

CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD CO.

DUBUQUE & ILLINOIS
DIVISION

First District

TIME
TABLE
No. 26

Taking effect at 2:01 A. M.
Central Standard Time

SUNDAY, SEPTEMBER 25, 1949

For the government and information
of employees only

R. A. MIDDLETON,
Assistant Superintendent.

J. H. STEWART,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

W. J. WHALEN,
Assistant General Manager.

L. F. DONALD,
General Manager.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Chicago	Telegraph calls	Capacity in cars	Office Hours Also See Page 19	SEE RULE 6-A	FIRST CLASS					
						259	205	209	103	211	215
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
						Daily	Daily Except Sunday	Daily	Daily	Daily	Saturday only
CHICAGO 2.9		GB		Continuous	BIJOPRY	L 12.10AM	L 6.30AM	L 9.13AM	L 12.50PM	L 12.54PM	L 1.15PM
(C. & N. W. Crossing) WESTERN AVENUE 2.5	2.9			Continuous	BCIKTVWXZO	Ls 12.18AM	Ls 6.38AM	Ls 9.21AM	Ls 12.57PM	Ls 1.02PM	Ls 1.23PM
TOWER A 5 (O. M. St. P. & P. Crossing) 0.5	5.4	CJ		Continuous	IJPXY	12.22	6.42	9.25	1.00	1.06	1.27
HERMOSA 0.5	5.9			No Office	X	s 12.24	s 6.43	s 9.26		s 1.08	
CRAGIN JCT. (C. & N. W. Crossing) 0.6	6.4			No Office	IPVX	12.25	6.44	9.27		1.09	1.29
CRAGIN 0.7	7.0			No Office	PWX	s 12.27	s 6.46	s 9.29		s 1.11	
HANSON PARK 0.9	7.7			No Office	RXZ	f 12.29	f 6.47	s 9.31		s 1.13	
GALEWOOD 0.5	8.6			No Office	BCPTWX	f 12.31	s 6.49	f 9.34		s 1.15	1.32
MARS 0.4	9.1			No Office	PX	f 12.33	s 6.51	s 9.36		s 1.16	
MONT CLARE 0.7	9.5			No Office	PX	s 12.35	s 6.58	s 9.38		s 1.18	
ELMWOOD PARK 1.2	10.2			No Office	X	s 12.37	s 7.01	s 9.40		s 1.21	
RIVER GROVE 1.3	11.4			No Office	X	s 12.40	s 7.04	s 9.43		s 1.23	
TOWER B 12 (Soo Line Crossing) 0.5	12.7	WR		Continuous	IPX	12.42	7.05	9.45	1.08	1.25	1.36
FRANKLIN PARK 0.8	13.2			No Office	PVX	s 12.43	s 7.12	s 9.47		s 1.27	
MANNHEIM 3.0	14.0			No Office	PX	s 12.45	s 7.16	s 9.49		s 1.29	1.38
(O. M. St. P. & P. Crossing) TOWER B 17 0.2	17.0	BN		Continuous	BCIJKPTVWXZ	12.49	81 7.23	9.53	1.12	1.33	1.42
BENSENVILLE 1.9	17.2			No Office	OPX	s 12.51	s 7.32	s 9.56		s 1.36	s 1.44
WOODDALE 1.9	19.1		6	No Office		f 12.55	s 7.36	s 10.00		f 1.40	s 1.48
ITASCA 2.0	21.0	SC	43	6:45 am to 3:45 pm Except Sat. & Sun.	P	s 12.59	s 7.40	s 10.04		s 1.44	s 1.51
MEDINAH 1.4	23.0			No Office		s 1.02	s 7.44	s 10.07		s 1.47	1.54
ROSELLE 4.0	24.4	RO	E-75 40	No Office	P	s 1.05	s 7.48	s 10.11		s 1.50	s 1.56
ONTARIOVILLE 1.7	28.4	ON	12	No Office	P	s 1.12	s 7.56	s 10.17		s 1.56	f 2.00
BARTLETT 2.6	30.1	B	22	7:00 am to 4:00 pm Except Sat. & Sun.	P	s 1.15	s 8.00	s 10.20		s 1.59	s 2.04
(E. J. & E. Crossing) SPAULDING 2.5	32.7	SG	E-80 W-85 Yard	Continuous	IPVWXYZ	f 1.19	f 8.04	f 10.24	1.25	f 2.04	2.08
(C. & N. W. Crossing) TOWER B 35 1.4	35.2	FR		Continuous	IVX	1.26	8.08	10.28		2.08	2.13
ELGIN	36.6	G	Ya	4:45 am to 9:45 pm	BCKPRTXW	As 1.30AM	As 8.15AM	As 10.33AM	At 1.30PM	As 2.15PM	As 2.20PM

No. 103 must not exceed maximum speed of 90 miles per hour. Other passenger trains must not exceed maximum speed of 75 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

This time table confers no authority between Western Ave. and Alton Junction (150 ft. south of South Branch bridge). Chicago Union Station Company time table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and Alton Junction.

Double track is in use between Mannheim and Elgin.

Automatic block system is in use between Western Ave. and Mannheim on tracks 1 and 2 and between Tower A-5 and Western Ave. on track 3; also between Mannheim and Elgin.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Elgin and Mannheim and on No. 1 and No. 2 main tracks between Mannheim and Western Avenue, for movements with the current of traffic.

Nos. 259, 205, 209, 211 stop at Roundhouse, Bensenville.

Nos. 259, 205, 209, 215 stop at National Street, Elgin.

Nos. 259, 205 and 209 stop at New Yard Office, Bensenville, located 1500 ft. east of Northwest overhead Bridge.

