6	
De Kalb and Spring Valley.....	17	8 17	3 16	11	O. H. Br. 1201½, South of La Salle Jct. and tank at Troy Grove.	
Churchill and Seatonville.....	{No obstruction below}			21	6	

No load must exceed eleven (11) feet in width regardless of height.

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

*Following clearances in Rockford:
Bridges over 1st Street, 17' 2", 2nd Street, 19' 1", 3rd Street, 18' 11".
Jefferson Street on K. D. Line 19' 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.

Speed of Class H, E4 and J4 Engines must be restricted to 10 miles per hour when entering or leaving sidings, while moving on sidings, engine house and yard tracks.

Class H, E4 and J4 Engines must not be operated on any house tracks 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 and meat cars on first track south of freight house platform. Such engines must not operate beyond west end of freight house platform unless definitely determined that engine will clear such 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 passing tracks.

Geneva,	Westward.
La Fox,	Westward.
Elburn,	Westward.
Tower W,	Eastward and Westward.
DeKalb,	Tracks No. 1 and 4.
Malta,	Westward.
Flagg,	Eastward and Westward.
Ashton,	Eastward and Westward.
Sterling,	Eastward
Round Grove,	Westward
Morrison,	Westward

On other passing tracks, 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 on such tracks due to insufficient clearance.

Union Grove	Rochelle	Creston	Maple Park
Morrison	Ashton (must not	Malta	Tower W
Sterling	pass chutes of west yards)		Elburn

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.

Class H and E4 Locomotives are equipped with an emergency high powered red light located above the regular headlight on front end of engine. The following rule will be observed when operating in either freight or passenger service:

In every case where the air brakes are applied from any cause other than by normal operation of train control apparatus or the engineman himself; or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment and thereby foul the adjoining main track, enginemen 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. This rule is applicable at all times, both day and night. This emergency red light must not be used for any other purpose.

In case of a headlight globe failure on Class H or E4 Locomotives in passenger service, the high power red light may be cleared to a white light by breaking the seal and adjusting the shutter, and the engine may proceed, operating this light as an emergency headlight.

When the train is proceeding, using the high power light as an emergency headlight, at any time when conditions require the use of the red light, the engineer will immediately adjust the shutter to the red position, and he must, on arrival at the first terminal where repairs can be made to the headlight, report the seal broken on the shutter of the emergency red light, and have it resealed in the red position.

The operation and use of this device will in no way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

CLEANING FIRES AND ASH PANS

Ash pans on road engines may be cleaned at following places:

Elmhurst, on westward passing track west of Maple Avenue.	
West Chicago (Freeport Line), at water works.	
Belvidere, at penstock on main line.	
West Chicago (Clinton Line), at water tank and penstock opposite new yard.	
De Kalb, 50 feet from coal chute.	Williams Bay, in cinder pit.
Ashton, at penstocks.	Shaft No. 2, engine house track.
Nelson, 50 feet from coal chute.	Crystal Lake, engine house track.

ALL BURNING CINDERS MUST BE EXTINGUISHED

Switch engines (excepting in City of Chicago) may clean fires and ash pans on tracks assigned. The switch leading to such track must be set against the track, except when necessary to let the engine on and off.

Tracks have been assigned as follows:

West Chicago, Station, Cinder pit at roundhouse.			
New Yard, 30 feet west of water tank on westward yard lead.			
Aurora,	Engine house track.	Belvidere,	Engine house track.
DeKalb,	Engine house track.	Rockford,	Engine house track.
Nelson,	Engine house track.	Freeport,	Engine house track.
Elgin,	Engine house track.	Spring Valley,	Engine house track.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

At or Between	Restrictions
Chicago Passenger Terminal.	M-4 Engines cannot enter Passenger Terminal. J and JA 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, J1, JA 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, E2, E2A, E2B, E4, H, J, JA, J4, R1 and Z Engines cannot pass under this Viaduct.
West Chicago and Flora.....	E2A, E2B, E4, H, J, JA and J4 Engines cannot operate.
Flora and Freeport.....	E, E1, E2A, E2B, E4, H, J, JA, J4 and Z Engines cannot operate.
Foris and Williams Bay.....	E2A, E2B, E4, H, J, JA and J4 Engines cannot operate.
De Kalb and Flora.....	H, E4 and J4 Engines cannot operate.
De Kalb and Spring Valley..	E2A, E2B, E4, H, J, JA and J4 Engines cannot operate.
Geneva and Aurora, East	
Batavia Line.....	E, E1, E2A, E2B, E4, H, J, JA, J4, Z and D Engines with Walschaert gear cannot operate.
Geneva and St. Charles.....	E, E2A, E2B, E4, H, J, JA, J4, Z cannot operate.

