

**CHICAGO & NORTH WESTERN RAILWAY**

**GALENA DIVISION  
NORTHERN DISTRICT**

**TIME TABLE**

**No. 4**

**Effective Sunday, January 16, 1949**

**AT 9:01 O'CLOCK A. M.  
CENTRAL TIME**

**For the Government and in-  
formation of employes only.**

**L. B. KENDALL, General Manager  
J. J. STEIN, General Superintendent  
J. R. CANTWELL, Superintendent**

**THINK-PRACTICE-TALK SAFETY**

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J. R. CANTWELL, Superintendent**

**THINK-PRACTICE-TALK SAFETY**

## Between Chicago and Geneva—Westward

FIRST CLASS							Distance from Chicago	Subdivision 1 Time Table No.4 January 16, 1949	Communicating Office Open Week Days	FIRST CLASS					
29	31	601	603	605	3	33				703	13	35	37	1	39
Daily Except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday
A.M. 12.16	A.M. 5.31				A.M. 6.40	A.M. 7.35	.....	..... CHICAGO .....	Continuous	A.M. 8.10	A.M. 9.15	A.M. 10.20	A.M. 11.55	P.M. 12.01	P.M. 1.40
s 12.24	s 5.39				s 6.49	s 7.44	3.65	..... KEDZIE .....	Continuous Tower XG	s 8.19	9.23	s 10.28	s 12.03	12.07	s 1.48
12.28	5.43				6.54	7.48	5.34	... KENTON AVE. ...	6:15 a.m. to 10:15 pm	8.23	9.26	10.32	12.06	12.10	1.52
s 12.31	s 5.46				s 6.57	s 7.51	6.70	..... AUSTIN .....		s 8.25		s 10.35	s 12.09		s 1.55
	5.48					s 7.53	7.20	AUSTIN BLVD.(C.L.)		8.27		s 10.37			s 1.57
	5.49					s 7.55	7.70	... RIDGELAND ...							1.58
						s 7.57	8.20	... AVENUE .....							s 2.00
s 12.37	s 5.54				s 7.03	s 7.58	8.60	... OAK PARK .....		s 8.31	s 9.31	s 10.44	s 12.14		s 2.05
							9.20	... LATHROP AVE. ...							s 2.07
s 12.40							9.75	... RIVER FOREST ...							s 2.09
12.41	5.58				7.06	8.00	10.09	... VALE .....		8.34	9.34	10.47	12.19	12.15	2.10
s 12.43	s 6.06				s 7.09	s 8.01	10.40	... MAYWOOD .....		s 8.36		s 10.49	s 12.20		s 2.16
s 12.46	s 6.10				s 7.12	s 8.04	11.31	... MELROSE PARK .....		s 8.39		s 10.52	s 12.23		s 2.20
							11.91	... IN TOWER .....	Continuous						
s 12.49	s 6.13				s 7.16	s 8.07	12.83	... BELLWOOD .....		s 8.43		s 10.56	s 12.26		s 2.23
s 12.52	s 6.17				s 7.21	s 8.11	14.15	... PROVISO .....	Continuous	s 8.46		s 11.00	s 12.29		s 2.27
							15.58	... HM TOWER .....	Continuous						
s 12.55	6.20				s 7.30	8.15	15.80	... ELMHURST .....		s 8.51	9.41	s 11.03	s 12.33	12.21	s 2.34
s 12.59	A.M. —				s 7.37	A.M. —	17.73	... VILLA PARK ...		s 8.55		s 11.07	s 12.37		s 2.38
s 1.04					s 7.45		20.00	... LOMBARD .....		s 8.59		s 11.12	s 12.41		s 2.44
s 1.09					s 7.53		22.55	... GLEN ELLYN ...		s 9.04		s 11.17	s 12.46		s 2.51
d 1.12							24.07	... COLLEGE AVE. ...					s 12.49		
s 1.15					s 8.05		24.90	... WHEATON .....		s 9.10	9.51	s 11.22	s 12.52		s 2.59
s 1.20					s 8.10		27.50	... WINFIELD .....		s 9.15		s 11.26	s 12.57		s 3.04
							29.50	... NI TOWER .....	Continuous						
1.25		A.M. —	A.M. —	A.M. —	s 8.30		30.00	... WEST CHICAGO ..		s 9.20	9.56	11.30	1.02	12.36	3.10
A.M. —		6.00	6.05	7.30	8.40		35.50	... GENEVA .....	Continuous	A.M. —	s 10.03	A.M. —	P.M. —	12.41	P.M. —
Daily except Monday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday

Use Track No. 2  
Kenton Ave.  
to Vale

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.**

Nos. 601, 603 and 605 will not carry passengers and may operate from West Chicago to Geneva without obtaining clearance Form "A"—all other rules remain in effect.

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

Nos. 29, 31, 3, 33, 35, 703, 37 and 39 will stop at Keeler.

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

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

No. 703 will operate on above holidays.

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

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

**SMOKE**  
is fuel wasted

**SAVE**  
**COAL**



# Between Chicago and Geneva—Westward

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FIRST CLASS								Subdivision 1 Time Table No. 4 January 16, 1949	FIRST CLASS							
41	43	45	111	25	47	49	51		53	55	57	59	61	105	63	
Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.		Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	DAILY	Daily except Sunday	
P.M. 3.30	P.M. 4.10	P.M. 4.25	P.M. 5.00	P.M. 5.05	P.M. 5.09	P.M. 5.11	P.M. 5.19	P.M. 5.19	P.M. 5.28	P.M. 5.33	P.M. 5.39	P.M. 5.48	P.M. 6.07	P.M. 6.30	P.M. 6.50	
s 3.38	s 4.18	s 4.32	5.06	5.12	s 5.16	s 5.19	s 5.27	s 5.36	s 5.42	s 5.47	s 5.56	s 6.15	6.36	s 6.58		
3.42	4.23	4.35	5.08	5.16	5.20	5.22	5.31	5.39	5.45	5.50	5.59	6.17	6.38	7.02		
s 3.44	s 4.26	s 4.35	Use Track No. 2 Kenton Ave. to Vale	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.46	s 4.28	s 4.35		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
3.47	s 4.31	s 4.35		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.48	s 4.33	s 4.35		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.50	s 4.35	s 4.41		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.52	s 4.37	s 4.42		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.54	s 4.43	s 4.46		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
3.55	s 4.46	s 4.53		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.56	s 4.49	s 4.57		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 3.59	P.M. -	s 5.03		5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02		
s 4.03	s 4.42	s 5.08	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.08	s 4.46	s 5.11	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.14	s 4.49	s 5.14	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.18	P.M. -	s 5.19	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.23	s 4.53	s 5.23	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.27	s 4.57	s 5.28	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.30	s 5.03	s 5.33	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.38	s 5.08	s 5.38	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.43	s 5.11	s 5.43	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.49	s 5.14	s 5.49	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
s 4.58	s 5.19	s 5.54	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
P.M.	s 5.23	s 5.59	5.16	5.20	5.22	s 5.34	s 5.39	s 5.45	s 5.53	s 5.59	s 6.21	6.38	7.02			
Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	DAILY	Daily except Sunday		

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.**

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

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

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

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

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

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

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

**Nos. 41, 43, 51 and 63 will stop at Keeler.**

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

**Nos. 41 and 43 will stop at Wolf Road.**

## Between Chicago and Geneva—Westward

FIRST CLASS							Subdivision 1 Time Table No.4 January 16, 1949	FIRST CLASS						
103	101	65	27	23	67	5		69	71	15	567	569	571	
DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY		Daily except Sunday	Daily except Sunday	DAILY	Saturday only	Saturday only	Saturday only	
P.M. 7.15	P.M. 7.30	P.M. 7.31	P.M. 8.00	P.M. 8.10	P.M. 8.40	..... CHICAGO....	P.M. 9.00	P.M. 9.25	P.M. 10.35	P.M. 11.01	P.M. 12.27	P.M. 12.35	P.M. 1.24	
7.21	7.36	s 7.38	8.06	8.16	s 8.48	..... KEDZIE.....	9.06	s 9.32	s 10.43	11.08	s 12.35	s 12.42	s 1.32	
7.23	7.38	7.41	8.09	8.19	8.51	... KENTON AVE... 1 69	9.09	9.35	10.46	11.11	12.38	12.45	1.35	
					s 8.55	..... AUSTIN..... 1 36		s 9.38	s 10.49			s 12.48		
						AUSTIN BLVD.(C.L.) 0 50						s 12.50		
						... RIDGELAND... 0 50						s 12.52		
						..... AVENUE..... 0 40						s 12.54		
		s 7.47		s 8.23	s 8.59	... OAK PARK.... 0 60		s 9.44	s 10.53	11.14		s 12.57		
						... LATHROP AVE... 0 55						s 12.59		
					d 9.01	... RIVER FOREST.. 0 34		c 9.46	s 10.55			s 1.01	s 1.41	
7.28	7.43	7.50	8.14	8.27	9.02	..... VALE..... 0 31	9.14	9.47	10.56	11.16	12.44	1.02	1.42	
		s 7.51			s 9.03	... MAYWOOD... 0 91		s 9.48	s 10.57		s 12.45	s 1.04	s 1.43	
		s 7.53			s 9.06	... MELROSE PARK.. 0 60		s 9.51	s 10.59		s 12.48	s 1.06	s 1.46	
						..... JN TOWER.... 0 92								
					s 9.09	..... BELLWOOD.... 1 32		s 9.53	s 11.02			s 1.09		
					s 9.12	..... PROVISO..... 1 43		s 9.56	s 11.07			s 1.13		
						..... HM TOWER.... 0 22								
7.34	7.49	s 7.59	8.20	8.33	s 9.15	..... ELMHURST.... 1 93	9.20	s 9.59	s 11.11	11.23	s 12.55	s 1.16	s 1.54	
		s 8.03			s 9.19	... VILLA PARK... 2 27					s 12.59	s 1.21	s 1.58	
		s 8.07			s 9.23	... LOMBARD..... 2 50					s 1.03	s 1.25	s 2.03	
		s 8.12			s 9.28	... GLEN ELLYN... 1 57					s 1.08	s 1.30	s 2.08	
					s 9.32	... COLLEGE AVE... 0 83					s 1.12	1.34	s 2.12	
		s 8.17			s 9.35	... WHEATON..... 2 60					s 1.15	s 1.36	s 2.15	
		s 8.21			s 9.40	... WINFIELD.... 2 00						s 1.40	s 2.20	
						... NI TOWER.... 0 50								
7.49	8.04	s 8.26	8.35	8.47	9.45	... WEST CHICAGO.. 5 5	9.35	10.31	11.38	s 11.41	s 1.22	1.45	s 2.25	
7.55 P.M.	8.10 P.M.	8.34 P.M.	8.40 P.M.	s 8.54 P.M.		..... GENEVA.....	9.40 P.M.	P.M.	P.M.	s 11.51 P.M.	1.31 P.M.	P.M.	2.35 P.M.	
DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday		DAILY	Daily except Sunday	Daily except Sunday	DAILY	Saturday only	Saturday only	Saturday only	

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.

No. 5, except Sundays and Holidays, will slow down to 10 miles per hour passing passenger station at Proviso, with headlight dimmed and baggage car door open, so that package of waybills may be picked up. No. 5 will not handle passengers.

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

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

No. 71 will stop at Wolf Road.