No. 211 stops at National Street daily except Saturdays.

No. 211 stops at New Yard Office, Bensenville, located 1500 ft. east of Northwest Bridge, except Saturdays.

No. 103 stops at Elgin to take on revenue passengers for points Savanna and beyond.

No. 215 stops at Medina to discharge passengers from Chicago.

FIRST SUBDIVISION—WESTWARD

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TIME TABLE		FIRST CLASS						
No. 26		217	221	223	225	227	229	231
Sept. 25, 1949		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS		Saturday only	Daily Except Sunday	Daily Except Sunday	Daily Except Saturday and Sunday	Daily Except Saturday and Sunday	Daily Except Saturday and Sunday	Daily
CHICAGO	2.9	L 1.24PM	L 3.40PM	L 4.33PM	L 5.10PM	L 5.12PM	L 5.21PM	L 5.27PM
(C. & N. W. Crossing)								
WESTERN AVENUE	2.5	Ls 1.32PM	Ls 3.48PM	Ls 4.41PM	Ls 5.18PM	Ls 5.20PM	Ls 5.29PM	Ls 5.35PM
TOWER A 5	(C. M. St. P. & P. Crossing)	1.36	3.52	4.45	5.22	5.24	5.33	5.39
HERMOSA	0.5	s 1.38	s 3.54	s 4.47				s 5.42
CRAGIN JCT.	(C. & N. W. Crossing)	1.39	3.56	4.48	5.24	5.27	5.36	5.43
CRAGIN	0.6	s 1.41	s 3.57	s 4.50				s 5.46
HANSON PARK	0.7	s 1.43	s 3.59	s 4.52				s 5.48
GALEWOOD	0.9	s 1.45	s 4.01	s 4.55	5.26	5.30	5.39	s 5.50
MARS	0.5	s 1.47	s 4.03	s 4.57				s 5.53
MONT CLARE	0.4	s 1.49	s 4.05	s 4.59			s 5.42	s 5.56
ELMWOOD PARK	0.7	s 1.52	s 4.07	s 5.02			s 5.44	s 5.59
RIVER GROVE	1.2	s 1.55	s 4.10	s 5.06			s 5.48	s 6.03
TOWER B 12	(Soo Line Crossing)	1.57	4.12	5.08	5.30	5.36	5.50	6.05
FRANKLIN PARK	0.5	s 1.58	s 4.13	s 5.10		s 5.38	s 5.52	s 6.07
MANNHEIM	0.8	s 2.00	s 4.16	s 5.13	5.32	5.40	s 5.56	f 6.09
(C. M. St. P. & P. Crossing)	3.0							
TOWER B 17	0.2	2.03	4.24	5.16	5.36	5.44	6.00	6.13
BENSENVILLE	1.9	As 2.05PM	s 4.26	s 5.18	5.37	s 5.46	As 6.02PM	s 6.16
WOODDALE	1.9		f 4.29	s 5.22		s 5.50		s 6.19
ITASCA	2.0		s 4.32	s 5.26		s 5.54		s 6.23
MEDINAH	1.4		f 4.35	5.29		f 5.58		f 6.26
ROSELLE	4.0		s 4.39	s 5.32		s 6.02		s 6.29
ONTARIOVILLE	1.7		s 4.45	s 5.38		s 6.09		6.34
BARTLETT	2.6		s 4.49	s 5.41		s 6.13		s 6.37
(E. J. & E. Crossing)			f 4.53	5.45	5.53	6.18		71 6.41
SPAULDING	2.5		4.58	5.49	5.57	6.22		6.45
(C. & N. W. Crossing)	1.4							
TOWER B 35								
ELGIN			As 5.05PM	As 5.55PM	As 6.03PM	As 6.30PM		As 6.53PM

Passenger trains must not exceed maximum speed of 75 MPH. Maximum speed for F-5 and F-6 engines is 75 MPH, S-2 and S-3 engines 70 MPH.

No. 222 Saturdays only, stops at National Street, Elgin.

No. 223, Saturdays only, stops at Medinah and Spaulding to let off passengers from Chicago and Western Ave., and to pick up passengers for Elgin.

No. 227 stops at Medinah to let off passengers from Chicago and Western Ave., and to pick up passengers for Elgin.

No. 227 stops at Spaulding to let off revenue passengers from Chicago and Western Ave.

No. 221 stops at New Yard Office, Bensenville, located 1500 ft. east of Northwest overhead Bridge.

No. 221 stops at Repair Track, Bensenville.

No. 221 stop at Roundhouse, Bensenville.

Nos. 221, 225, 227, 231, stop at National Street, Elgin.

No. 231 Saturdays and Sundays stops at Roundhouse, Bensenville and Ontarioville.

No. 231 Sundays only, stops on flag at Spaulding.