TRACK SCALES

STATION	Length	Capacity
Chicago, 46th and Augusta Sts.....	40 feet	100 tons
Chicago, Madison and Rockwell Sts.....	40 "	100 "
Chicago Shops, Shop yard, north scrap.....	46 "	100 "
Chicago Shops, Shop yard, iron track.....	40 "	100 "
Chicago Shops, South end M. 1.....	40 "	100 "
South Chicago Elevator.....	40 "	100 "
Proviso, West end.....	50 "	125 "
Proviso, Hump yard.....	50 "	125 "
West Chicago.....	40 "	100 "
DeKalb.....	40 "	100 "
Sterling.....	40 "	100 "
Rockford.....	50 "	100 "
East Elgin.....	42 "	125 "
Crystal Lake.....	42 "	125 "
Belvidere.....	40 "	100 "

BLOCKING

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, 5 and 6 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst.

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, 5 and 6 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 1, 2, 3 and 4 between Nachusa and Tower NJ; tracks 1 and 2 between Tower NJ and Clinton.

Block and Interlocking Rules remain in effect and must be observed.

Each employe must be fully conversant with information and instructions contained in Booklet No. 4 dated September 15, 1929 and special instructions pertaining to automatic train speed control and these instructions must be observed.

EXCEPTIONS AS AUTHORIZED BY RULE 513—AMENDED

Light engines, switch and transfer movements, all movements to and from the Wisconsin Division, and empty 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 De Kalb and West Chicago, only when such movements are fully protected by positive manual block, but must not exceed twenty miles per hour.

MANUAL BLOCK

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

EXCEPT SUNDAYS

Between Kenton Ave. and Vale (Track No. 3) for passenger trains only...	Continuous
" West Chicago (DA Tower) and Foris.....	Continuous
" Crystal Lake and Freeport.....	9.00 a. m. to 5.00 p. m.
" Crystal Lake and Williams Bay.....	5.15 a. m. to 6.30 p. m.

SUNDAYS

Between Kenton Ave. and Vale (Track No. 3) for passenger trains only...	Continuous
" West Chicago (DA Tower) and Foris.....	Continuous
" Crystal Lake and Williams Bay.....	8.00 a. m. to 9.00 p. m.

Manual Block is in operation on Track No. 3 for passenger trains only, Kenton Avenue to Vale and in event it should become necessary for the Operator-Sw Tender at Kenton Ave., to operate Manual block on track No. 3 for Passenger trains, he will use the Westbound Home signal to stop trains, if necessary.

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

Belvidere	Freeport	Crystal Lake	Crystal Lake Jet.	Rockford
	Tower CS	Williams Bay	West Chicago	

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.

LOCATION OF YARD LIMIT BOARDS

	Time Table Sub-Division	Feet	Miles	Location
West Chicago.	1	4,363	.8	East of station.
	2	12,863	2.44	West of station.
	3	11,917	2.26	West of station.
Geneva.....	2	2,847	.54	East of station.
	2	2,300	.43	West of station.
	2 A	2,216	.42	West of station.
	2 B	5,613	1.1	West of station.
De Kalb.....	2	5,487	1.04	East of station.
	2	4,213	.8	West of station.
	5	60	East of CMStP&P Railway crossing.
	5	1,500	.28	West of switch of Canning Co. track.
Dixon.....	2	4,221	.8	East of station.
	2	3,532	.66	West of station.
Nelson.....	2	4,128	.78	East of station.
Sterling.....	2	2,461	.46	East of station.
	2	4,234	.8	West of station.
West Elgin....	3	4,750	.9	East of station.
	3	4,750	.9	West of station.
East Elgin....	4	6,654	1.25	East of station.
	4	9,617	1.8	West of station.
Belvidere....	3	4,960	.94	East of station.
	3	4,412	.83	West of station.
	5	4,960	.94	East of station.
Rockford.....	3	2,000	.38	East of EAST ROCKFORD station.
	3	5,670	1.1	West of ROCKFORD station.
Freeport.....	3	1,452	.28	East of station.
Crystal Lake.	4	11,840	2.2	East of Wisc.Div. Overhead R.R. Bridge.
	4	3,912	.74	West of Wisc.Div. Overhead R.R. Bridge.
Williams Bay.	4	2,970	.56	East of station.
Spring Valley.	4	19,062	3.6	East of station.