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

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

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

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

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

# Between Chicago and Geneva—Westward

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FIRST CLASS								Subdivision 1 Time Table No.4 January 16, 1949	Communicating Office Open Sundays and Holidays	FIRST CLASS			
573	575	577	579	581	583	585	587			589	591	593	
Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			Sunday only	Sunday only	Sunday only	
P.M. 2.30	P.M. 5.10	A.M. 8.16	A.M. 9.35	P.M. 12.30	P.M. 4.10	P.M. 6.25	.....CHICAGO.....	Continuous	P.M. 8.35	P.M. 9.35	P.M. 11.05	P.M. 11.59	
s 2.39	s 5.18	s 8.24	s 9.43	s 12.38	s 4.17	s 6.33	.....KEDZIE.....	Continuous Tower XG	s 8.43	s 9.43	s 11.13	s 12.07	
2.41	5.21	8.27	9.47	12.41	4.21	6.37	...KENTON AVE....	⊙Closed	8.47	9.46	11.17	12.10	
	s 5.24	s 8.30	s 9.50	s 12.44	s 4.24	s 6.40	.....AUSTIN.....		s 8.49	s 9.48	s 11.20	s 12.13	
	s 5.26	s 8.32					AUSTIN BLVD.(C.L.)						
	s 5.28						.....RIDGELAND...						
	s 5.30						.....AVENUE.....						
	s 5.33	s 8.35	s 9.54	s 12.49	s 4.27	s 6.44	...OAK PARK....		s 8.52	s 9.51	s 11.24	s 12.18	
	s 5.35						...LATHROP AVE...						
	s 5.37						...RIVER FOREST..						
2.47	5.38	8.38	9.57	12.51	4.30	6.47	.....VALE.....		8.55	9.53	11.27	12.21	
s 2.48	s 5.40	s 8.39	s 9.58	s 12.52	s 4.31	s 6.48	...MAYWOOD....		s 8.56	s 9.54	s 11.28	s 12.22	
s 2.50	s 5.43	s 8.42	s 10.01	s 12.55	s 4.34	s 6.51	...MELROSE PARK..		s 8.58	s 9.56	s 11.31	s 12.25	
							...JN TOWER....	Continuous					
	s 5.46	s 8.46	s 10.04	s 12.58	s 4.37	s 6.54	...BELLWOOD....		s 9.01	s 9.58	s 11.34	s 12.28	
	s 5.50	s 8.49	s 10.07	s 1.01	s 4.40	s 6.57	...PROVISO.....	Continuous	s 9.04	s 10.01	s 11.37	s 12.32	
							...HM TOWER....	Continuous					
s 2.56	s 5.53	s 8.53	s 10.10	s 1.04	s 4.43	s 7.00	...ELMHURST....		s 9.07	10.04	s 11.40	12.35	
s 3.00	s 5.56	s 8.56		s 1.08	s 4.47	s 7.04	...VILLA PARK...		c 9.11	P.M.	c 11.44	A.M.	
s 3.04	s 6.00	s 9.00	s 10.16	s 1.12	s 4.51	s 7.08	...LOMBARD.....		s 9.15		s 11.48		
s 3.09	s 6.04	s 9.06	s 10.21	s 1.16	s 4.55	s 7.12	...GLEN ELLYN...		s 9.20		s 11.53		
s 3.13				c 1.20	c 4.59	c 7.16	...COLLEGE AVE...				c 11.57		
s 3.16	s 6.09	s 9.11	s 10.27	s 1.23	s 5.01	s 7.18	...WHEATON.....		s 9.24		s 12.00		
s 3.21	s 6.13	s 9.15	s 10.31	s 1.28	s 5.05	s 7.23	...WINFIELD....		s 9.29		s 12.04		
							...NI TOWER....	Continuous					
3.27	6.18	9.20	10.35	1.33	5.10	7.29	...WEST CHICAGO..		9.35		12.10		
P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	.....GENEVA.....	Continuous	P.M.		A.M.		
Saturday only	Saturday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			Sunday only	Sunday only	Monday only	Monday only	

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.**

**On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules, except No. 577 will not operate on any of these Holidays.**

Nos. 575, 577, 579, 581, 583, 585, 587, 589, 591 and 593 will stop at Keeler.

Nos. 577, 579, 581, 583, 585, 587, 589, 591 and 593 will stop at Wolf Road.

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

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

## Between Geneva and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table No. 4 January 16, 1949	FIRST CLASS							
6	30	32	34	36	538	38	40		24	42	44	46	48	50	52	
DAILY	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.		DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
A.M. 6:30	A.M. 6:40	A.M. 7:20	A.M. 7:37	A.M. 7:41	A.M. 7:52	A.M. 7:58	..... CHICAGO.....	A.M. 8:03	A.M. 8:15	A.M. 8:17	A.M. 8:20	A.M. 8:34	A.M. 8:37	A.M. 8:48	A.M. 9:12	
6:15	s 6:31	s 7:10	s 7:28	s 7:32	s 7:44	s 7:49	..... KEDZIE.....	s 7:53	8:05	s 8:07	s 8:11	s 8:24	s 8:28	s 8:39	s 9:03	
6:10	6:26	7:06	7:25	7:28	7:42	7:46	..... KENTON AVE.....	7:50	8:03	8:04	8:07	8:21	8:25	8:36	8:57	
	s 6:24			s 7:25			..... AUSTIN.....	s 7:47			s 8:04		s 8:22		s 8:55	
				s 7:23			AUSTIN BLVD. (C.L.)	s 7:45			s 8:02		s 8:20		s 8:52	
	s 6:21			s 7:21			..... RIDGELAND.....	s 7:43			s 8:00		s 8:18		s 8:50	
	s 6:19			s 7:19			..... AVENUE.....	s 7:41			s 7:58		s 8:16		s 8:48	
6:05	s 6:18	s 7:01		s 7:17			..... OAK PARK.....	s 7:39	s 7:52		s 7:56		s 8:15		s 8:46	
	s 6:16			s 7:15			..... LATHROP AVE.....	s 7:36			s 7:53		s 8:13		s 8:44	
	s 6:14			s 7:13			..... RIVER FOREST.....	s 7:34			s 7:51		s 8:12		s 8:42	
6:03	6:13	6:58	7:20	7:12	7:36	7:40	..... VALE.....	7:33	7:48	7:59	7:50	8:15	8:11	8:31	8:41	
	s 6:12	s 6:57		s 7:11	s 7:35		..... MAYWOOD.....	s 7:32			s 7:49		8:10		s 8:40	
	s 6:09	s 6:54		s 7:08			..... MELROSE PARK.....	s 7:29			s 7:46	s 8:12			s 8:37	
							..... JN TOWER.....									
	s 6:06			s 7:05			..... BELLWOOD.....	s 7:26							s 8:34	
	s 6:03			s 7:01			..... PROVISO.....	s 7:22							s 8:31	
							..... HM TOWER.....									
5:52	s 6:00	s 6:48	s 7:14	6:58	s 7:28	s 7:33	..... ELMHURST.....	7:19	7:36	7:53	s 7:39	s 8:06		s 8:25	8:28	
	s 5:55	s 6:44	s 7:09	A.M.	s 7:24	s 7:27	..... VILLA PARK.....	A.M.			s 7:35	s 8:01			A.M.	
	s 5:51	s 6:40	s 7:04		s 7:19	s 7:23	..... LOMBARD.....				s 7:31	s 7:57		s 8:15		
	s 5:46	s 6:36	s 6:58		s 7:14	s 7:18	..... GLEN ELLYN.....			s 7:43	s 7:27			s 8:10		
	s 5:40	s 6:32	s 6:53		s 7:10	s 7:14	..... COLLEGE AVE.....				s 7:23	s 7:52				
	s 5:37	s 6:29	s 6:51		s 7:07	s 7:11	..... WHEATON.....			s 7:38	s 7:20	s 7:49		s 8:05		
	s 5:30	s 6:25	s 6:47		s 7:03	s 7:07	..... WINFIELD.....				s 7:15	s 7:44		s 8:02		
							..... NI TOWER.....									
5:35	5:25	6:20	s 6:42		s 6:58	7:02	..... WEST CHICAGO.....		7:12	s 7:31	7:10	7:39		s 7:58		
6:26	5:30	A.M.	A.M.	6:34	6:50	A.M.	..... GENEVA.....		7:05	7:23	A.M.	A.M.		7:50		
A.M.	A.M.		A.M.	A.M.	A.M.									A.M.		
DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Saturday only		Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.

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

No. 6 will not carry coach passengers.

No. 24 will not carry passengers locally between Oak Park and Chicago.

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

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

# Between Geneva and Chicago—Eastward

6

FIRST CLASS								Subdivision 1	FIRST CLASS							
26	112	54	104	102	106	56	58	Time Table No.5 January 16, 1949	28	60	2	62	64	66	68	4
Daily Except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday		DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	..... CHICAGO .....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
9.15	9.35	9.55	10.40	10.45	11.30	11.52	12.20	..... KEDZIE .....	1.00	1.20	2.00	2.30	3.25	5.15	5.52	7.05
9.05	9.23	s 9.47	10.28	10.33	11.20	11.42	s12.11	..... KENTON AVE. ....	12.48	s 1.10	1.45	s 2.19	s 3.16	s 5.05	s 5.42	s 6.56
9.00	9.20	9.43	10.25	10.30	11.17	11.39	12.05	..... AUSTIN .....	12.45	1.06	1.43	2.13	3.12	5.00	5.38	6.51
							s12.01	..... AUSTIN BLVD.(C.L.) .....				s 2.08	s 3.09	s 4.57	s 5.35	s 6.47
								..... RIDGELAND .....					s 3.07		s 5.31	
								..... AVENUE .....							s 5.30	
s 8.52	9.15	s 9.39				s11.33	s11.57	..... OAK PARK .....		s12.59		s 2.01	s 3.04	s 4.53	s 5.28	s 6.41
								..... LATHROP AVE. ....								
							c11.53	..... RIVER FOREST .....							5.26	
8.47	9.12	9.36	10.19	10.24	11.11	11.29	11.51	..... VALE .....	12.30	12.54	1.33	1.57	2.59	4.41	5.25	6.31
		s 9.34					s11.49	..... MAYWOOD .....		s12.53		s 1.56	s 2.58	s 4.40	s 5.24	s 6.30
		s 9.32					s11.44	..... MELROSE PARK .....		s12.50		s 1.54	s 2.55	s 4.34	s 5.21	s 6.27
								..... JN TOWER .....								
		s 9.29					s11.39	..... BELLWOOD .....		s12.47		s 1.51	s 2.51	s 4.30	s 5.18	6.22
							s11.34	..... PROVISO .....		s12.44		s 1.48	s 2.48	s 4.26	s 5.15	6.19
								..... HM TOWER .....								
8.40	9.05	s 9.25	10.12	10.17	11.05	s11.22	11.30	..... ELMHURST .....	12.19	s12.41	1.25	s 1.45	2.45	s 4.23	5.10	s 6.15
		s 9.20				s11.17	A.M. --	..... VILLA PARK .....		s12.36		s 1.41		s 4.15		s 6.06
		s 9.16				s11.12		..... LOMBARD .....		s12.31		s 1.37		s 4.09		s 5.58
		s 9.12				s11.06		..... GLEN ELLYN .....		s12.26		s 1.34		s 4.03		s 5.52
								..... COLLEGE AVE. ....								
		s 9.07				s11.01		..... WHEATON .....		s12.20		s 1.29		s 3.56		s 5.45
		c 9.03				s10.57		..... WINFIELD .....		s12.15		s 1.25		s 3.50		s 5.40
								..... NI TOWER .....								
8.17	8.51	8.58	9.58	10.03	10.48	s10.53		..... WEST CHICAGO .....	12.04	12.10	1.07	1.20		3.45		s 5.35
8.08	8.46	A.M.	9.52	9.57	10.42	10.45		..... GENEVA .....	11.58	P.M. --	1.00	P.M. --		P.M. --		5.15
Daily Except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday		DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.**

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

Nos. 54, 58, 60, 62, 64, 66, 68 and 4 will stop at Keeler.

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

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

No. 4 on Saturdays will stop at Proviso and Bellwood.