No. 231 stops at Mannheim to let off and take on revenue passengers only

FIRST SUBDIVISION—WESTWARD

TIME TABLE		FIRST CLASS						
No. 26		233	107	253	255	257		
Sept. 25, 1949		Passenger	Passenger	Passenger	Passenger	Passenger		
STATIONS		Daily Except Saturday and Sunday	Daily	Daily Except Sunday	Daily Except Saturday and Sunday	Daily		
CHICAGO	2.9	L 5.50PM	L 6.25PM	L 6.30PM	L 7.35PM	L 9.15PM		
(C. & N. W. Crossing)								
WESTERN AVENUE	2.5	Ls 5.58PM	L 6.33PM	Ls 6.38PM	Ls 7.43PM	Ls 9.23PM		
TOWER A 5	0.5	6.02	6.37	6.42	7.47	9.27		
(C. M. St. P. & P. Crossing)								
HERMOSA	0.5	s 6.04		s 6.44	s 7.50	s 9.28		
CRAGIN JCT.	0.6	6.05	6.39	6.45	7.51	9.29		
(C. & N. W. Crossing)								
CRAGIN	0.7	s 6.07		s 6.47	s 7.53	s 9.32		
HANSON PARK	0.9	s 6.09		s 6.49	f 7.55	s 9.34		
GALEWOOD	0.5	s 6.12	6.41	s 6.51	f 7.58	s 9.36		
MARS	0.4	s 6.14		s 6.53	f 7.59	f 9.38		
MONT CLARE	0.7	s 6.16		s 6.55	s 8.01	s 9.40		
ELMWOOD PARK	1.2	s 6.18		s 6.57	s 8.03	s 9.43		
RIVER GROVE	1.3	s 6.21		s 7.00	s 8.06	s 9.46		
TOWER B 12	(Soo Line Crossing)	6.23	6.46	7.02	8.08	9.48		
	0.5							
FRANKLIN PARK	0.8	s 6.24		s 7.03	s 8.09	s 9.49		
MANNHEIM	3.0	6.25	6.47	s 7.05	s 8.12	s 9.51		
(C. M. St. P. & P. Crossing)								
TOWER B 17	0.2	6.28	6.50	7.09	8.15	9.55 ⁶⁵		
BENSENVILLE	1.9	s 6.29	6.51	s 7.12	s 8.17	s 9.59		
WOODDALE	1.9	s 6.32		s 7.16	f 8.21	f10.02		
ITASCA	2.0	s 6.36		s 7.19	s 8.25	s10.06		
MEDINAH	1.4	6.38		s 7.22	s 8.29	s10.10		
ROSELLE	4.0	s 6.41		s 7.25	s 8.32	s10.13		
ONTARIOVILLE	1.7	s 6.45		s 7.32	f 8.38	s10.19		
BARTLETT	2.6	s 6.48		s 7.36	s 8.41	s10.22		
(E. J. & E. Crossing)								
SPAULDING	2.5	6.51 ⁷¹	7.05 ⁷¹	s 7.39	f 8.45	s10.26		
(C. & N. W. Crossing)								
TOWER B 35	1.4	6.55	7.08	7.44	8.49	10.30		
ELGIN		As 7.01PM	As 7.12PM	As 7.50PM	As 8.55PM	As 10.35PM		

Passenger trains must not exceed maximum speed of 75 MPH. Maximum speed for F-5 and F-6 engines is 75 MPH, S-2 and S-3 engines 70 MPH.

Nos. 253 and 257 stop at Roundhouse, Bensenville.

Nos. 233, 253, 255, 257 stop at National Street, Elgin.

Nos. 253, 257 stop at New Yard Office, Bensenville, located 1500 ft. east of Northwest overhead Bridge.

Nos. 253 and 255 stop at Jefferson Street to pick up R. R. Mail.

FIRST SUBDIVISION—WESTWARD

5

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	SECOND CLASS								THIRD CLASS	
	81	75	63	71	73	65	61	69	91	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday
CHICAGO 8.6										
GALEWOOD 5.5					L 7.30PM					
BENSENVILLE YARD 2.9	L 7.30AM	L 10.45AM	L 11.00AM	L 5.45PM		L 9.55PM	L 10.15PM	L 11.15PM	L 3.30AM	
(C. M. St. P. & P. Crossing) TOWER B 17 0.2	205 7.40	11.00	11.15	225-227-229 6.00	7.50	10.07 ²⁵⁷	10.25	11.25	3.35	
BENSENVILLE 1.9										
WOODDALE 1.9									3.45	
ITASCA 2.0									4.00	
MEDINAH 1.4									4.05	
ROSELLE 4.0									4.20	
ONTARIOVILLE 1.7									4.35	
BARTLETT 2.6				231-233-107					4.55	
(E. J. & E. Crossing) SPAULDING 2.5	8.25	11.30	11.45	6.30 7.15	8.25	10.50	11.00	12.05AM	5.15	
(C. & N. W. Crossing) TOWER B 35 1.4										
ELGIN	A 8.45AM	A 11.40AM	A 11.55AM	A 7.20PM	A 8.30PM	A 11.00PM	A 11.15PM	A 12.20AM	As 5.30AM	

Freight trains must not exceed maximum speed of 60 MPH.

Rule D-97 is in effect on First Subdivision.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	SECOND CLASS									
	68	66	62	86	72	64	164			
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily
CHICAGO 14.1										
BENSENVILLE YARD 2.9	A 2.10AM	A 7.15AM	A 11.35AM	A 4.00PM	A 8.20PM	A 10.55PM	A 12.01AM			
(C. M. St. P. & P. Crossing) TOWER B 17 0.2	2.00	7.05 ²¹²	11.20	3.45	7.55	10.50	11.55			
BENSENVILLE 1.9										
WOODDALE 1.9										
ITASCA 2.0										
MEDINAH 1.4										
ROSELLE 4.0										
ONTARIOVILLE 1.7										
BARTLETT 2.6			206-210-260							
(E. J. & E. Crossing) SPAULDING 2.5	1.15	6.35 6.00	10.45	3.10	7.00	10.00	11.15			
(C. & N. W. Crossing) TOWER B 35 1.4										
ELGIN	L 1.05AM	L 5.55AM	L 10.35AM	L 3.00PM	L 6.50PM	L 9.50PM	L 11.05PM			

Freight trains must not exceed maximum speed of 60 MPH.