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. The first dwarf signal for Lake Street Interlocking Plant, governing westward movements from each of the sixteen tracks in the Chicago Passenger Station, displays a marker consisting of two white stars located directly above the signal light.

The initial westward movement of any train or engine from the Chicago Passenger Station tracks must not be started without a PROCEED indication on the most easterly dwarf signal, marked with two stars, except that a train or engine with the west end west of more than one dwarf signal must not be started without a PROCEED indication on the first signal east of its west end on the track it occupies.

When engineman cannot observe starting signal indication because of engine being too far in advance of starting signal, he must have an understanding with the conductor to the effect that the conductor must observe the indication of the proper starting signal, and will not signal train to start unless proper starting signal is clear, even though he may have the tower and gate lights on the C. T. G. system. In case the starting signal is in a location so that the conductor may have difficulty in seeing the indication, he will call Lake Street Tower and get the indication on the starting signal, being careful to identify train and track for which inquiry is made. When the starting signal is clear, the response from Lake Street Tower must, in every case, be in the following language:

"Starting signal for train number _____ track number _____ is clear."

When the starting signal is not clear it is important that the conductor be so advised in the following definite language:

"Your starting signal is N—O—T clear (spelling the word 'not.')"

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, and on the sixteen (16) tracks in the train shed of the Chicago Passenger Station. Sand is an insulator and its use on the rail may result in the improper functioning of Signal or Interlocking apparatus.
 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 every train arriving at Chicago Passenger Station, as soon as train has stopped, rear trainmen will immediately go to the rear of the train, cut in the back-up hose, make test to see that air is working properly, and remain at back-up hose prepared to stop train if for any cause it should start moving backward before assigned back-up man is actually on rear end of train in position to control movement. Road trainmen will remain at rear of train until train actually starts backing up in charge of assigned back-up man.
- In case switching is to be done on any train before it backs out, road trainmen will remain on duty and protect remaining portion until relieved by regular assigned back-up man. In case train is to be handled out of the passenger station by switch engine, thereby relieving road engine to move light, the road trainman will be notified by Back-up Supervisor when he is relieved, but will not be relieved until switch engine has coupled to rear of train.

The above instructions do not relieve assigned back-up men from making all their regular air brake tests, including the standing back-up hose test.

On suburban trains where road trainmen back out their own trains it will be understood that the rear trainman may not go to rear of trains until he has assisted passengers or unloaded baggage, etc., but in either case will be in close proximity to the "conductors" valve, and by its use can stop the train if for any reason it should start backing before trainman is on rear end of train. This exception also applies to other trains with but one brakeman.

12. Back-up movements of trains out of the 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 assigned to back the train out of the Station.

At times when weather conditions are such that hand or lantern signals at the rear of the train cannot be seen by the enginemen on account of steam and fog in the train shed the following will govern:

- a—On through trains both brakemen must remain with the train until it is backed out, to relay signals with the assistance of the Back-up Supervisor, from the rear of the train to the enginemen.
- b—On suburban trains the entire crew will remain on duty at their trains to assist in relaying signals from the rear of the train to the enginemen.

COMPANY SURGEONS

Chicago.....	IRVING S. CUTTER, M. D.....	Medical Director
	V. H. HORNING, M. D.....	First Ass't Medical Director
	127 North Clinton Street, Phone Dearborn 2121; Local 503.	
Chicago.....	Dr. CLAUDE WELDY.....	Local Surgeon
	4458 West Madison Street. Phone Austin 9800.	
Chicago.....	F. J. JIRKA, M. D.....	" "
	3202 West 22nd Street. Phone Rockwell 1269.	
South Chicago.....	S. B. McLEOD, M. D., 7532 Essex Ave.....	" "
	Phone So. Chicago 0140; Res. So. Shore 0913.	
Oak Park.....	THOS. I. MOTTER, M. D., 715 Lake Street..	" "
	Phones—Office, Euclid 870; Residence, Euclid 49.	
Maywood.....	A. E. JOSLYN, M. D.....	" "
	Phone—Maywood 5300.	
	Phone—Residence, Forest 3669.	
Melrose Park.....	Wm. F. SCOTT, M. D.....	" "
	Phones—Office 621; Residence, Maywood 49.	
Elmhurst.....	L. H. HILLS, M. D., 116 Cottage Hill Ave....	" "
	Phone—Elmhurst 442.	
Glen Ellyn.....	JOHN C. W. MORROW.....	" "
	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 835; 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 835; Residence 765.	
Aurora.....	H. A. BRENNECKE, M. D.....	" "
	Phones—Office 4277; Residence 8112.	
Rochelle.....	A. R. BOGUE, M. D.....	" "
	Phone No. 495.	
De Kalb.....	J. S. RANKIN, M. D.....	District Surgeon
	Phones—Office 207-1; Residence 207-2.	
	May be called to any place between Cortland and Nachusa, and Belvidere and Shabbona Grove.	
Franklin Grove.....	F. M. BANKER, M. D.....	Local Surgeon
	Phone No. 21.	
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
	Phone 84.	
	F. W. BRODERICK.....	Oculist
	Phones—Office 803; Residence 163W.	
Morrison.....	W. J. MAURITS, M. D.....	Local Surgeon
	Phones—Office 156; Residence 272.	
Fulton.....	H. J. HEUSINKVELD, M. D.....	" "
	Phone R-125.	