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

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

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

## Between Geneva and Chicago—Eastward

FIRST CLASS							Subdivision 1 Time Table No. 4 January 16, 1949	FIRST CLASS							
14	706	16	70	72	574	576		526	578	580	582	584	586	588	
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only		Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	
P.M. 7:30	P.M. 8:20	P.M. 9:00	P.M. 9:15	P.M. 10:45	A.M. 7:20	..... CHICAGO..... 3 65	A.M. 7:50	A.M. 9:00	A.M. 11:10	P.M. 3:25	P.M. 5:05	P.M. 6:45	P.M. 8:25	P.M. 10:50	
7:20	s 8:10	8:45	s 9:06	s 10:35	s 7:12	..... KEDZIE..... 1 63	s 7:40	8:50	s 11:01	s 3:16	s 4:56	s 6:37	s 8:16	s 10:42	
7:15	8:06	8:41	8:58	10:31	7:08	... KENTON AVE... 1 36	7:36	8:47	10:57	3:12	4:52	6:34	8:13	10:38	
	s 8:03		s 8:55	s 10:28	s 7:05	..... AUSTIN..... 0 50	s 7:34		s 10:54	s 3:09	s 4:49	s 6:32	s 8:10	s 10:35	
						AUSTIN BLVD.(C.L.) 0 50	s 7:32								
						.... RIDGELAND... 0 50									
					7:02	..... AVENUE..... 0 40									
s 7:10	s 7:58	s 8:35	s 8:50	s 10:24	s 7:00	... OAK PARK..... 0 40	s 7:29	s 8:42	s 10:49	s 3:05	s 4:45	s 6:28	s 8:06	s 10:31	
						... LATHROP AVE... 0 55									
						... RIVER FOREST... 0 34									
7:05	7:50	8:27	8:47	10:19	6:57	..... VALE..... 0 31	7:26	8:37	10:46	3:02	4:42	6:24	8:03	10:28	
	s 7:49		s 8:46	s 10:18	s 6:56	... MAYWOOD... 0 91	s 7:25		s 10:45	s 3:01	s 4:41	s 6:23	s 8:02	s 10:27	
	s 7:46		s 8:44	s 10:16	s 6:54	... MELROSE PARK... 0 60	s 7:23		s 10:42	s 2:58	s 4:39	s 6:20	s 7:59	s 10:24	
						... JN TOWER... 0 92		8:35							
			s 8:41	s 10:13	s 6:51	... BELLWOOD... 1 32	s 7:20		s 10:39	s 2:55	s 4:36	s 6:17	s 7:57	s 10:21	
			s 8:38	s 10:10	s 6:48	... PROVISO... 1 43	s 7:18		s 10:37	s 2:52	s 4:34	s 6:15	s 7:54	s 10:18	
						... HM TOWER... 0 22		8:32							
6:53	s 7:36	8:17	s 8:35	s 10:06	6:45 A.M.	... ELMHURST... 1 93	s 7:15		s 10:34	s 2:49	s 4:30	s 6:12	s 7:51	s 10:15	
	7:31		s 8:30	s 10:02		... VILLA PARK... 2 27	s 7:10		s 10:29	s 2:46	s 4:26	s 6:08	s 7:47	s 10:11	
	s 7:28		s 8:26	s 9:58		... LOMBARD... 2 50	s 7:06		s 10:25	s 2:43	s 4:22	s 6:04	s 7:43	s 10:07	
	s 7:23		s 8:22	s 9:54		... GLEN ELLYN... 1 57	s 7:01		s 10:20	s 2:39	s 4:18	s 6:00	s 7:39	s 10:03	
						... COLLEGE AVE... 0 83	6:57		10:16	2:36					
6:41	s 7:19		s 8:17	s 9:49		... WHEATON... 2 60	s 6:54		s 10:14	s 2:34	s 4:14	s 5:55	s 7:34	s 9:58	
	s 7:15			s 9:44		... WINFIELD... 2 00	s 6:49		s 10:09	s 2:30	s 4:10	s 5:50	s 7:29		
						... NI TOWER... 0 50									
6:32	7:10 P.M.	7:57	8:10 P.M.	9:40 P.M.		... WEST CHICAGO... 5 5	6:45 A.M.	8:19	10:05 A.M.	2:25 P.M.	4:05 P.M.	5:45 P.M.	7:25 P.M.	9:50 P.M.	
6:25 P.M.		7:50 P.M.				..... GENEVA.....	s 8:12 A.M.								
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only		Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN WEST CHICAGO AND GENEVA. SEE PAGES 22 AND 23.**

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

No. 706 will stop at Villa Park on Holidays only.

No. 70 will stop at Winfield Tuesday only.

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

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

Nos. 574, 576, 578, 580, 582, 584, 586 and 588 will stop at Wolf Road.

### LOCATION OF TRAIN DISPATCHER'S TELEPHONES

Kenton Avenue..... In office.  
Vale..... In cabin.  
Lombard..... Waiting room and box on pole north side 300 ft. east of station.  
Glen Ellyn..... Men's waiting room.  
Wheaton..... First gate tower west of station.  
Winfield..... In waiting room.  
Maple Park..... East waiting room.  
Cortland..... In station.  
Malta..... Waiting room, and Booth, north side of pump house.

Creston..... Crossing flagman's shelter.  
Flagg..... Booth at west end of siding.  
Ashton..... Waiting room.  
Franklin Grove..... Waiting room.  
Galt..... In office, just inside of door.  
Agnew..... In Booth opposite the west cross-over switch.  
Round Grove..... In Booth south of tracks from water tank.  
Morrison..... At Depot and Booth at west switch of siding.  
Union Grove..... Waiting room.  
M. P. 131.6..... Box on telegraph pole east of C. B. & Q. overhead.



# Between Geneva and Clinton—Westward

8

FIRST CLASS						Subdivision 2 Time Table No.4 January 16, 1949	Communicating Office Open Week Days, Sundays And Holidays	FIRST CLASS					
13	1	111	25	105	103			101	27	23	5	15	
DAILY	DAILY	DAILY	Daily Except Sunday	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY	
A.M. 9.15	P.M. 12.01	P.M. 5.00	P.M. 5.05	P.M. 6.30	..... CHICAGO .....	Continuous	P.M. 7.15	P.M. 7.30	P.M. 8.00	P.M. 8.10	P.M. 9.00	P.M. 11.01	
A.M. 10.03	P.M. 12.41	P.M. 5.36	s 5.52	P.M. 7.10	..... GENEVA .....	Continuous	P.M. 7.55	P.M. 8.10	P.M. 8.40	s 8.54	P.M. 9.40	P.M. 11.51	
			s 5.59		..... LA FOX .....								
10.13			s 6.04		..... ELBURN .....							c12.04	
10.17			6.08		..... MEREDITH .....							12.08	
10.20	12.54		s 6.13		..... MAPLE PARK .....			8.53		9.53	c12.12		
10.25	12.58	5.52	s 6.19	7.24	..... CORTLAND .....		8.10	8.25	8.57		9.57	12.18	
s10.35	1.02	5.55	s 6.33	7.27	..... DE KALB .....	Continuous	8.14	8.29	9.01	s 9.25	10.01	s12.38	
10.42	1.08		s 6.42		..... MALTA .....				9.07		10.07	12.46	
10.47			s 6.49		..... CRESTON .....							12.53	
s10.55	1.17	6.10	s 6.57	7.40	..... ROCHELLE .....	Continuous	8.28	8.43	9.16	s 9.40	10.16	s 1.03	
					..... FLAGG .....								
11.04	1.24	6.17	s 7.08	7.47	..... ASHTON .....	⊕6:15 a.m. to 3:15 p.m.			9.23		10.23	1.14	
11.08			s 7.14		FRANKLIN GROVE	⊕6:15 a.m. to 3:15 p.m.						1.19	
11.14	1.31	6.23	s 7.22	7.53	..... NACHUSA .....	Continuous	8.40	8.55	9.30		10.30	1.25	
s11.25	1.35	6.28	s 7.31	s 7.58	..... DIXON .....	11:00 a.m. to 8:00 p.m.	8.45	9.00	9.35	s10.07	10.34	s 1.48	
11.33	1.41	6.32	s 7.40		..... NELSON .....	Continuous	8.50	9.05	9.40		10.40	1.57	
					..... NJ JCT .....								
s11.45	1.46	6.37	s 7.50	s 8.10	..... STERLING .....	Continuous	8.57	9.12	9.45	s10.23	10.45	s 2.30	
11.49	1.49		7.53		..... GALT .....				9.48		10.48	2.35	
11.52	1.51	6.41	7.55		..... AGNEW .....		9.02	9.17	9.50		10.50	2.38	
11.56			f 7.59		..... ROUND GROVE .....							2.43	
s12.07	1.59		s 8.07		..... MORRISON .....				9.58	10.41	10.58	s 3.00	
12.11	2.02	6.51	f 8.12		..... UNION GROVE .....		9.13	9.28	10.01		11.01	3.07	
12.22	2.11	6.58	8.22	8.32	..... E. CLINTON TOWER .....	Continuous	9.21	9.36	10.10	11.00	11.10	3.20	
12.31 P.M.	2.16 P.M.	7.02 P.M.	8.30 P.M.	8.37 P.M.	..... CLINTON .....	Continuous	9.27 P.M.	9.42 P.M.	10.15 P.M.	11.05 P.M.	11.15 P.M.	3.40 A.M.	
DAILY	DAILY	DAILY	Daily Except Sunday	DAILY		⊕Rochele office locat- ed in C.B.&Q.Tower. ⊕Closed Sundays and Holidays	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN GENEVA AND MALTA. SEE PAGES 22 AND 23.**

**No. 5 will not handle passengers.**

**No. 23 will stop at Morrison to discharge revenue passengers from Chicago or to receive revenue passengers for beyond Clinton.**

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

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

## Between Clinton and Geneva—Eastward

FIRST CLASS						Fuel, Water, Turn Table and Wye Station.	Distance from Chicago	Subdivision 2 Time Table No. 4 January 16, 1949	FIRST CLASS					
6	24	26	526	112	104				102	106	28	2	14	16
DAILY	DAILY	Daily except Sunday	Sunday only	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	
A.M. 6.30	A.M. 8.15	A.M. 8.15	A.M. 9.00	A.M. 9.35	A.M. 10.40			A.M. 10.45	A.M. 11.30	P.M. 1.00	P.M. 2.00	P.M. 7.30	P.M. 9.00	
								.....CHICAGO.....						
						W	35.5	.....GENEVA.....						
							40.6	.....LA FOX.....						
							44.0	.....ELBURN.....						
							47.4	.....MEREDITH.....						
							50.6	.....MAPLE PARK.....	9.44		11.40		6.11 7.28	
							55.4	.....CORTLAND.....						
						FWY	58.3	.....DE KALB.....	9.37	10.22	11.33	12.35	6.03 7.20	
						W	64.3	.....MALTA.....	9.31		11.27		5.55 6.57	
							69.7	.....CRESTON.....						
						W	74.8	.....ROCHELLE.....	9.22	10.07	11.19		5.43 6.45	
							79.0	.....FLAGG.....						
						W	83.7	.....ASHTON.....					5.31 6.35	
							88.0	.....FRANKLIN GROVE.....						
							92.9	.....NACHUSA.....	9.07		11.04		5.23 6.27	
						W	97.9	.....DIXON.....	9.01	9.46	10.58	11.56	5.17 6.20	
						FWTTY	104.3	.....NELSON.....	8.56	9.40	10.52		5.10 6.06	
							105.1	.....NJ JCT.....						
						W	109.5	.....STERLING.....	8.50	9.35	10.47	11.44	5.04 6.00	
							112.9	.....GALT.....					4.58	
							114.8	.....AGNEW.....	8.45		10.41		4.55 5.29	
						W	118.6	.....ROUND GROVE.....						
							123.8	.....MORRISON.....					4.48 5.20	
							127.6	.....UNION GROVE.....	8.35		10.27		4.42 5.14	
							136.5	.....E. CLINTON TOWER.....	8.28	9.13	10.19	11.19	4.34 5.04	
						FW TT	138.1	.....CLINTON.....	8.25 A.M.	9.10 A.M.	10.15 A.M.	11.15 A.M.	4.30 P.M. 5.00 P.M.	
DAILY	DAILY	Daily except Sunday	Sunday only	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	Daily except Sunday	

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN GENEVA AND MALTA. SEE PAGES 22 AND 23.