Rule D-97 is in effect on First Subdivision.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS		Distance from Elgin	FIRST CLASS								
			204	206	260	210	212	214	216	218	
Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Daily Except Sunday			Daily Except Sat. and Sun.	Saturday only	Daily Except Sat.	Daily Except Sat. and Sun.	Daily Except Sat. and Sun.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
CHICAGO 2.9			As 6.17AM	As 7.18AM	As 7.27AM	As 7.44AM	As 7.57AM	As 8.08AM	As 8.11AM	As 8.30AM	
(C. & N. W. Crossing) WESTERN AVE 2.5			As 6.08AM	As 7.08AM	As 7.17AM	As 7.34AM	As 7.46AM	As 7.58AM	As 8.01AM	As 8.20AM	
(C. M. St. P. & P. Crossing) 0.5			6.05	7.04	7.14	7.31	7.41	7.54	7.57	8.17	
HERMOSA 0.5			s 6.03	s 7.02	s 7.11	s 7.28	s 7.38	s 7.51		s 8.15	
CRAGIN JCT. (C. & N. W. Crossing) 0.6			6.01	7.00	7.08	7.25	7.36	7.47	7.52	8.13	
CRAGIN 0.7			s 5.59	s 6.59	s 7.07	s 7.24	s 7.35	s 7.46		s 8.12	
HANSON PARK 0.9			s 5.56	s 6.57	s 7.04	s 7.21	s 7.33	s 7.43		s 8.09	
GALEWOOD 0.5			s 5.53	s 6.55	s 7.01	s 7.18	s 7.31	s 7.40	7.50	s 8.07	
MARS 0.4			s 5.51	s 6.53	s 6.59	s 7.16	s 7.29	s 7.38		s 8.04	
MONT CLARE 1.2			s 5.49	s 6.51	s 6.57	s 7.14	s 7.27	s 7.36		s 8.02	
ELMWOOD PARK 0.7			s 5.46	s 6.48	s 6.54	s 7.11	s 7.24	s 7.33		s 7.59	
RIVER GROVE 1.3			s 5.44	s 6.45	s 6.50	s 7.07	s 7.21	s 7.29		s 7.55	
TOWER B 12 (Soo Line Crossing) 0.5			5.41	6.42	6.48	7.05	7.19	7.26	7.46	7.53	
FRANKLIN PARK 0.8			s 5.40	s 6.41	s 6.47	s 7.04	s 7.17	s 7.25		s 7.52	
MANNHEIM 3.0			s 5.38	s 6.39	s 6.45	s 7.02	s 7.14	s 7.22	7.44	s 7.50	
(C. M. St. P. & P. Crossing) TOWER B 17 0.2			5.33	6.34	6.41	6.58	7.10 ⁶⁶	7.17	7.40	7.46	
BENSENVILLE 1.9			s 5.32	s 6.33	s 6.40	s 6.57	s 7.09	s 7.16	s 7.39	L 7.45AM	
WOODDALE 1.9			s 5.29	s 6.29	s 6.35	s 6.52	s 7.04	s 7.12	s 7.34		
ITASCA 2.0			s 5.26	s 6.25	s 6.30	s 6.47	s 7.00	7.09	s 7.30		
MEDINAH 1.4			f 5.23	s 6.21	s 6.27	6.44	6.57	f 7.07			
ROSELLE 4.0			s 5.20	s 6.18	s 6.25	s 6.42	s 6.55	7.05	s 7.25		
ONTARIOVILLE 1.7			s 5.14	s 6.12	s 6.19	s 6.36	6.49	s 6.59	7.18		
BARTLETT 2.6			s 5.11	s 6.09	s 6.16	s 6.33	s 6.47	6.56	s 7.16		
(E. J. & E. Crossing) SPAULDING 2.5			5.07	6.05 ⁶⁶	6.12 ⁶⁶	6.29 ⁶⁶	6.43	6.53	7.11		
(C. & N. W. Crossing) TOWER B 35 1.4			5.03	6.01	6.08	6.25	6.40	6.51	7.08		
ELGIN			L 5.00AM	L 5.58AM	L 6.05AM	L 6.22AM	L 6.37AM	L 6.47AM	L 7.05AM		

Passenger trains must not exceed maximum speed of 75 MPH. Maximum speed for F-5 and F-6 engines is 75 MPH, S-2 and S-3 engines 70 MPH.

This time table confers no authority between Western Ave. and Alton Junction (150 ft. south of South Branch bridge). Chicago Union Station Company time table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and Alton Junction.

Nos. 204 and 260 stop at Roundhouse, Bensenville.

Nos. 204, 206, 210, 212, 214, 216 and 260 stop at National Street, Elgin.

No. 210 stops at New Yard Office, Bensenville, located 1500 ft. east of Northwest over head Bridge, Sunday and Holidays.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Elgin and Mannheim and on No. 1 and No. 2 main tracks between Mannheim and Western Avenue, for movements with the current of traffic.

No. 210 Sunday only, stops at Roundhouse, Bensenville.

No. 210 Sunday only, stops at Medinah to let off or pick up passengers.

Nos. 206 and 260 stop at New Yard Office—1500 ft. east of N. W. Bridge.

No. 216 Saturday only, stops at Ontarioville.

FIRST SUBDIVISION—EASTWARD

7

Time Table

No. 26

Sept. 25, 1949

STATIONS

CHICAGO

2.9

(C. & N. W. Crossing)
WESTERN AVE.