Clinton.....	F. M. KEEFE, M. D.....	District Surgeon
	Phones—Office 490; Residence 1062.	
	May be called to any place between Clinton and Nelson.	
	L. K. FENLON, M. D.....	Local Surgeon
	Phones—Office 2575; Residence 1890.	
	E. P. WEIH.....	Oculist and Aurist
	Phones—Office 627; Residence 912.	
	T. B. CHARLTON.....	Associate Oculist and Aurist
	Phones—Office 4262; Residence 561.	
Elgin.....	H. L. WENNER, M. D.....	Local Surgeon
	Phones—Office 1212; Residence 186.	
	PERRY ALLERTON, M. D.....	" "
	Phones—Office 2011, Residence 372.	
Marengo.....	W. V. GOODER, M. D.....	" "
	Phone No. 14.	
Belvidere.....	H. L. HOOD, M. D.....	" "
	Phone—Office, Main 1310.	
	S. R. CATLIN, M. D.....	" "
	Phones—Office, Main 39; Residence, Main 195.	
Rockford.....	J. H. GREEN, M. D.....	Associate Local Surgeon
	Phones—Office, Main 535; Residence, Main 427.	
Winnebago.....	W. S. HOWELL, M. D.....	Local Surgeon
	Phone 100.	
Freeport.....	W. B. PECK, M. D.....	District Surgeon
	Phones—Office, Main 230; Residence, Main 430.	
	T. J. HOLKE, M. D.....	Associate District Surgeon
	Phones—Office, Main 508; Residence, Main 494.	
	May be called to any point between Caledonia, Belvidere and Freeport.	
Dundee.....	ARCHIE JONES, M. D.....	Local Surgeon
	234 West 2nd Street—Phone 270.	
Crystal Lake.....	A. V. LINDBERG, M. D.....	" "
	Office at Residence—Phone 7.	
McHenry.....	A. I. FROELICH, M. D.....	" "
	Phones—Office 43; Residence 128W.	
Lake Geneva.....	W. H. MacDONALD, M. D.....	" "
	Phone 8.	
Williams Bay.....	R. F. SAUNDERS, M. D.....	" "
	Phone 574-J-1.	
Sycamore.....	J. W. OVITZ, M. D.....	" "
	Phones—Office 122; Residence 204.	
Spring Valley.....	R. E. MILTENBERGER, M. D.....	District Surgeon
	Phones—Office, Main 48; Residence, Main 206.	
	May be called to any place between Shabbona Grove and Spring Valley.	

When injured persons are taken to Company's dispensary, at Chicago, and the physician is not immediately in attendance, it is necessary to either have some one wait for physician, or leave a written memorandum explaining the circumstances under which the patient was brought, giving his name, occupation, place and cause of accident. It is often necessary to take injured persons to County Hospital where admittance is denied unless the information as stated above is furnished.

LOCATION OF TRAIN DISPATCHER'S TELEPHONES

Kenton Avenue.....	In office.
Vale.....	In office.
Lombard.....	Waiting room.
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 freight room east end of station.
Elburn.....	In waiting room.
Tower W.....	In Booth, south side near Highway crossing, east end of eastward passing track.
Maple Park.....	East waiting room.
Cortland.....	Box south of track, west of switch of track No. 4.
De Kalb.....	Yd. Tower (up-stairs).
Malta.....	Waiting room, and Booth, north side of pump house.
Creston.....	Crossing flagman's shanty.
Flagg.....	In station, and Booth at west end of east passing track.
Ashton.....	Waiting room.
Franklin Grove.....	Waiting room.
Galt.....	In office, just inside of door.
Agnew.....	In waiting room.
Round Grove.....	In front of office window, in hallway.
Morrison.....	Box on north side of main tracks at west switch of passing track.
Union Grove.....	Waiting room.
Bluffs.....	Box on telegraph pole-south side of track-opposite section house.