No. 6 will not carry passengers and will reduce speed to 30 miles per hour at Sterling to dispatch U. S. Mail.

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

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

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

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

# Time Freight Trains—Westward

10

GALENA DIVISION, NOR. DIST.

TIME TABLE No. 4

EFFECTIVE JANUARY 16, 1949

STATIONS	SECOND CLASS							CAPACITY OF SIDINGS SUBDIVISION 1 AND 2												
	381	251	117	383	253	155														
	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	C. B. & Q. No. 82 DAILY EXCEPT SUNDAY														
..... PROVISIO.....	A.M. 10-00	A.M. 11-00	P.M. 8-15	P.M. 9-30	P.M. 10-00															
..... WEST CHICAGO.....		11-30																		
..... DE KALB.....																				
..... NELSON.....	1-00 P.M.			12-30 A.M.																
..... STERLING.....										P.M. 7-00										
..... AGNEW.....										7-15 P.M.										
..... CLINTON.....		3-30 P.M.	1-00 A.M.		3-45 A.M.															

	Westward	Eastward
240	..... West Chicago.....	...
125	..... Meredith.....	125
125	..... Malta.....	..
..	..... Creston.....	60
..	..... Flagg.....	122
125	..... Ashton.....	...
95	..... Round Grove.....	...

# Time Freight Trains—Eastward

STATIONS	SECOND CLASS																			
	386	154	256	380	252	258	126													
	DAILY	C. B. & Q. No. 83 DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY EXCEPT TUESDAY													
..... PROVISIO.....	A.M. 5-30		P.M. 12-01	P.M. 5-00	P.M. 10-00	A.M. 12-30	A.M. 1-30													
..... WEST CHICAGO.....	4-40																			
..... DE KALB.....																				
..... NELSON.....	1-15 A.M.			1-00 P.M.																
..... STERLING.....		A.M. 3-00																		
..... AGNEW.....		2-45 A.M.																		
..... CLINTON.....			7-20 A.M.		5-20 P.M.	7-30 P.M.	8-00 P.M.													
	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY													

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

### STERLING AND AGNEW

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

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

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

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

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

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

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

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

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

# Westward—Between Foris and Williams Bay—Westward

SECOND CLASS		FIRST CLASS					Fuel, Water, Turn Tables and Wye Stations	Distance from Chicago	Subdivision 3 Time Table No. 4 January 16, 1949		Communicating Office Open Week Days
791			627	763	775	681			649		
Monday Wednesday Friday			Daily except Sunday	Sunday only	Saturday only	Daily ex. Sat. & Sun.	Daily except Sunday				
A.M. — 5.30			A.M. 8.13	A.M. 8.15	P.M. 1.30	P.M. 4.40	P.M. 5.18			..... CHICAGO .....	Continuous
5.50			Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	W	42.8	..... FORIS .....	Continuous
6.30									47.6	..... EAST ELGIN .....	7:45 a.m. to 4:45 p.m.
7.45									48.4	..... DUNDEE .....	8:00 a.m. to 5:00 p.m.
8.10									52.9	..... CARPENTERSVILLE ...	
8.30									58.3	..... ALGONQUIN .....	7:15 a.m. to 4:15 p.m.
9.15			A.M. — 10.15					FWYTT	58.5	..... CS JCT. ....	
			10.18						58.8	..... CRYSTAL LAKE .....	12:15 a.m. to 11:00 p.m.
				A.M. — 9.38	P.M. — 2.31	P.M. — 5.37	P.M. — 6.15			..... CS JCT. ....	
			10.19		2.32					..... CRYSTAL LAKE JCT. ...	
9.25									61.4	..... WEST WYE SWITCH ...	
9.55			s 10.32	s 9.47	s 2.41	s 5.46	s 6.25		66.0	..... TERRA COTTA .....	
10.05			s 10.44	s 9.53	c 2.45	f 5.51	s 6.31		69.5	..... McHENRY .....	6:45 a.m. to 3:45 p.m.
10.17			s 10.54	s 10.03	s 2.53	s 6.01	s 6.43		75.8	..... RINGWOOD .....	
10.25 11.30			s 10.58	s 10.07	s 2.57	s 6.04	s 6.47	W	77.6	..... RICHMOND .....	6:30 a.m. to 3:30 p.m.
11.40			f 11.03	s 10.12	s 3.03	c 6.10	s 6.53		80.8	..... GENOA CITY .....	6:15 a.m. to 3:15 p.m. 5:15 p.m. to 7:15 p.m.
12.15			s 11.16	s 10.20	s 3.16	s 6.19	s 7.04		86.2	..... PELL LAKE .....	
			f 11.21	s 10.26	s 3.22	c 6.25	s 7.09		90.1	..... LAKE GENEVA .....	6:15 a.m. to 3:15 p.m.
12.45 P.M.			11.25 A.M.	10.30 A.M.	3.26 P.M.	6.31 P.M.	7.15 P.M.	FWTT	92.0	..... LAKE COMO .....	
Monday Wednesday Friday			Daily except Sunday	Sunday only	Saturday only	Daily ex. Sat. and Sun.	Daily except Sunday			..... WILLIAMS BAY .....	6:00 a.m. to 3:00 p.m. 5:30 p.m. to 7:30 p.m.

NOS. 649 and 681 ARE SUPERIOR TO ALL EASTWARD TRAINS.

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

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, Nos. 622, 627, 644, 649, 681, 686 and 775 will not run and will be annulled by Train Order.

On these holidays an extra train will be operated on schedules of Nos. 763 and 770.

COMMUNICATING OFFICES OPEN SUNDAYS AND HOLIDAYS:

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



## Eastward—Between Williams Bay and Foris—Eastward

Subdivision 3 Time Table No. 4 January 16, 1949	Capacity Stations	FIRST CLASS					SECOND CLASS
		644	622	686	770		792
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only		Tuesday Thursday Saturday
..... <b>CHICAGO</b> .....		A.M. 8.10	A.M. 8.50	P.M. 4.20	P.M. 7.35		P.M.— 1.35
..... <b>FORIS</b> .....							1.30
..... <b>EAST ELGIN</b> .....	59	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.	Via Wis. Div.		12.55
..... <b>DUNDEE</b> .....							12.25
..... <b>CARPENTERSVILLE</b> .....	30						12.10
..... <b>ALGONQUIN</b> .....							11.55
..... <b>CS JCT.</b> .....				P.M.— 2.30			11.25
..... <b>CRYSTAL LAKE</b> .....	33						
..... <b>CS JCT.</b> .....				2.24			
..... <b>CRYSTAL LAKE JCT.</b> .....		A.M.— 7.13	A.M.— 8.00		P.M.— 6.30		
..... <b>WEST WYE SWITCH</b> .....				2.22			
..... <b>TERRA COTTA</b> .....	23						10.45
..... <b>McHENRY</b> .....		s 7.01	s 7.50	s 2.12	s 6.20		10.35 10.00
..... <b>RINGWOOD</b> .....		s 6.54	s 7.45	s 2.05	s 6.14		9.50
..... <b>RICHMOND</b> .....	12	s 6.46	s 7.35	s 1.56	s 6.07		9.35
..... <b>GENOA CITY</b> .....	19	s 6.42	s 7.31	s 1.51	s 6.03		9.30 8.40
..... <b>PELL LAKE</b> .....		s 6.35	f 7.25	f 1.42	s 5.57		8.30
..... <b>LAKE GENEVA</b> .....	20	s 6.28	s 7.18	s 1.35	s 5.50		8.20
..... <b>LAKE COMO</b> .....		c 6.20	c 7.10	s 1.29	s 5.44		
..... <b>WILLIAMS BAY</b> .....		6.15 A.M.	7.05 A.M.	1.25 P.M.	5.40 P.M.		7.45 A.M.
		Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only		Tuesday Thursday Saturday

NOS 649 AND 681 ARE SUPERIOR TO ALL EASTWARD TRAINS.

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

On New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, Nos. 622, 627, 644, 649, 681, 686 and 775 will not run and will be annulled by Train Order.

On these holidays an extra train will be operated on schedule of No. 763 and of No. 770.

## BETWEEN HEBRON AND BASSETTS 12

Distance from Genoa City	Subdivision 3a Time Table No. 4 January 16, 1949
5.87	..... <b>BASSETTS</b> .....
4.41	..... <b>TWIN LAKES</b> .....
6.02	..... <b>GENOA CITY</b> .....
	..... <b>HEBRON</b> .....

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

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

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

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

If no train or engine is seen approaching on the C. M. St. P. & P. R. R.

1. Open door of electric lock on west gate, push button and wait approximately four (4) minutes for the lock to release.
2. Move hand crank on electric lock to the right to release gate arm, then swing west gate followed by swinging the east gate against movements on the C. M. St. P. & P. R. R.
3. After C. & N. W. movement has been made over the crossing, restore east gate followed by the west gate against movements on C. & N. W. Ry., and operate hand crank of electric lock and insert pad-lock.

**EMERGENCY RELEASE**—If electric lock does not release the gate after pushing the button and the expiration of four (4) minutes, trainmen may, after making certain that there is no train or engine approaching on the C. M. St. P. & P. R. R. operate the emergency release by twisting a small plunger directly above and to the rear of the hand crank until seal is broken; then push down and operate hand crank as described above. If a train or engine is approaching on the C. M. St. P. & P. R. R., proceed signal must not be given until conflicting movement has been completed over the crossing, or has come to a stop at the governing home signal.

# 13 Westward—Between West Chicago and Freeport—Eastward

SECOND CLASS			FIRST CLASS	Fuel, Water, Turn Table and Wye Stations	Distance from Chicago	Subdivision 4 Time Table No. 4 January 16, 1949	Communicating Office Open Week Days	Capacity of Siding	FIRST CLASS	SECOND CLASS			Communicating Office Open Sundays and Holidays
783	791	739	703						706	738	792	782	
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
			A.M. 8.10			.....CHICAGO.....	Continuous		P.M. 8.20				Continuous
A.M. 5.00	A.M. 5.00	A.M. 12.05	A.M. 9.25	FWTTY	.....	...WEST CHICAGO... 5.3	★Continuous		s 7.10	P.M. 9.45	P.M. 2.05	P.M. 1.00	★Continuous
5.15	5.15	12.15	s 9.33		35.3	.....WAYNE..... 3.9		38	s 6.59	9.30	1.50	12.46	
5.25	5.25	12.25	s 9.39		39.2	.....SOUTH ELGIN... 1.8	8:00 a.m. to 5:00 p.m.	35	s 6.52	9.20	1.40	12.35	Closed
5.30	5.30 A.M.	12.29	9.42		41.0	.....FORIS..... 1.5	Continuous		6.48	9.15	1.35 P.M.	12.29	Continuous
5.40		12.32	s 9.49		42.5	.....WEST ELGIN... 7.5		13	s 6.45	9.10		12.25	
6.20		12.47	s 9.59	W	50.0	.....GILBERTS..... 5.0		65	f 6.25	8.55		12.08	
7.00		12.58	s 10.07		55.0	.....HUNTLEY..... 7.7	7:30 a.m. to 4:30 p.m.	66	s 6.15	8.40		11.58	Closed
7.25		1.08	s 10.19		62.7	.....UNION..... 3.4	7:30 a.m. to 4:30 p.m.		s 6.03	8.18		11.40	Closed
8.40		1.15	s 10.25	W	66.1	.....MARENGO..... 6.0	8:15 a.m. to 5:15 p.m.	31	s 5.57	8.10		11.27	Closed
9.05		1.25	s 10.33		72.1	.....GARDEN PRAIRIE... 6.1	7:30 a.m. to 4:30 p.m.		s 5.47	7.50		11.15	Closed
9.45 A.M.		2.05	s 10.50	FWY	78.2	.....BELVIDERE..... 6.0	12:01 p.m. to 9:01 p.m.		s 5.35	7.30		11.02 A.M.	⊙4:00 p.m. to 6:00 p.m.
		2.15	s 10.58		84.2	.....CHERRY VALLEY... 7.6	7:30 a.m. to 4:30 p.m.	18	5.19	6.50			Closed
		3.05	s 11.09		91.8	.....EAST ROCKFORD... 1.0			s 5.08				
		3.40	s 11.15	FWTT	92.8	.....ROCKFORD..... 7.6	7:30 a.m. to 4:30 p.m.		s 5.05	6.25			⊙7:30 a.m. to 4:30 p.m.
		4.30	s 11.31		100.4	.....WINNEBAGO..... 6.9			s 4.42	5.50			
			s 11.45		107.3	.....PECATONICA..... 6.3	8:00 a.m. to 5:00 p.m.	26	s 4.29	5.35			Closed
			s 11.58		113.6	.....RIDOTT..... 7.3			f 4.18				
		5.30 A.M.	12.15 P.M.	FW TT	120.9	.....FREEPORT.....	8:30 a.m. to 5:30 p.m.		4.05 P.M.	4.45 P.M.			⊙2:30 p.m. to 4:30 p.m.
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	⊙Closed Sundays.