2.5

TOWER A 5
(C. M. St. P. & P. Crossing)

0.5

HERMOSA

0.5

CRAGIN JCT.
(C. & N. W. Crossing)

0.6

CRAGIN

0.7

HANSON PARK

0.9

GALEWOOD

0.5

MARS

0.4

MONT CLARE

1.2

ELMWOOD PARK

0.7

RIVER GROVE

1.3

TOWER B 12
(Soo Line Crossing)

0.5

FRANKLIN PARK

0.8

MANNHEIM

3.0

(C. M. St. P. & P. Crossing)

TOWER B 17

0.2

BENSENVILLE

1.9

WOODDALE

1.9

ITASCA

2.0

MEDINAH

1.4

ROSELLE

4.0

ONTARIOVILLE

1.7

BARTLETT

2.6

(E. J. & E. Crossing)

SPAULDING

2.5

(C. & N. W. Crossing)

TOWER B 35

1.4

ELGIN

FIRST CLASS									
220	108	224	226	228	242	246	250	102	258
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Except Sunday	Daily	Sunday only	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday
As 8.39AM	As 9.10AM	As 9.30AM	As 10.25AM	As 12.32PM	As 3.15PM	As 5.50PM	As 7.53PM	As 9.10PM	As 10.45PM
As 8.29AM	A 9.00AM	As 9.20AM	As 10.15AM	As 12.22PM	As 3.05PM	As 5.40PM	As 7.43PM	A 8.59PM	As 10.35PM
8.26	8.57	9.17	10.10	12.18	3.02	5.37	7.40	8.56	10.32
		s 9.15	s 10.08	s 12.15	s 3.00	s 5.34	s 7.35		s 10.29
8.22	8.54	9.14	10.05	12.13	2.57	5.31	7.34		10.28
		s 9.13	s 10.04	s 12.12	s 2.55	s 5.30	s 7.33		s 10.26
		s 9.11	s 10.02	s 12.11	s 2.52	s 5.27	f 7.31		f 10.24
8.19	8.51	s 9.09	s 10.00	s 12.09	s 2.50	s 5.24	s 7.29		f 10.22
		s 9.07	s 9.58	s 12.07	f 2.48		f 7.27		f 10.20
		s 9.05	s 9.56	s 12.05	s 2.46	s 5.21	s 7.26		s 10.18
		s 9.03	s 9.53	s 12.03	s 2.44	s 5.18	s 7.24		s 10.16
		s 9.01	s 9.50	s 12.01PM	s 2.42	s 5.16	s 7.20		s 10.14
8.12	8.42	8.59	9.48	11.59	2.40	5.12	7.18	8.47	10.11
s 8.11		s 8.58	s 9.47	s 11.58	s 2.39	s 5.11	s 7.17		s 10.10
8.09	8.40	s 8.55	s 9.44	s 11.54	s 2.36	s 5.08	s 7.15		s 10.08
8.06	8.36	8.50	9.39	11.49	2.31	5.04	7.10	8.42	10.01
s 8.04	8.35	s 8.49	s 9.38	s 11.48	s 2.30	s 5.02	s 7.09		s 10.00
s 8.00		f 8.44	s 9.32	s 11.44	s 2.26	s 4.56	s 7.03		f 9.55
s 7.57	8.29	s 8.41	s 9.28	s 11.41	s 2.22	s 4.53	s 7.00		s 9.52
s 7.52		f 8.38	s 9.24	s 11.38	f 2.19	s 4.50	s 6.57		f 9.49
s 7.49			s 8.36	s 9.21	s 11.35	s 2.16	s 4.47	s 6.54	s 9.46
f 7.43	8.23	s 8.29	s 9.15	s 11.29	s 2.10	s 4.40	s 6.48		s 9.40
s 7.39	8.20	s 8.26	s 9.12	s 11.26	s 2.07	s 4.37	s 6.45		s 9.37
7.35	8.17	s 8.22	f 9.07	s 11.22	f 2.02	f 4.32	s 6.41	8.26	f 9.33
7.33	8.13	8.18	9.03	11.18	1.58	4.28	6.37		9.29
L 7.30AM	L 8.10AM	L 8.15AM	L 9.00AM	L 11.15AM	L 1.55PM	L 4.25PM	L 6.33PM	L 8.21PM	L 9.25PM

No. 102 must not exceed maximum speed of 90 miles per hour. Other passenger trains must not exceed maximum speed of 75 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Nos. 224, 228, 242, 246 and 250 stop at Roundhouse, Bensenville.

Nos. 220, 224, 226, 228, 242, 246, 250 and 258 stop at National Street, Elgin.

No. 220 stops at Ontarioville to pick up passengers for Western Ave., and Chicago.

Nos. 224, 226, 228, 242, 246, 250 and 258 stop at Yard Office, Bensenville, about 1500 ft. east of Northwest overhead Bridge.

No. 246 stops at Mars to pick up revenue passengers.

No. 250 stops at Mars to pick up passengers for Western Ave., and Chicago.

No. 102 stops at Elgin to let off revenue passengers from Savanna and beyond.