SPEED RESTRICTIONS BETWEEN CHICAGO AND CLINTON FOR STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour	LOCATION	LIMITS	Maximum Speed Per Hour	LOCATION	LIMITS	Maximum Speed Per Hour
Chicago	See special rules on page 15 of current time table, governing train operation between Clinton St., interlocking plant and Chicago Passenger Terminal.....		Lombard and Glen Ellyn	Around curve 1/2 mile west of Lombard.....	70	Dixon	Around curve at Dixon station.....	50
Chicago	Between Clinton St. and Western Avenue interlocking plants.....	35	Lombard and Glen Ellyn	From west end of curve 1/2 mile west of Lombard to curve 1/8 mile east of Glen Ellyn....	90	Dixon and Nelson	From west end of curve at Dixon station to overhead bridge 190 1/2, 1 1/2 miles west of Dixon	70
Chicago	Over Western Ave. interlocking plant, straight routes.....	20	Glen Ellyn and Winfield	Between east end of curve 1/8 mile east of Glen Ellyn and west end of curve 1/2 mile west of Wheaton	60	Dixon and Nelson	Between overhead bridge 190 1/2, 1 1/2 miles west of Dixon and NY interlocking plant at Nelson.....	90
Chicago	Between Western Ave. interlocking plant and Kenton Ave.....	50	Wheaton and West Chicago	Between west end of curve 1/2 mile west of Wheaton and NI interlocking plant 1 mile east of West Chicago.....	90	Nelson	Over NY interlocking plant, Tracks 3 and 4....	70
Chicago	Through turnouts at Kenton Ave.: Track 1, straight route to track 1..... Track 1 to Track 2..... Track 5 to Track 2..... Track 6 to Track 2.....	50 40 40 50	West Chicago	Over NI interlocking plant, straight route, tracks 1 or 3.....	80	Nachusa and Nelson	Between Nachusa and Tower NJ, Nelson, Tracks 1 and 2.....	35
Kenton Ave. and Vale	Between Kenton Ave. and Vale, Tracks 1, 2, 5 and 6.....	70	West Chicago	Over NI interlocking plant, diverging main Westward Track 2 to Track 1	40	Nelson and Sterling	Between NY interlocking plant, Nelson and east end of curve 1-1/2 miles east of Sterling.	90
Vale	Through turnouts.....	50	West Chicago	Eastward Track 3 to Track 2.....	40	Nelson and Sterling	Between east end of curve 1 1/2 miles east of Sterling and C. B. & Q. crossing at Sterling.	75
Vale and Maywood	Between Vale and 4th Ave., first street east of Maywood.....	60	West Chicago	Between NI interlocking plant and E. J. & E. Airline crossing.....	65	Sterling	Over C. B. & Q. crossing.....	25
Maywood	Between 4th and 5th Avenues, passing station, Maywood.....	40	West Chicago	Over E. J. & E., Air Line crossing.....	45	Sterling	Between C. B. & Q. crossing and Street crossing 1,000 feet west of Sterling.....	50
Maywood and JN Tower	Between 5th Ave., Maywood, first street west of station and JN interlocking plant.....	70	West Chicago and Geneva	Between E. J. & E., Air Line crossing and east end of Fox River Bridge.....	90	Sterling and Bluffs	Between street crossing 1,000 feet west of Sterling and east end of curve 1 mile east of Bluffs.....	90
Tower JN	Over interlocking plant, main routes.....	45	Geneva	Between east end of Fox River Bridge and west switch at Geneva: Westward	70 50	Union Grove and Bluffs	Around curve 1 mile east of Bluffs.....	75
Tower JN and Elmhurst	Between JN interlocking plant and HM interlocking plant, Elmhurst.....	80	Geneva and DeKalb	Eastward	90	Union Grove and East Clinton	Between west end of curve 1 mile east of Bluffs and East Clinton interlocking plant.....	90
Elmhurst	Over HM interlocking plant, straight route, westward main to track 1, or track 2 to eastward main	80	DeKalb	Between west switch at Geneva and Tenth Street, 1/4 mile east of DeKalb.....	15	East Clinton	Over interlocking plant and around curve at west end of plant.....	45
Elmhurst	Over HM interlocking plant, diverging main route, westward main to track 2 or track 3 to eastward main.....	40	DeKalb and Rochelle	Between Tenth Street, 1/4 mile east of DeKalb, and First Street 1/2 mile west of DeKalb....	90	East Clinton and Clinton	Clinton draw-bridge.....	30
Elmhurst and Glen Ellyn	Between HM interlocking plant and east end of curve 1/2 mile west of Lombard.....	90	Rochelle	Between First St. 1/2 mile west of DeKalb, and C. B. & Q. crossing at Rochelle.....	70	Clinton	Over Second Street interlocking plant: Straight routes..... through turnouts.....	20 10
			Rochelle and Nachusa	Over C. B. & Q. crossing.....	90			
			Nachusa	Between C. B. & Q. crossing Rochelle, and Nachusa interlocking plant.....	75 25			
			Nachusa and Dixon	Over interlocking plant: Tracks 3 and 4..... Tracks 1 and 2.....	90			