No. 706 will stop at Cherry Valley to discharge revenue passengers from Rockford and beyond and to receive revenue passengers for Chicago and beyond.  
Trains entering the West Yard at West Chicago must report their arrival to operator at Tower DA.

No. 783 IS SUPERIOR TO No. 782.

### RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

#### TONNAGE RATINGS

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

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

At or Between	Restrictions
Chicago Passenger Terminal.	M-4 Engines cannot enter Passenger Terminal. JA and JS Engines cannot operate on Tracks 13, 14, 15 and 16. H, E4 and J4 Engines cannot operate on Tracks 11, 12, 13, 14, 15 and 16 and E4 Engines on incoming trains cannot operate on onto Track No. 1.
Chicago—N. W. X. T. ....	H, E4, J4, JA, JS and Z Engines cannot operate on House Tracks 1, 2 and 3.
Wells St. Viaduct, Chicago..	Class H, E4 and J4 Engines cannot pass under this Viaduct.
Clark St. Viaduct, Chicago...	D, E, E1, E2, E4, H, JA, JS, J4, R1 and Z Engines cannot pass under this Viaduct.
West Chicago and Belvidere.	E2, E4, H, JA, JS and J4 Engines cannot operate.
Belvidere and Freeport.....	E, E2, E4, H, JA, JS, J4 and Z Engines cannot operate.
Foris and Williams Bay.....	E2, E4, H, JA, JS and J4 Engines cannot operate.
De Kalb and Sycamore.....	H, E4 and J4 Engines cannot operate.
De Kalb and Spring Valley..	E2, E4, H, JA, JS and J4 Engines cannot operate.
Geneva and Aurora, East Batavia Line.....	E, E1, E2, E4, H, JA, JS, J4 and Z Engines cannot operate.
Geneva and St. Charles.....	E2, E4, H, JA, JS, J4 and Z Engines cannot operate.

## Westward—BETWEEN SPRING VALLEY AND SYCAMORE—Eastward

THIRD CLASS	SECOND CLASS		Fuel, Water, Turn Table and Wye Stations	Distance from De Kalb	Subdivision 5 Time Table No. 4 January 16, 1949	Capacity of Siding	SECOND CLASS	THIRD CLASS
89	373						88	372
Daily except Sunday	Daily except Sunday				January 16, 1949		Daily except Sunday	Daily except Sunday
A.M. 11.40				4.3	... SYCAMORE ...	30	A.M. 10.20	
11.55	P.M. 1.00	FWY	0.0	4.3	... DE KALB ...	38	10.00	P.M. 8.10
A.M.	1.17		5.4	5.4	... ELVA ...	25	A.M.	7.45
	1.30		8.8	3.4	... MCGIRR ...			7.25
			12.8	4.0	... TOWER BX ...			
	1.50		15.5	2.7	... SHABONA GROVE ...			7.00
	2.05		19.9	4.4	... ROLLO ...			6.35
	2.30	W	26.1	6.2	... EARLVILLE ...			6.10
	2.55		33.7	7.6	... TRIUMPH ...			5.45
	3.10		37.4	3.7	... TROY GROVE ...	31		5.25
	3.18		40.3	2.9	... DIMMICK ...			5.10
	3.23		42.2	1.9	... BRAYSON ...			5.05
	3.29		44.8	2.6	... CHURCHILL ...			
			45.4	0.6	... LA SALLE JCT. ...			
	3.40		47.2	1.8	... DALZELL ...			4.45
	3.45		49.2	2.0	... SHAFT No. 2 ...			4.40
	3.55	FWTT	50.5	1.3	... SPRING VALLEY ...			4.05
	P.M.							P.M.

All trains on Subdivision 5 must obtain Clearance Form A at De Kalb.

All trains and engine movements over High Street, State Street, De Kalb Avenue and Exchange Street in Sycamore, and over State and Pleasant Streets in De Kalb must be protected by a member of the crew.

In the district between track connection located 1600 feet west of Pleasant Street crossing in De Kalb, and track connection one-half mile east of Sycamore depot the main track will be used jointly by C. G. W. Ry. and this Company.

In the district between C. B. & Q. Crossing at Earlville and one-half mile East of Earlville, the main track will be used jointly by C. B. & Q. Railroad and this Company.

Trains will expect to find cars of gasoline spotted on siding at Troy Grove.

Siding is located one and one-half miles west of Brayson; capacity 28 cars.

The district between La Salle Jct. and Churchill will be governed by Rule 93—amended, and in this District the main track will be used jointly by trains of the L. S. & B. C. Ry. and this Company.

### COMMUNICATING OFFICES OPEN WEEK DAYS, SUNDAYS AND HOLIDAYS:

DeKalb—Earlville (C. B. & Q. Tower)—Continuous.

Triumph—Week Days 8:30 a.m. to 5:30 p.m.; Sundays and Holidays closed.

Troy Grove—Week Days 8:00 a.m. to 5:00 p.m.; Sundays and Holidays closed.

## Westward - BETWEEN ST. CHARLES AND GENEVA - Eastward

FIRST CLASS		Subdivision 1a Time Table No. 4 January 16, 1949	FIRST CLASS	
53	601		42	608
Daily ex. Sat. & Sun.	Daily except Sunday		Daily except Sunday	Daily ex. Sat. & Sun.
P.M. 6.29	A.M. 6.15	..... ★GENEVA.....	A.M. 7.19	P.M. 6.50
6.39	6.30	..... 2.56	7.08	6.40
P.M.	A.M.	..... ★ST. CHARLES.....	A.M.	P.M.

★Open continuously.

The district between Geneva and St. Charles will be governed by Rule 93—amended.

No. 53 is superior to Nos. 42 and 608.

No. 601 is superior to No. 42.

Nos. 53 and 42 will stop at State Street Geneva, and Van Sicklens crossing, to receive and discharge passengers.

Nos. 601 and 608 will not carry passengers.

## Westward—BETWEEN AURORA AND GENEVA—Eastward

SECOND CLASS	Subdivision 1b Time Table No. 4 January 16, 1949	THIRD CLASS
951		950
Daily except Sunday		Daily except Sunday
A.M. 6.00	..... ★GENEVA.....	A.M. 10.15
6.15	..... 2.73	9.45
	..... ★BATAVIA.....	
	..... 2.42	
	..... MOOSEHEART.....	
6.30	..... 0.89	8.15
6.45	..... ★NORTH AURORA.....	
A.M.	..... 3.33	8.00
	..... ★AURORA.....	A.M.

★Open continuously. No other open office.

## Westward - BETWEEN CHURCHILL AND SEATONVILLE - Eastward

SECOND CLASS	Subdivision 5a Time Table No. 4 January 16, 1949	THIRD CLASS
951		950
Daily except Sunday		Daily except Sunday
A.M. 6.00	..... ★CHURCHILL.....	A.M. 10.15
6.15	..... 2.80	9.45
	..... ★LADD.....	
	..... 3.25	
6.30	..... SEATONVILLE.....	8.15
6.45		8.00
A.M.		A.M.

★Open continuously.

The district between Churchill and Ladd will be governed by Rule 93—amended.

## SPEED RESTRICTIONS

LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
<b>BETWEEN CHICAGO AND CLINTON</b> Maximum speed, miles per hour: Streamliner Trains, Diesel operated ... 90 Streamliner Trains, Steam operated ... 80 Other Passenger trains ..... 80 Freight trains ..... 60 Streamliner trains, Diesel operated must not exceed 80 miles per hour on any curve between points where the maximum speed of 90 miles is authorized. Streamliner trains, steam operated and all other passenger trains must not exceed 70 miles per hour on any curve between points where the maximum speed of 80 miles is authorized. Class JA, JS and Z locomotives will not exceed 50 miles per hour. J4 locomotives 35 miles per hour.....				<b>BETWEEN CHICAGO AND CLINTON</b> —Continued MP 15.5—Over HM Interlocking, Straight route: Westward main to Track 1.... 80 70 50 Track 2 to Eastward main.... 80 70 50 Diverging Route— Westward main to Track 2.... 40 35 30 Track 3 to Eastward main.... 40 35 30 To and from Proviso leads.... 25 25 25 MP 20.9—Around curve 1 mile west of Lombard..... 70 70 50 MP 22.3 to 25.4—Between east end of curve 1/8 mile east of Glen Ellyn and west end of curve 1/2 mile west of Wheaton..... 60 60 50 MP 29.5—Over NI Interlocking West Chicago Straight Route—Tracks 1 or 3..... 80 70 50 Diverging Route—Westward track 2 to track 1..... 40 40 35 Eastward track 3 to track 2..... 40 40 35 All trains track 2 to track 3..... 10 10 10 To and from Freeport Line..... 25 25 25 MP 29.5 to 30.3—Between NI Interlocking and E. J. & E. Ry. airline Interlocking... 65 55 50 MP 30.3—Over E. J. & E. Ry. airline Interlocking at West Chicago..... 45 45 35 MP 35.2 to 35.8—Between east end of Fox River Bridge and west switch, Geneva: Track 1..... 70 50 40 Track 2..... 60 50 40 MP 58.1 to 58.8—Over all street crossings at DeKalb..... 30 30 30 MP 75.4—Over C. B. & Q. R. R. at Rochelle.. 70 60 50 MP 92.7—Over Interlocking at Nachusa— Tracks 3 and 4..... 75 70 50 Track 2..... 25 25 25 MP 97.9—Around curve at Dixon station.... 50 50 45 MP 98.0 to 99.4—Between curve at Dixon station and overhead bridge No. 190 1/2 1.5 miles west..... 70 70 50 MP 92.7 to MP 103.2—Between Nachusa Interlocking and spring switch 1.5 miles east of Nelson (Lee County)..... 80 80 60 MP 103.2—Over Spring Switch 1.5 miles east of Nelson Tracks 1 and 2..... 25 25 25 MP 103.2 to 103.5—Between Spring Switch 1.5 miles east of Nelson and NJ Interlocking—Tracks 1 and 2..... 35 35 35 MP 104.4—Over NY Interlocking, Nelson— Tracks 3 and 4..... 70 70 50 MP 105.3—Over NJ Interlocking, Nelson— Tracks 3 and 4..... 70 70 50 MP 104.4 to 105.3—Over NY and NJ Interlockings, Nelson—Diverging Main Routes 15 15 15 MP 107.9 to 109.2—Between east end of curve 1.5 miles east of Sterling and C. B. & Q. R. R. Interlocking..... 75 70 50 MP 109.2—Over C. B. & Q. R. R. at Sterling.. 40 40 40			
Chicago—See special rules on page 21, governing train operation between Clinton St. Interlocking plant and Chicago Passenger Terminal.							
MP 0.3 to 1.4—Between Clinton St. Interlocking and Noble St. Interlocking.....	35	35	25				
MP 1.4—Over Noble St. Interlocking— Straight Route..... 35 35 25 Diverging Main Routes..... 15 15 15							
MP 1.4 to 2.6—Between Noble St. Interlocking and Western Avenue Interlocking	35	35	25				
MP 2.6—Over Western Ave. Interlocking— Straight Routes..... 35 35 25							
MP 2.6 to 3.7—Between Western Ave. Interlocking and Kedzie Interlocking.....	50	40	25				
MP 3.7—Over Kedzie Interlocking—Straight Routes— Eastward..... 50 50 35 Westward..... 50 40 35 Diverging Main Route..... 15 15 15							
MP 3.7 to 5.3—Between Kedzie Interlocking and Kenton Ave.....	50	50	35				
MP 5.3—Through turnouts Kenton Ave.— Track 1 to Tracks 1 and 2.... 50 50 35 Tracks 3 and 4 to Track 2.... 50 50 35							
MP 5.3 to 10.0—Between Kenton Ave. and Vale— Tracks 1, 2, 3 and 4..... 70 60 40							
MP 10.0—Through turnouts Vale— Tracks 1 and 2 to Track 1..... 50 50 40 Track 2 to Tracks 3 and 4..... 50 50 40							
MP 10.0 to 10.4—Between Vale and 5th Ave., Maywood.....	50	50	40				
MP 10.4 to 11.9—Between 5th Ave., Maywood, and JN Interlocking.....	70	70	50				
MP 11.9—Over JN Interlocking main routes	60	50	35				
MP 11.9 to 15.5—Between JN Interlocking and HM Interlocking, Elmhurst.....	80	70	50				







## SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Speed Per Hour			Speed Per Hour	
	Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
<b>BETWEEN FORIS AND WILLIAMS BAY</b> Maximum speed, miles per hour: Passenger trains 60, except Foris to Crystal Lake, 35, freight, 25. Freight trains 35.			<b>BETWEEN GENEVA AND ST. CHARLES</b> Maximum speed, miles per hour: Passenger trains 20. Freight trains 20.		
MP 41.1 to 44.0—Between C. M. St. P. & P. Interlocking at Foris and highway crossing at city pumping station, East Elgin .....	15	10	MP 35.7—Junction with C. & N. W., Geneva.....	Stop	Stop
MP 44.0 to 52.7—Between highway crossing at city pumping station East Elgin and Main St., Algonquin.....	25	25	MP 36.2—State St., Geneva.....	Stop	Stop
MP 52.7—Over Main St., Algonquin .....	5	5	Geneva, (River Track), 1st St., State Highway No. 31	Stop	Stop
MP 52.7 to 57.7—Between Main St., Algonquin and South Wye track switch, Crystal Lake.....	35	25	MP 37.0 to 37.8—Van Sicklen's Crossing and Prairie St., St. Charles.....	Stop	Stop
MP 58.3—Crystal Lake—Crystal Lake Ave., just south of turntable.....	Stop	Stop	<b>BETWEEN GENEVA AND AURORA</b> Maximum speed, miles per hour: Passenger trains 25. Freight trains 20.		
MP 57.7 to 58.8—Between South Wye track switch, Crystal Lake, and Crystal Lake Jct.—Operate with extreme caution expecting to find main track occupied.....			MP 35.7—Junction with C. & N. W., Geneva.....	Stop	Stop
Northeast Wye Crystal Lake Jct. extending from Wisc. Div. main line to Galena Div. main line....	20	20	MP 37.1—Over Lincoln Highway, 1 mile east of Batavia.....	15	15
MP 77.3—C. & N. W. crossing, Genoa City.....	Stop	Stop	MP 41.5—State St., North Aurora.....	Stop	Stop
MP 86.8—Around curve 3/4 mile west of Lake Geneva.....	45		<b>ADDITIONAL SPEED RESTRICTIONS</b>		
MP 89.8 to 91.5—Around curve west of station, Lake Como to east switch, Williams Bay.....	45		Diesel Motor Trains of ordinary passenger equipment handled and Steam by Diesel power and trains of streamline equip-Drawn Trains ment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."		
MP 91.5 to 92.0—Between east switch and station, Williams Bay.....	20	20	When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of seventy five (75) miles per hour must not be exceeded.		
<b>BETWEEN SYCAMORE AND SPRING VALLEY AND SEATONVILLE</b> Maximum speed, miles per hour: Passenger trains 30. Freight trains 30.			When Diesel power units are operating light for any reason, the maximum speed will be fifty (50) miles per hour.		
MP 25.1—C. M. St. P. & P. crossing 1 mile east of DeKalb.....	Stop	Stop	Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than three inches above top of rail, and when operating through water speed must not exceed five miles per hour and will be governed by Rules 101 and 708.		
MP 25.1 to 27.0—Between C. M. St. P. & P. crossing and Lincoln Highway on Spring Valley Line.....	15	15	CLASS JA-JS or Z Locomotives In Passenger Service When such locomotives are used on passenger trains in emergency to doublehead or otherwise, speed of such trains will not exceed maximum speed of 50 miles per hour.		
MP 27.0 to 27.2—All train, yard and engine movements, stop before crossing Lincoln Highway on Spring Valley Line. Between Lincoln Highway crossing and Taylor St. (canning factory) crossing.	10	10	CLASS E Locomotives Class E engines must not exceed a speed of 75 miles per hour at any point regardless of the type of train such engine is handling. This will also apply when class E engine is doubleheaded with diesel locomotive.		
MP 52.2 to 52.4—C. B. & Q. Jct. 0.5 mile east of Earlville. All trains move with extreme caution between Junction and C. B. & Q. Interlocking. Westward Trains—Stop at junction and obtain permission from towerman, Earlville by telephone before proceeding. Eastward Trains—Be governed by signal indication at interlocking.			Freight Trains Freight trains will restrict speed to a maximum of 50 miles per hour on all descending grades between Proviso and Clinton. This does not supersede any lesser restrictions now in effect.		
MP 52.4—On elevator track, Earlville.....		5	The speed of a train or engine moving over a cross-over, turnout from main track to siding or diverging route at a Junction, must not exceed ten (10) Miles per hour, unless specifically authorized under speed restrictions.		
MP 66.4—Between home signals, I. C. crossing, Dimmick.....	20	20	A train moving against the current of traffic in two or more track district must not exceed twenty (20) Miles per hour at any point, and must not exceed ten (10) Miles per hour through turnouts and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) Miles per hour approaching the terminals between which the reverse movement is being made. This rule does not apply to trains operating in either direction on Track No. 2 between Elmhurst and West Chicago.		
MP 75.4 to 76.7—Between east switch Shaft No. 2 and Spring Valley.....	10	10	Wrecking Outfits Unless otherwise instructed, steam wrecking outfits must not exceed a speed of thirty-five (35) Miles per hour between Chicago and Clinton and twenty-five (25) Miles per hour on all other subdivisions.		
Between Churchhill and Ladd.....	25	25			
Ladd and Seatonville Jct.....	35	35			
Seatonville Jct., and Seatonville.....	25	25			



**Ore** Trains handling ore cars loaded with ore will not exceed a speed of twenty-five (25) miles per hour. Trains handling ore cars loaded with commodities other than ore, including company coal, or when handling empty ore cars, will not exceed a speed of thirty (30) miles per hour. Trains handling ore loaded in gondolas will not exceed a speed of thirty-five (35) miles per hour.

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

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

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

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

#### WITHIN CHICAGO TERMINAL

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

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

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

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

New employes must exercise great care in this respect.

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

#### SPECIAL RULES

**Standard Time Rule 3** 1. Clocks showing Central Standard Time are located at Train Dispatchers' office, Chicago; Yardmasters' office, Wood St., and east end of Yard 5, and Telegraph Office, Proviso. Yard Office Nelson. Ticket Offices, West Chicago, DeKalb, Freeport, Crystal Lake and Williams Bay. Freight Office, Belvidere.

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

**Superior Direction Rule 3-72** 2. EASTWARD trains are superior to WESTWARD trains of the same class.

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

Eastward: Passenger trains—Clinton Station, Chicago, Freeport, Rockford, Belvidere, Williams Bay and Crystal Lake.

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

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

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

**Clearance Form A Rule 83a** 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, Vals, Tower JN or Elmhurst. The above will permit operators to accept train orders for such trains without display of train order signal.

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

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

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

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

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

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

**Red Rear Oscillating Light** 10. This is an emergency light, and is not to be displayed while the train is moving under normal speed and circumstances.

When any train which is equipped with a red rear warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light shall be turned on.

The light is connected with the rear train line hose. It is equipped with a three-position switch, the points of which are marked "On Manual," "Off," and "On Auto." The "On Manual" switch should be used only when the "On Auto" or automatic switch fails to function properly.

The light will automatically start operating when a reduction of 15 pounds or more is made in brake pipe pressure. When a train is brought to a stop with less than a 15-pound reduction in train line pressure, the engineman will then promptly make further reduction to attain necessary 15-pound reduction.

If for any reason the light does not operate automatically, the rear trainman will turn switch to "On Manual."

When switch is set "On Auto" the light can be turned off—when normal brake pressure has been restored—by pushing the small button on the right side of the light. When switch is set "On Manual" the light can be turned off by setting switch at "Off." The light should not be turned off until the train has again attained normal speed after slow-down or stop.

When the red warning light is displayed on any train, enginemen on approaching train or trains will immediately reduce speed and be prepared to stop.

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

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

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



**SPECIAL RULES—Continued**

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on and the standard white light off when the trainline air pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be necessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

This automatic feature in no way interferes with the manual operation of the red headlight.

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

**11. NORMAL POSITION OF SWITCHES**

**CRYSTAL LAKE JUNCTION.** For Wisconsin Division Wye.

**12. TRACK OPERATION**

**FIVE TRACKS.**—Kedzie and Crawford Avenue.

**FOUR TRACKS.**—Clinton Street and Kedzie, Kenton Avenue and Vale, Maywood and Elmhurst, 1.5 miles east of Nelson and NJ Jct.

**THREE TRACKS.**—Jefferson Street and Noble Street (old line), Crawford Avenue and Kenton Avenue, HM Tower, Elmhurst and NI Tower, Nachusa to 1.5 miles east of Nelson.

**TWO TRACKS.**—Vale and Maywood, NI Tower and Nachusa, NJ Jct. and Clinton, NI Tower and DA Tower, Freeport Line, West Chicago.

**TRAIN OPERATION**

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

**JEFFERSON STREET AND NOBLE STREET (Old Line)**

TRACK No. 1.—Switching lead.

TRACK No. 2.—Westward movements.

TRACK No. 3.—Eastward movements.

**CLINTON STREET AND KEDZIE**

TRACK No. 1.—Westward scheduled movements and extra passenger trains.

TRACK No. 2.—Eastward scheduled movements and extra passenger trains.

TRACK No. 3.—Westward unscheduled movements.

TRACK No. 4.—Eastward unscheduled movements.

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

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

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

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

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

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

3 Tracks, Lake Street to Taylor Street.

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

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

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

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

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

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

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

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

**KEDZIE AND LAKE AND ROCKWELL STREETS**

Between Kedzie Avenue and Lake and Rockwell Streets, trains operating on the eastward Wood Street Line in either direction, as may be directed by the Leverman at Kedzie and the Switchtender at Lake and Rockwell Streets, will op-

erate at restricted speed, prepared to stop short of trains, engines or obstructions.