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Elgin	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS					
					103	25	107	365	69	165	81	175	75
			Siding		Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ELGIN 7.8		G		Yard	L 1.30PM		L 7.17PM		L 12.20AM		L 8.45AM		L 11.40AM
PINGREE GROVE 6.5	7.8	GR		10			7.28						
HAMPSHIRE 3.8	14.3	HS	W-86	44			8 7.38						
NEW LEBANON 4.5	18.1		E-110	7			7.42						
GENOA 3.4	22.6	GN		45	1.50		f 7.49						
KINGSTON 4.7	26.0	KN		17			7.53						
KIRKLAND 4.4	30.7	KD	E-100 W-132	Yard			f 7.59		1.50		9.55		12.30PM
FAIRDALE 3.5	35.1	FE		15			8.04						
MONROE CENTER 4.8	38.6	MO		24			8.08						
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	43.4	DJ	E-105 W-83	Yard	s 2.09		s 8.23		2.40 4.30		11.15		12.50
STILLMAN VALLEY 4.5	48.0	SV		35			8.28						
BYRON 0.3	52.5	BY	E-76	42			f 8.35						
(C. G. W. Crossing) BYRON TOWER 7.3	52.8	WD			2.19		8.36		4.55		11.30		1.05
LEAF RIVER 4.6	60.1	RV	W-70	25			f 8.46						
ADELINE 5.5	64.7			15			8.51						
FORRESTON 3.0	70.2	FN	W-38	49	2.32		f 8.58		5.50		12.05PM		1.30
HARPER 7.4	73.2	RC		22			9.02						
KITTREDGE 3.0	80.6				2.42	L 9.05PM	9.10		6.30	L 1.05AM	12.25	L 11.00AM	1.45
LANARK 4.9	83.6	RK	E-84 W-72	248		f 9.09	s 9.18	12.01AM	6.45	1.40	12.35 ⁹¹	11.30 ⁹¹	1.50
ASHDALE 2.6	88.5					9.14	9.23	12.15AM	7.00	1.50	12.45	11.40	2.05
MT. CARROLL 2.5	91.1	MT	E-90	44	f 2.53	f 9.17	s 9.31						
RED BARN 7.7	93.6				2.55	9.19	9.34						
SAVANNA YARD 0.2	101.3	SY		Yard					A 8.00AM	A 2.30AM	A 1.45PM	A 12.30PM	A 2.30PM
SAVANNA	101.5	SA		Yard	As 3.10PM	As 9.30PM	As 9.50PM						

No. 103 must not exceed maximum speed of 90 miles per hour. Other passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains must not exceed maximum speed of 60 miles per hour. Maximum speed for I-5 and I-6 engines is 15 miles per hour, F-5 and F-6 engines 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Double track is in use between Elgin and Savanna.

Automatic block system is in use between Elgin and Savanna.

No. 103 may register by register ticket at Savanna.

Rule 83 (B) will not apply at Kittredge. (See Special Instructions X-50).

Rule D-97 is in effect on Second Subdivision.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Elgin and Savanna, for movements with current of traffic.

No. 25 stops at Mt. Carroll to let off passengers from Freeport and beyond, and at Lanark and Mt. Carroll to pick up passengers for beyond Savanna, and at Lanark to let off passengers from Beloit and beyond.

No. 103 stops at Elgin to take on revenue passengers for points Savanna and beyond.

No. 103 stops at Mt. Carroll to let off revenue passengers from Rockford and Chicago, and to pick up revenue passengers for Dubuque, Marion and beyond.

SECOND SUBDIVISION—WESTWARD

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TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Savanna	Office Hours Also See Page 19	SECOND CLASS							THIRD CLASS	
			63	187	71	73	65	61		91	193
			Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily		Way Freight Daily Except Sunday	Way Freight Mon., Wed., Fri. only
ELGIN 7 8	101.5	4:45 am to 9:45 pm	L 11.55 AM		L 7.20 PM	L 8.30 PM	L 11.00 PM	L 11.15 PM		L 5.45 AM	
PINGREE GROVE- 6 5	93.7	No Office								6.05	
HAMPSHIRE 3 8	87.2	7:00 am to 11:00 pm Except Sat. & Sun.								6.35	
NEW LEBANON 4 5	83.4	No Office								6.45	
GENOA 3 4	78.9	7:00 am to 4:00 pm Except Sat. & Sun.								7.10	
KINGSTON 4 7	75.5	No Office								7.25	
KIRKLAND 4 8	70.8	8:00 am to 5:00 pm Except Sat. & Sun.	12.45 PM	L 2.50 PM	8.20	9.20	11.50	12.15 AM		8.30	
FAIRDALE 3 5	66.4	No Office								8.45	
MONROE CENTER 4 8	62.9	7:00 am to 4:00 pm Except Sat. & Sun.								9.00	
DAVIS JUNCTION (C. B. & Q. Crossing) 4 6	58.1	Continuous	1.05	A 3.15 PM	9.50 ⁷³	9.45 ⁷¹	12.05 AM	12.45		9.30	
STILLMAN VALLEY 4 5	53.5	7:00 am to 4:00 pm Except Sat. & Sun.								9.40	
BYRON 0 3	49.0	No Office								9.55	
(C. G. W. Crossing) BYRON TOWER 7 3	48.7	Continuous	1.20		10.05	10.00	12.15	1.10		10.00	
LEAF RIVER 4 6	41.4	7:00 am to 4:00 pm Except Sat. & Sun.								10.15	
ADELINE 5 5	36.8	No Office								10.25	
FORRESTON 3.0	31.3	8:00 am to 5:00 pm Except Sat. & Sun.	1.45		10.30	10.25	12.30	1.25		10.35	
HARPER 7 4	28.3	No Office								10.45	
KITTREDGE 3.0	20.9	No Office	2.00		10.45	10.40	12.45	1.35		10.55	L 7.00 PM
LANARK 4 9	17.9	Continuous	2.05		10.55	10.45	12.50	1.45		11.10 ⁸¹⁻¹⁷⁵	12.40 PM
ASHDALE 2 6	13.0	No Office	2.15		11.05	10.50	1.00	1.55		12.50	7.30
MT. CARROLL 2 5	10.4	No Office								12.55	8 7.40
RED BARN 7 7	7.9	No Office									
SAVANNA YARD 0 2	0.2	No Office	A 2.45 PM		A 12.15 AM	A 11.45 PM	A 1.45 AM	A 2.40 AM		A 1.50 PM	A 8.20 PM
SAVANNA		Continuous									

Freight trains must not exceed maximum speed of 60 MPH. Maximum speed for I-5 and I-6 engines is 15 MPH.