Where a maximum speed of 90 miles per hour is authorized above, that speed is authorized only on straight track and trains must not exceed 80 miles per hour on any curve between points where maximum speed of 90 miles per hour is authorized.

Streamline trains must not operate east of Western Avenue excepting on main tracks straight across the interlocking plant 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.

SPEED RESTRICTIONS GOVERNING BACK-UP MOVEMENTS OF STREAMLINER TRAINS.

The speed of these back-up movements must not exceed ten miles per hour over Lake Street, Clinton Street and Kedzie interlocking plants, through the crossovers at Lake and Rockwell Streets, into and out of California Avenue Coach Yards, and through any other crossovers or turnouts that may be used in back-up movement.

Over Western Avenue Interlocking plant, 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 plant.

Otherwise speed of back-up movements must not exceed twenty miles per hour.

SPEED RESTRICTIONS

BETWEEN FORIS AND WILLIAMS BAY—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Genoa City	C. & N. W. Crossing.....	Stop	Stop
Genoa City and Lake Geneva	Between railroad crossing Genoa City and east end of curve 3/4 mile west of Lake Geneva.....	60	35
Lake Geneva and Lake Como	Around curve 3/4 mile west of Lake Geneva.....	45	35
Lake Geneva and Williams Bay	Between west end of curve 1 1/4 miles west of Lake Geneva and east end of curve west of station Lake Como.....	60	35
Lake Como and Williams Bay	Between east end of curve west of station Lake Como and east switch at Williams Bay.....	45	35
Williams Bay	Between east switch and station at Williams Bay.....	20	20

BETWEEN NORTH YARD AND SPRING VALLEY AND SEATONVILLE

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
North Yard Belvidere Flora	Between Flora and North Yard, Flora and State Street, Belvidere, also between Belvidere Station and North Yard.....	15	15
Belvidere	Over Lincoln Ave. crossing just south of switch at entrance to North Yard.....	8	8
Belvidere	Over Pleasant St. crossing, 500 feet east of wye switch.....	8	8
Flora	Junction with C. & N. W.....	Stop	Stop
Flora and DeKalb	Between Flora and C. M. St. P. & P. crossing east of De Kalb..... With R1 Engines or smaller..... With Engines larger than R-1.....	30	30 20
DeKalb	Over C. M. St. P. & P. Gate protected crossing, see special rule governing operation over this crossing.....	15	15
DeKalb	Between C. M. St. P. & P. Crossing and Lincoln Highway on Spring Valley Line.....	15	15

BETWEEN NORTH YARD AND SPRING VALLEY AND SEATONVILLE—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
DeKalb	All train, yard, and engine movements will come to a full stop before crossing Lincoln Highway crossing on Spring Valley Line.....		
	Between Lincoln Highway crossing and Taylor St., (Canning Factory) crossing and over Taylor Street crossing.....	10	10
DeKalb and Tower BX	Between Taylor St. crossing DeKalb and C. B. & Q. crossing at Tower BX.....	40	30
Tower BX	Over C. B. & Q. Crossing.....	30	30
Tower BX and Earlville	Between C. B. & Q. Crossing at Tower BX and C. B. & Q. Junction one-half mile east of Earlville.....	40	30
Earlville	C. B. & Q. Connection 1/2 mile east of Earlville. All trains will move with extreme caution between Junction and C. B. & Q. Crossing. Westward trains will stop at junction and obtain permission from Towerman, Earlville, by telephone before proceeding. Eastward trains will be governed by signal indication at interlocking plant.....		
Earlville	Over C. B. & Q. Crossing.....	30	30
Earlville	On elevator track.....		5
Earlville and Dimmick	Between C. B. & Q. Crossing at Earlville and I. C. Crossing at Dimmick.....	40	30
Dimmick	Over I. C. Crossing. See special rule covering operation over automatic interlocking plant.....	20	20
Dimmick and Shaft No. 2	Between I. C. Crossing at Dimmick and east switch at Shaft No. 2...	40	30
Shaft No. 2 and Spring Valley	Between east switch at Shaft No. 2 and Spring Valley.....	10	10
Spring Valley	Between water tank and station, trains with Class Z Engine.....	5	5
Churchill and Seatonville	Between Churchill and Seatonville	25	25