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

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

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

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

**KEDZIE AND CRAWFORD AVENUE**

TRACK No. 1.—Westward movements destined beyond Crawford Avenue via the Galena Division.

TRACK No. 2.—Eastward, passenger and freight movements.

TRACK No. 3.—Westward, unscheduled movements (excepting those destined beyond Crawford Avenue, via the Galena Division).

TRACK No. 4.—Eastward unscheduled movements, except that westward emergency movements may be made as pre-arranged by and between Switchtender at Crawford Avenue and the Leverman at Kedzie Interlocking.

TRACK No. 5.—Eastward freight and light engine movements.

**CRAWFORD AVENUE AND KENTON AVENUE**

TRACK No. 1.—All westward movements.

TRACK No. 2.—Eastward passenger and freight movements.

TRACK No. 3.—Eastward freight movements.

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

**KENTON AVENUE AND VALE**

No. 1 TRACK, LOCAL.—Westward passenger movements.

No. 2 TRACK, EXPRESS.—Westward passenger and freight movements.

No. 3 TRACK, EXPRESS.—Eastward passenger and freight movements.

No. 4 TRACK, LOCAL.—Eastward passenger movements.

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

**MAYWOOD AND JN TOWER**

TRACK No. 1.—Will be operated as a yard lead under yard rules.

TRACK No. 2.—Westward passenger and freight movements.

TRACK No. 3.—Eastward passenger and freight movements.

TRACK No. 4.—Will be operated as a yard lead under yard rules.

**JN TOWER AND HM TOWER**

TRACK No. 1.—Westward passenger main.

TRACK No. 2.—Eastward passenger main.

TRACK No. 3.—Westward freight lead, operated under yard rules.

TRACK No. 4.—Eastward freight lead, operated under yard rules.

**HM TOWER AND NI TOWER**

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

**TRAIN OPERATION**

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

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

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

TRACK No. 1.—Westward scheduled and unscheduled movements.

TRACK No. 2.—Scheduled and unscheduled movements in either direction on signal indications.

TRACK No. 3.—Eastward scheduled and unscheduled movements.

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

A telephone circuit is in service between HM Tower and 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 open to lock on both switches. The operation of this lock will set the train control on center track in both directions, but will not set the train control on the outside tracks. The throwing of the switch on the center track will set the train control on the track toward which this switch leads.



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

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

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

#### CORTLAND AND DE KALB

TRACK No. 1.—Will be operated as yard lead under Yard Rules.

TRACK No. 2.—Westward passenger and freight movements.

TRACK No. 3.—Eastward passenger and freight movements.

TRACK No. 4.—Will be operated as yard lead under Yard Rules.

#### NACHUSA AND NJ JCT.

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

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

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

TRACK No. 3.—Westward movements.

TRACK No. 4.—Eastward movements.

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

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

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

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

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

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

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

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

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

Chicago River Draw-Bridge	Canal and Kinzie Sts.
C. M. St. P. & P.	Canal and Kinzie Sts.
C. M. St. P. & P.	One mile east of De Kalb, Sub-Div. 5.
C. B. & Q.	Agnew.
C. B. & Q.	Sterling.
Wisconsin Division	Crystal Lake Junction.
C. B. & Q.	1/4 mile east of Earlville.
N. Y. C.	Churchill.
L. S. & B. C.	La Salle Junction.

### 15. EXPLANATION OF CHARACTERS:

- a—Regular stop.
- f—Stop to receive or discharge revenue passengers.
- e—Stop to receive or discharge revenue Chicago passengers.
- d—Stop to discharge revenue passengers.

### 16. BULLETIN BOARDS

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

Chicago Passenger Depot	Conductors' Room, Trainmen's Room, and Back-up Men's Room.
	NWXT Yard Office.

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

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

### 17. FREIGHT TRAIN INSPECTION—EASTWARD

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

### FREIGHT TRAIN INSPECTION—WESTWARD

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

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

### AUTOMATIC BLOCK

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



The following tracks only are equipped:

Tracks 1, 2, 3 and 4 between Chicago passenger terminal and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 3 and 4 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst; tracks 1, 2 and 3 between Elmhurst and "NI" Tower; tracks 1 and 3 between "NI" Tower and "WX"; tracks 1 and 2 between "WX" and "CO"; tracks 2 and 3 between "CO" and "YD" and Nachusa; tracks 2, 3 and 4 between Nachusa and "NJ" Junction; track 1 between Spring Switch  $1\frac{1}{2}$  miles east of Nelson and "NJ" Junction tracks 1 and 2 between "NJ" Junction and Clinton.

Light engines, switch and transfer movements, all movements to and from the Wisconsin Division, backup coach movements and trains being handled with train control device inoperative on locomotive, may be operated between Elmhurst and Chicago without train control in effect, being governed by signal indications.

Between Elmhurst and Clinton, when movements are made with engines not equipped with train control, they must be protected by positive manual block in advance of such movements, and crews in charge must obtain train order authorizing movement and Clearance Form "A" indicating the block is clear to next communicating station before entering train control territory mentioned above. The speed of such movements must not exceed twenty miles per hour at any point enroute.

Between Elmhurst and Clinton, when train control device becomes inoperative on locomotive, movement must be made in accordance with Rule 519 and instructions contained in Automatic Train Speed Control Book No. 5.

Main line train control test sections are located as follows:

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

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

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

#### MANUAL BLOCK

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

##### EXCEPT SUNDAYS

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

##### SUNDAYS

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

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

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

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

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

#### TIME SPACING

Except as above Rules 360 to 382 govern and trains will be spaced twenty (20) minutes apart in connection with passenger trains. Other trains will be spaced ten (10) minutes apart.

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

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

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

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

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

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

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

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

3. The use of sand is prohibited anywhere on Lake and Clinton Street Interlocking Plants and on the 16 tracks in the train shed of the Chicago Passenger Terminal.
  4. Train line steam pipes must not be blown out in the Terminal nor over interlocking plants.
  5. On the six tracks between Clinton Street and Lake Street, movements will be governed in both directions by Signal Indication.
  6. When two out-going trains are placed on one track the most westerly train shall delay the departure one minute beyond scheduled leaving time, to enable passengers to reach it.
  7. Engine bells must be rung passing through interlocking plants.
  8. On out-going suburban trains, brakemen will station themselves at openings and frequently announce the destination and time of departure of their train; a brakeman or flagman must be at the rear end. Brakemen on through trains are expected to call "All aboard" in coaches on trains leaving Chicago Passenger Station shortly before leaving time.
  9. Approaching the Terminal each passenger car shall be illuminated and shall so remain until all passengers have alighted.
  10. All passenger cars of out-going trains shall be illuminated prior to the receipt of passengers.
  11. On through trains arriving at Chicago Passenger Station, rear trainman will immediately go to the rear of the train, cut in the back-up hose, make test to determine if air is working properly, and remain at the rear end of the train until released by back-up man, except as otherwise herein provided.
- On streamliners and other trains with blind ends, rear Trainman will remain at the back-up valve until released by the back-up man assigned to back the train out, and will remain at the train until train actually starts backing up in charge of the back-up man, or until released by another back-up man.

When switching is to be done on any train, before it backs out, rear trainman will remain on duty and protect remaining portion until released by the back-up man. When train is to be handled out of the passenger station by switch engine, thereby releasing road engine to move light, the rear trainman will not be released until the road engine has been cut off from the train.

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

Back-up movements of trains out of Chicago Passenger Station must not be started until the engineman gets the regulation three whistle back-up signal, followed by a hand or lantern signal from the trainman or back-up man.

When such hand or lantern signals cannot be seen by the engineman on account of steam and fog in the train shed, the following will govern:

- (a) On through trains, when instructed by the Back-up Supervisor, both brakemen will remain with the train until it is backed out, to relay signals to the engineman.
- (b) On suburban trains one member of the crew, in addition to the man who is to back the train out, will remain on duty at their trains to assist in relaying signals to the engineman.

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



The following instructions will be observed in connection with the system governing movements of trains or engines by signal indications controlled from the train dispatcher's office at Chicago, now being installed between West Chicago and Nelson. The district between WX West Chicago and MA Malta East is now in service. Advice will be given by General Order when additional sections are placed in service.

**DUAL CONTROL SWITCH**

A switch equipped with a dual controlled switch mechanism provided with a hand throw lever and selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand throw lever, or from the hand throw lever to the power-operated switch machine.

**ELECTRIC SWITCH LOCK**

An electrically operated mechanism that locks a hand throw switch in position when conditions are such that the switch should not be thrown.

The signals, power-operated dual control switches and electric locks on hand throw switches are controlled by a machine operated in the train dispatcher's office at Chicago. The direction of traffic on either track is established by means of the control machine, thereby providing automatic train control for the direction established. Such operating rules, interlocking rules, automatic block and automatic train control rules as are not modified by these instructions remain in force.

In this Centralized Traffic Control District, train or engine movements will be made by, and upon authority of signal indications only, or upon receiving oral permission from the train dispatcher.

A train or engine having entered this district must not reverse its movement at any point except by permission from the train dispatcher.

The interlocking home signals will give indications as per Rules 601A, 601B, 601C, 601D, 601E, 601F and 601G, Supplement D.

Train or engines receiving indications 601D or 601F, Supplement D, at the interlocking home signals will be routed over a diverging route and the speeds for these diverging routes will be as follows:

Automatic intermediate block signals govern the approach to interlockings and are equipped with a grade marker. When all the units on the signal are red, train or engine may pass the signal, not exceeding train control maximum low speed in the established direction of traffic, and will operate prepared to stop short of train or obstruction or anything that may require the speed of the train to be reduced until subsequent signal indication permits increased speed.

IF CLEAR TRAIN CONTROL IS RECEIVED AFTER PASSING APPROACH SIGNAL DISPLAYING INDICATION 501AA or 501B, SUPPLEMENT D, SPEED OF TRAIN OR ENGINE MUST NOT EXCEED 40 M.P.H. UNTIL THE ENGINEMAN CAN OBSERVE THE HOME SIGNAL INDICATION AND BE GOVERNED ACCORDINGLY.

THE ABOVE ALSO APPLIES IF APPROACH SIGNAL INDICATION IS IMPERFECTLY DISPLAYED OR ABSENT.

A TRAIN OR ENGINE RECEIVING INDICATION 501E OR 601E, SUPPLEMENT D, AT THE APPROACH SIGNAL MUST APPROACH THE HOME SIGNAL EXPECTING TO TAKE A DIVERGING ROUTE AND SPEED MUST BE REDUCED IN ACCORDANCE WITH RULE 501E OR 601E, SUPPLEMENT D.

Enginemen and trainmen MUST comply with the signal indications and also with instructions of the train dispatcher.

Telephones for communication with the train dispatcher are located at home signals at each end of the remote control interlockings.

When a train or engine has been stopped by a Stop indication, the conductor or engineman must at once communicate with the train dispatcher by telephone and then be governed by instructions received from him. The instructions must be repeated to insure correct understanding.

DUAL CONTROL SWITCHES must not be operated by hand, except when authorized by the train dispatcher. When switches have been operated by hand in accordance with instructions and after the train or engine movements have been completed, the train dispatcher must immediately be notified and given the location of the train or engine.

If a trainman desires to use a dual control switch, he must first call the train dispatcher and get permission and the train dispatcher in giving permission must state between what points on the main track the train or engine shall be allowed to operate.

When permission is given by the train dispatcher to operate a dual control switch by hand, no part of a train or engine may move beyond the point designated by the train dispatcher, and if movement beyond such designated point is necessary further communication must be had with the train dispatcher to secure proper authority for such movement.

When dual control selector lever is placed in "Hand" position, all signals governing movements over the switch will indicate "Stop".

The train or engine authorized to use the switch may consider the indication of the signals suspended and make movements over the switch during the time the dual control selector lever is in "Hand" position, on hand signals of trainman stationed at the switch.