Rule 83 (B) will not apply at Kittredge. (See Special Instructions X-50).

Rule D-97 is in effect on Second Subdivision.

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	SEE RULE 6-A	FIRST CLASS			SECOND CLASS					
		26	108	102	66	62	186	86	188	72
		Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily Except Sunday
ELGIN 7.8	BCKPRTWX		A 8.10AM	A 8.21PM	A 5.55AM	A 10.35AM		A 3.00PM		A 6.50PM
PINGREE GROVE 6.5	P		7.56							
HAMPSHIRE 3.8	P		s 7.47							
NEW LEBANON 4.5	P		7.40	8.03						
GENOA 3.4	P		f 7.34							
KINGSTON 4.7			7.29							
KIRKLAND 4.4	PRHJWY		f 7.23	7.54	4.45	9.25			1.50	A 11.55AM
FAIRDALE 3.5	P		7.17							
MONROE CENTER 4.8	P		7.13							
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	BCHKPRV WXY		s 7.07	s 7.44	4.05	9.00			1.20PM	L 11.30AM
STILLMAN VALLEY 4.5	P		6.54							
BYRON 0.3			f 6.50							
(C. G. W. Crossing) BYRON TOWER 7.3	PIV		6.49	7.28	3.35	8.35			11.45	
LEAF RIVER 4.6	HPW		f 6.42							
ADELINE 5.5	P		6.37							
FORRESTON 3.0	VP		f 6.32	7.11	3.15	8.15			11.25	
HARPER 7.4	P		6.29							
KITTREDGE 3.0	PIJ	A 6.10AM	6.21	7.03	2.40	8.00	A 8.25AM	11.05		1.40
LANARK 4.9	WPX	f 6.06	s 6.17		2.30	7.50	8.15	10.55		1.30
ASHDALE 2.6	IPJ	6.00	6.08		2.20	7.40	7.50	10.35		12.45
MT. CARROLL 2.5	P	f 5.57	s 6.05	f 6.51		7.35		10.20		12.30PM
RED BARN 7.7	P	5.52	5.57							
SAVANNA YARD 0.2	BCHPRXZI				L 1.30AM	L 7.15AM	L 7.20AM	L 10.00AM		L 11.30AM
SAVANNA	BCDNHJKMPR OTVWXYZ	L 5.40AM	L 5.45AM	L 6.39PM						

No. 102 must not exceed maximum speed of 90 miles per hour. Other passenger trains must not exceed maximum speed of 75 miles per hour. Freight trains must not exceed maximum speed of 60 miles per hour. Maximum speed for I-5 and I-6 engines is 15 miles per hour, F-5 and F-6 engines 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Rule D-97 is in effect on Second Subdivision.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Elgin and Savanna, for movements with current of traffic.

Rule 83 (B) does not apply at Ashdale.

No. 26 stops at Mt. Carroll to let off passengers from points beyond Savanna and to take on for Freeport and beyond; also stops at Lanark to let off passengers from beyond Savanna, and take on for Beloit and beyond.

No. 108 stops at Elgin to let off revenue passengers from Savanna and beyond; also to let off revenue passengers from Hampshire.

No. 102 stops at Elgin to let off revenue passengers from Savanna and beyond.

No. 102 stops at Mt. Carroll to let off revenue passengers from Dubuque, Marion and beyond, and to pick up revenue passengers for Chicago.

SECOND SUBDIVISION—EASTWARD

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TIME TABLE No. 26 Sept. 25, 1949 STATIONS	SECOND CLASS					THIRD CLASS	
	64	164	68	168	366	194	
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Tues., Thur. & Saturday only		
ELGIN 7 8	A 9.50PM	A 11.05PM	A 1.05AM				
PINGREE GROVE 6 5							
HAMPSHIRE 3 8							
NEW LEBANON 4 5							
GENOA 3 4							
KINGSTON 4 7							
KIRKLAND 4 4	9.05	10.20	12.15AM				
FAIRDALE 3 5							
MONROE CENTER 4 8							
DAVIS JUNCTION (C. B. & Q. Crossing) 4 6	8.45	10.00	11.55				
STILLMAN VALLEY 4 5							
BYRON 0 3							
(C. G. W. Crossing) BYRON TOWER 7.3	8.25	9.45	11.25				
LEAF RIVER 4 6							
ADELINE 5 5							
FORRESTON 3 0	8.00	9.20	11.05				
HARPER 7.4							
KITTREDGE 3.0	7.40	9.05	10.45	A 11.35PM		A 3.00PM	
LANARK 4 9	7.35	9.00	10.40	11.30	A 11.35PM	2.45	
ASHDALE 2 6	7.30	8.30	10.30	11.00	11.05	2.30	
MT. CARROLL 2 5							
RED BARN 7.7							
SAVANNA YARD 0 2	L 7.00PM	L 8.00PM	L 10.00PM	L 10.30PM	L 10.35PM	L 2.00PM	
SAVANNA							

Freight trains must not exceed maximum speed of 60 MPH.

Rule 83 (B) does not apply at Ashdale.