BETWEEN GENEVA AND ST. CHARLES

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Geneva and St. Charles	Between Geneva and St. Charles.....	20	20
Geneva	Junction with C. & N. W.....	Stop	Stop
Geneva	State St. crossing.....	Stop	Stop
St. Charles	VanStoklen's and Prairie St. crossings.....	Stop	Stop

BETWEEN GENEVA AND AURORA

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Geneva	Junction with C. & N. W.....	Stop	Stop
Geneva and Batavia	Between Geneva and Lincoln Highway crossing one mile east of Batavia.....	25	20
Geneva and Batavia	Over Lincoln Highway crossing one mile east of Batavia.....	15	15
Geneva and North Aurora	Between Lincoln Highway crossing one mile east of Batavia and North Aurora.....	25	20
North Aurora	Approach North Aurora carefully looking out for teams and trucks between the house and main tracks north of depot and will allow them to back out. Come to a full stop at State St. Crossing before passing over same.....		
North Aurora and Aurora	Between North Aurora and Aurora.	25	20

ADDITIONAL SPEED RESTRICTIONS FOR ALL TRAINS AND ENGINES

Diesel Motor Drawn Trains. Trains of ordinary standard equipment handled by Diesel Power must observe speed restrictions of Trains handled by Steam Power.

CLASS J-JA 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 the maximum speed as indicated in timetable speed restrictions for time freight trains.

The speed of a train or engine moving over a cross-over, turn-out 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 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 (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.

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.

Trains 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, nor speed of 20 miles per hour on branch lines and must carefully observe the operation of trains whenever handling cars of this type.

Circus and Carnival Trains. On Main Line, will not exceed speed of 35 miles per hour at any point on straight track and 25 miles per hour on curves.

On Branch Lines, will not exceed speed of 25 miles per hour at any point 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 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 back-up movements are made between Chicago Passenger Terminal, or Kedzie, and points west of Kedzie, two men will be on the rear of these trains.

WITHIN CHICAGO TERMINAL

Engines Backing Up Class J, JA, 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.

COMMUNICATING STATION OFFICE HOURS.