Before making movements over the switch, trainman must notify enginemen when dual selector lever is in "Hand" position so that engineman will be governed by hand signals.

When dual control selector lever is restored to "Power" position, engineman must be notified so that he will then be governed by signal indication.

Drop switches must not be made over dual control switches.

At the interlockings listed hereunder, all interlocking rules remain in force that are not modified by these special instructions	Restrictions		
	Speed per Hour		
	Stream. liner Diesel Oper. ated	Other Pass. Trains	Freight Trains
<b>WX 2.15 Miles west of West Chicago—</b>			
Main track to main track.....	40	35	30
Track 1 to Track 1 or to Track 2 eastward.....	50	50	40
Track 1 or Track 2 to Track 1 westward.....	50	50	40
Track 2 to yard lead westward or eastward.....	12	12	12
<b>GX 1.68 Miles west of Geneva—</b>			
Main track to main track.....	40	35	30
<b>LX 1.66 Miles west of LaFox—</b>			
Main track to main track.....	40	35	30
<b>ME Meredith—</b>			
<b>MW 1.11 Miles west of Meredith—</b>			
Main track to main track.....	40	35	30
<b>CO Cortland—</b>			
Main track to main track.....	40	35	30
<b>YD 0.5 Mile east of DeKalb—</b>			
Track 1 to Track 1 westward.....	25	25	25
Track 4 to Track 2 westward.....	25	25	25
<b>MA 4.7 Miles west of DeKalb—</b>			
Main track to main track.....	40	35	30



#### HAND THROW SWITCHES EQUIPPED WITH ELECTRIC SWITCH LOCKS

Each hand throw main track switch, main track crossover switch and main to siding crossover switch is equipped with an electric switch lock. Telephones for communication with the train dispatcher are located in the vicinity of the switches.

Trains or engines entering sidings or auxiliary tracks to which and from which movements are not governed by signal, will inform the train dispatcher when clear of main track and switches are closed.

When movements from sidings or auxiliary tracks to the main track are to be made, trainmen or enginemen must receive train dispatcher's authority before unlocking or removing padlock from electrically locked hand operated switches.

When a train or engine is using a hand operated switch equipped with electric lock, the padlock must not be inserted in electric lock until through using the switch unless necessary to lock switch for another main track movement.

#### MOVEMENT SIDING TO MAIN TRACK

After receiving permission from train dispatcher, follow instructions posted in telephone box for release of lock.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

#### MOVEMENT MAIN TRACK TO SIDING

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement main track to siding the leading truck of engine or car must be less than 75 ft. ahead of switch before an electric switch lock can be operated and then the instructions posted in the telephone box relative to release of electric lock must be followed.

When a train or engine enters a siding or other track the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

#### MOVEMENT MAIN TRACK THROUGH CROSSOVER TO ADJACENT MAIN TRACK

When a train or engine is occupying one main track and desires to make crossover movement to adjacent main track and has obtained permission from the train dispatcher to operate the crossover switches which are equipped with electric switch locks, the leading truck of engine or car must be less than 75 ft. ahead of the crossover switch on the track from which movement is to be made and instructions posted in the telephone box relative to release of electric switch locks must be followed.

Both switches of a crossover must be opened before a train or engine starts to make a crossover movement and the movement must be completed before either switch is restored to normal position.

#### EMERGENCY RELEASE

If after following instructions the electric lock cannot be released the train dispatcher must be so advised and permission obtained from him to use the emergency release in accordance with instructions posted in the telephone box.

#### USE OF SAND AND OVERFLOW FROM INJECTORS

Sand must not be used over movable parts of an interlocking. In freezing weather overflow from injectors must not be permitted over movable parts of an interlocking.

#### OPERATION OF SUBURBAN AND EMPTY COACH TRAINS TO AND FROM GENEVA

When a westward suburban or empty coach train stops at Geneva station and is to return eastward on the same track, the train must stop with the east end of the train west of Third Street and Clearance Form A will not be issued for eastward movement until operator at Geneva station has advised the train dispatcher that train is ready to leave and has obtained a light on his station indicator for that track, indicating that the direction of traffic has been reversed.

#### WORK TRAINS

When a work extra is authorized within the Centralized Traffic Control District the train dispatcher will instruct conductor either the time and place the work extra must clear for other trains or the time to call on telephone for further instructions.

#### TRAIN DISPATCHER'S CALL LIGHT

An electric lamp is mounted on the track side on the bungalow housing the interlocking apparatus. When this is lighted signal maintainers, track men, B. & B. or other employes in the vicinity will go to the nearest train dispatchers' telephone and call the train dispatcher.

#### OPERATION OF TRACK MOTOR CARS

Operators of track motor cars before entering or placing their car on a track in the Centralized Traffic Control District, must call the train dispatcher, identify themselves, give their location, state their requirements, and be governed by information received from train dispatcher. Telephones for communication with the train dispatcher are located at each track motor car set-off as well as in the vicinity of each electric locked hand throw switch and interlocking home signal.

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

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

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

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

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

**OPERATION CLASS H, E4 AND J4 ENGINES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**STREAMLINER BACKUP MOVEMENTS**

Equipment for westbound streamliner trains enroute to the Chicago Passenger Station is due to leave the ramp at 40th St. daily, as follows:

Wis. Div. 401	1.15 PM
111	3.25 PM
105	4.55 PM
101	5.30 PM
103	5.45 PM

All light engines, transfer trains and freight trains, and other unscheduled movements, will give these streamliner backups an absolutely clear track.



## COMPANY SURGEONS

CHICAGO.....	J. Roscoe Miller, M. D.....	Medical Director	
	127 North Clinton Street, Phone, Dearborn 2121; Local 394		
CHICAGO.....	F. J. Jirka, M. D.....	Local Surgeon	
	3202 West 22nd Street, Phone, Rockwell 1269		
CHICAGO.....	Geo. F. Kruse, M. D., 1604 East 79th St.	"	"
	Phone, Saginaw 2423		
OAK PARK.....	Thos. I. Motter, M. D., 715 Lake Street	"	"
	Phones—Office, Village 4800; Residence, Euclid 49		
MAYWOOD.....	A. E. Joslyn, M. D.....	"	"
	Phone, Maywood 5300; Phone, Residence, Forest 3669		
ELMHURST.....	L. H. Hills, M. D, 116 Cottage Hill Ave.	"	"
	Phone, Elmhurst 442		
GLEN ELLYN.....	John C. W. Morrow, M. D.....	"	"
	Phones, Office 149; Residence 321		
WHEATON.....	E. H. Oelke, M. D.....	"	"
	Phone No. 75		
WEST CHICAGO....	B. A. Hollister, M. D.....	"	"
	Phone 5		
GENEVA.....	R. G. Scott, M. D.....	District Surgeon	
	Phones, Office 840; Residence 828		
	May be called to any place between St. Charles and Aurora, between Geneva and Williams Bay, and between Geneva and Belvidere		
GENEVA.....	R. W. Carpenter, M. D.....	Local Surgeon	
	Phones, Office 840; Residence 765		
DE KALB.....	{ E. W. Telford.....	Local Surgeon	
	Phones, Office 176; Residence 176-R		
	{ D. J. Ladd, M. D.....	District Surgeon	
	Phones, Office 221; Residence 221-R		
	May be called to any place between Cortland and Nachusa, and Sycamore and Shabbona Grove		
ROCHELLE.....	A. R. Bogue, M. D.....	Local Surgeon	
	Phone No. 495; Residence 495R		
DIXON.....	A. F. Moore, M. D.....	District Surgeon	
	Phones, Office 82; Residence 1282		
	May be called to any place between Nachusa and Nelson		
STERLING.....	{ C. G. Beard, M. D.....	Local Surgeon	
	Phones, Office, Main 84; Residence, Main 313		
	{ J. H. EILERT, M. D.....	Oculist	
	Central Trust Bldg., Phone 803		
MORRISON.....	R. H. Lester, M. D.....	Local Surgeon	
	Phones, Office 30; Residence 347		
CLINTON.....	{ J. R. Jowett, M. D.....	District Surgeon	
	Phones, Office 153; Residence 520		
	May be called to any place between Clinton and Nelson		
	{ G. M. Ellison, M. D.....	Associate Surgeon	
	Phones, Office 115; Residence 1875		
	{ E. P. Weih, M. D.....	Oculist and Aurlst	
	Phones, Office 627; Residence 1210		
ELGIN.....	Perry Allerton, M. D.....	Local Surgeon	
	Phone No. 372		
	H. L. Wenner, M. D.....	"	"
	Phones, Office 1212; Residence 188		
MARENGO.....	W. V. Gooder, M. D.....	"	"
	Phone No. 14		
BELVIDERE.....		Local Surgeon	

## COMPANY SURGEONS—Continued

ROCKFORD.....	{ S. R. Catlin, M. D.....	Local Surgeon	
	Phones, Office, 3-8455; Residence, 5-3752		
	{ J. A. Green, M. D.....	Associate Local Surgeon	
	Phones, Office, 4-3387; Residence, 3-1623		
	{ Chas. A. Cibellus, M. D.....	Associate Local Surgeon	
	Phones, Office, 3-8455; Residence, 3-1924		
FREEPORT.....	T. J. Holke, M. D.....	Associate District Surgeon	
	Phones, Office, Main 508; Residence, Main 494		
	May be called to any point between Belvidere and Freeport		
CRYSTAL LAKE....	A. V. Lindberg, M. D.....	Local Surgeon	
	Office at Residence—Phone 7		
McHENRY.....	A. I. Froelich, M. D.....	"	"
	Phones, Office 43; Residence 128W		
LAKE GENEVA....	W. H. MacDonald, M. D.....	"	"
	Phone 26		
WILLIAMS BAY.....	C. Y. Wiswell, M. D.....	"	"
	Phones, Office 2131; Residence 2133		
SYCAMORE.....	J. W. Ovitz, M. D.....	"	"
	Phones, Office 122; Residence 204		
SPRING VALLEY...	R. E. Davies, M. D.....	District Surgeon	
	Phone 169		
	May be called to any place between Shabbona Grove and Spring Valley		

## DIVISIONAL STAFF

J. C. FULLMER, Assistant Superintendent, Chicago

H. R. BEISEL, Trainmaster, Kedzie

W. H. SCIVALLY, Trainmaster  
South Pekin

H. F. FISHER, Assistant Trainmaster, Sterling

L. P. GILLUM, Chief Train Dispatcher, Chicago

H. E. AIKMAN, Night Chief Train Dispatcher, Chicago

J. T. CASTER, Assistant Chief Train Dispatcher, Chicago

## DISPATCHERS

W. M. PENDELL  
C. J. GRIMMP. W. LIGGETT  
G. A. ATWOODP. R. LISTER  
C. R. MORRIS

## MASTER MECHANIC

R. F. MICEL, Proviso

## ROAD FOREMAN OF ENGINES

E. F. KOEPKE, Chicago Shops

L. V. LEAVITT  
ProvisoW. G. RAUSCHKE  
So. Pekin

## DIVISION ENGINEER

C. E. HISE, Chicago

## ROADMASTERS

J. E. WILKINSON  
ChicagoJ. A. WILKINSON  
ProvisoA. NETZEL  
West Chicago

A. E. BENSON, Sterling

E. K. PEARSON, De Kalb

## CHICAGO FREIGHT TERMINAL

F. L. HOUX, Superintendent, Crawford Ave.

L. J. STIFT, Asst. Sup't., Proviso

## TRAINMASTERS

L. L. BENNETT  
ProvisoW. F. JOHNSON  
ProvisoE. A. KOEHLER  
Crawford Ave.

R. A. REICH, Wood St.

## ASST. TRAINMASTERS

C. J. SEMERAD, Crawford Ave.

E. DEVOL, Crawford Ave.

## DISTRICT CLAIM AGENTS

O. J. ADAMSON  
ChicagoC. J. LYMAN  
ClintonC. J. COUET  
Proviso, Ill.