Station	Daily Ex. Sundays & Holidays	Holidays	Sundays	Station	Daily Ex. Sundays & Holidays	Holidays	Sundays
Chicago.....	Continuous.....	Continuous.....	Continuous	Garden Prairie.....	8.30 AM to 5.30 PM.....	Closed.....	Closed
Kedzie.....	Continuous.....	Continuous.....	Continuous	Belvidere.....	4.00 PM to 1.00 AM.....	4.00 PM to 6.00 PM.....	Closed
Kenton Ave.....	5.00 AM to 9.00 PM.....	Closed.....	Closed	Cherry Valley.....	8.15 AM to 5.15 PM.....	Closed.....	Closed
Vale.....	4.45 AM to 8.45 PM.....	Closed.....	Closed	Rockford.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM.....	Closed
JN Tower.....	Continuous.....	Continuous.....	Continuous	Pecatonica.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Proviso.....	Continuous.....	Continuous.....	Continuous	Freeport.....	8.30 AM to 5.30 PM.....	3.00 PM to 5.00 PM.....	Closed
Elmhurst.....	Continuous.....	Continuous.....	Continuous	Henrietta.....
West Chicago.....	Continuous.....	Continuous.....	Continuous	Earlville.....	Continuous.....	Continuous.....	Continuous
Geneva.....	Continuous.....	Continuous.....	Continuous	Triumph.....	8.30 AM to 5.30 PM.....	Closed.....	Closed
De Kalb.....	Continuous.....	Continuous.....	Continuous	Troy Grove.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Rochelle.....	Continuous.....	Continuous.....	Continuous	East Elgin.....	7.45 AM to 4.45 PM.....	Closed.....	Closed
Ashton.....	7.45 AM to 4.45 PM.....	Closed.....	Closed	Dundee.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Nachusa.....	Continuous.....	Continuous.....	Continuous	Algonquin.....	7.15 AM to 4.15 PM.....	Closed.....	Closed
Dixon.....	10.00 AM to 7.00 PM.....	10.00 AM to 7.00 PM.....	10.00 AM to 7.00 PM	Crystal Lake.....	4.15 AM to 8.15 PM.....	4.15 AM to 8.15 PM.....	4.15 AM to 8.15 PM
Nelson.....	Continuous.....	Continuous.....	Continuous	McHenry.....	5.50 AM to 3.50 PM.....	5.00 PM to 7.15 PM.....	5.00 PM to 7.15 PM
Sterling.....	Continuous.....	Continuous.....	Continuous	Ringwood.....	5.45 AM to 2.45 PM.....	Closed.....	Closed
Clinton.....	Continuous.....	Continuous.....	Continuous	Richmond.....	5.45 AM to 2.45 PM.....	4.55 PM to 6.55 PM.....	4.55 PM to 6.55 PM
South Elgin.....	8.00 AM to 5.00 PM.....	Closed.....	Closed	Genoa City.....	5.40 AM to 2.40 PM.....	8.45 AM to 10.45 AM.....	8.45 AM to 10.45 AM
Foris.....	Continuous.....	Continuous.....	Continuous	Lake Geneva.....	5.15 AM to 2.15 PM.....	9.00 AM to 11.00 AM.....	9.00 AM to 11.00 AM
Huntley.....	7.30 AM to 4.30 PM.....	Closed.....	Closed	Williams Bay.....	5.15 AM to 2.15 PM.....	4.30 PM to 6.40 PM.....	4.30 PM to 6.40 PM
Union.....	8.30 AM to 5.30 PM.....	Closed.....	Closed			9.00 AM to 11.00 AM.....	9.00 AM to 11.00 AM
Marengo.....	8.30 AM to 5.30 PM.....	Closed.....	Closed			4.15 PM to 6.25 PM.....	4.15 PM to 6.25 PM

Communicating station at Rochelle is located in Interlocking Tower at C. B. & Q. Crossing.
 Communicating station at West Chicago is located in NI Interlocking Tower.
 Communicating station at West Chicago for Sub-Division 3 is located in DA Interlocking Tower.
 Communicating station at Elmhurst is located in HM Interlocking Tower.
 Communicating station at Earlville is in Interlocking Tower at C. B. & Q. crossing.

Holiday hours shown above will govern on New Years, Memorial day, Independence day, Labor day, Thanksgiving day and Christmas.

DIVISIONAL STAFF

**W. S. ALCUMBRAC, Assistant Superintendent
CHICAGO**

**J. F. CHARTERS, Trainmaster
KEDZIE**

J. W. WILCOX, Night Chief Train Dispatcher

L. P. GILLUM, Chief Train Dispatcher

R. W. HERON, Assistant Chief Train Dispatcher

DISPATCHERS

**J. A. CAVENEY
F. E. BULASH**

W. C. GAMBELL

**H. E. SHERBERT
W. M. PENDELL**

**E. L. MEAD, Division Engineer
CHICAGO**

**W. G. BURNS, Division Accountant
CHICAGO**

**J. S. JONES, Master Mechanic
CHICAGO SHOPS**

ROAD FOREMAN OF ENGINES

**F. J. FELLENER,
CHICAGO SHOPS**

**ROY WALTERS,
SOUTH PEKIN**

DISTRICT CLAIM AGENT

**O. J. ADAMSON,
CHICAGO**

ROADMASTERS

**J. E. WILKINSON
CHICAGO**

**L. T. DAY
PROVISO**

**F. E. SCHAUMBURG
WEST CHICAGO**

**A. E. BENSON
STERLING**

**M. J. FAYRAM
BELVIDERE**

CHICAGO PASSENGER TERMINAL

**F. H. HEMES, Superintendent
CHICAGO**

CHICAGO FREIGHT TERMINAL

**N. L. WATERMAN, Superintendent
CRAWFORD AVE.**

TRAINMASTERS

**J. T. RAYMOND
PROVISO**

**D. J. McLAUGHLIN
PROVISO**

**G. L. THORPE
PROVISO**

**F. L. HOUX
CHICAGO AVE.**

ASST. TRAINMASTER

**G. J. CHRISTIAN
CRAWFORD AVE.**