WESTWARD—THIRD SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Distance from Dekalb	TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Kirkland	SEE RULE 6-A	Office Hours Also See Page 19	SECOND CLASS	
	87	Sidings	Other tracks						88	
	Time Freight								Time Freight	
	Daily Except Sunday								Daily Except Sunday	
	2.00PM	46	Yard		DEKALB (C.&N.W. and C.G.W.Cross.)	13.7	CMVPRWX	No Office	12.45PM	
	2.10		4	3.1	3.1 BRADT	10.6		No Office	12.35	
	2.20			5.6	2.5 WILKINSON (C. G. W. Crossing)	8.1	M	No Office	12.25	
A	2.45PM	Yard	KD	13.7	KIRKLAND		RHPWJYX	8:00 am to 5:00 pm Except Sat. & Sun.	L 12.01PM	

Trains must not exceed maximum speed of 25 miles per hour. Maximum speed for I-5 and I-6 engines is 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83 (B) does not apply at DeKalb.

Rule 83(B) does not apply to No. 88 at Kirkland when operator is not on duty.

FOURTH SUBDIVISION—WESTWARD

TIME TABLE		SECOND CLASS											
No. 26		365											
Sept. 25, 1949		Distance from		Capacity		Time Freight							
STATIONS		Ashdale		in cars		Sidings		Other		tracks			
ASHDALE	8.3												
FAY	8.3					80	6						
	6.3												
(C. B. & Q. Crossing)													
EBNER	14.6	BR		82	12	12.50							
	5.2												
FULTON	19.8	DU		45	28	1.01							
	1.6												
(C. & N. W. Crossing)	21.4												
	0.5												
(C. B. & Q. Crossing)	21.9												
	4.7												
ALBANY	26.6	CA		83	33	1.20							
	9.5												
CORDOVA	36.1	DO		93	14	1.40							
	5.4												
PORT BYRON	41.5	RH		91	28	2.01							
	8.9												
EAST MOLINE	50.4	DZ		130	Yard	A 2.30AM							
	3.7												
MOLINE	54.1	NI											
	3.5												
ROCK ISLAND	57.6	Z											
	2.9												
DAVENPORT	60.5	DN			Yard								
	2.0												
WEST DAVENPORT	59.5												
	2.5												
NAHANT	62.0	NA			Yard	A 4.00AM							

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83 (B) does not apply at Ashdale.

Rock Island Service Company track holds 5 cars and is located 1½ miles east of Port Byron.

This time-table confers no authority between East Moline and Nahant; Between East Moline and West Davenport; D. R. I. & N. W. time-table and rules govern; Between West Davenport and Nahant; C. R. I. & P. time-table and rules govern.

FOURTH SUBDIVISION—EASTWARD

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TIME TABLE No. 26 Sept. 25, 1949 STATIONS		Distance from Nahant	SEE RULE 6-A	Office Hours Also See Page 19	SECOND CLASS							
					368	Time Freight						
ASHDALE	62.0	PIJ		No Office								
8.3												
FAY	53.7	P		No Office								
6.3												
(C. B. & Q. Crossing)												
EBNER	47.4	CHIJWP		Continuous	A 7.15PM							
5.2												
FULTON	42.2	PV		7:00 am to 4:00 pm Except Sat. & Sun.	7.05							
1.6												
(C. & N. W. Crossing)	40.6	I		No Office								
0.5												
(C. B. & Q. Crossing)	40.1	M		No Office								
4.7												
ALBANY	35.4	P		7:00 am to 4:00 pm Except Sat. & Sun.	6.55							
9.5												
CORDOVA	25.9	PHW		No Office	6.40							
5.4												
PORT BYRON	20.5	P		7:00 am to 4:00 pm Except Sat. & Sun.	6.30							
8.9												
EAST MOLINE	11.6	PVRX		6:30 am to 3:30 pm Except Sat. & Sun.	L 6.15PM							
3.7		VWZX										
MOLINE	7.9											
3.5												
ROCK ISLAND	4.4	VX										
2.9												
DAVENPORT	4.5	BCJJKRV TWYZZ										
2.0		VWYZZJI										
WEST DAVENPORT	2.5											
2.5												
NAHANT		BCRHKOTWX		Continuous	L 5.00PM							

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83 (B) will not apply at East Moline when operator is not on duty if train order signal displays proceed indication as per Rule 200-C.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Distance from Savanna	TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Ebner	Telegraph calls	Office Hours Also See Page 19	SEE RULE 6-A	SECOND CLASS		
										368	Time Freight	
L		Yard			SAVANNA (C. B. & Q. Crossing)	11.6	SA	Continuous	BCHMJKOPRV TWYZZ	A 7.55PM		
					3.1							
A					AYRES	8.5		No Office	JP	L 7.35PM		
					6.5							
					THOMSON						Via C. B. & Q. R.R.	
					2.0							
					EBNER							
					(C. B. & Q. Crossing)							
					11.6		BR	Continuous	CHIJWP	L 7.15PM		

Passenger trains must not exceed maximum speed of 40 miles per hour—other trains 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

This time-table confers no authority between Ayres and Ebner; C. B. & Q Rule 83 (B) will not apply at Ayres. (See Special Instruction X-66). time-table and rules govern.

SIXTH SUBDIVISION—WESTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS			Distance from Savanna	Telegraph calls	Capacity in cars	SEE RULE 6-A	Office Hours Also See Page 19	FIRST CLASS			
35	103	25	107								
Passenger	Passenger	Passenger	Passenger								
SAVANNA (C. B. & Q. Crossing) 2 6	SA				Yard	BCHJKMPRTVWXYZ	Continuous	L 6.30 AM	L 3.18 PM	L 10.15 PM	L 10.20 PM
SABULA DRAWBRIDGE 0 2	2.6	B				IP	Continuous				
SABULA 1.4	2.8	SB			51	JPX	No Office	As 6.38 AM	A 3.23 PM	L 10.19	A 10.26 PM
SABULA JCT. 5 1	4.2		27		Yard	PJX	No Office			264 10.21	
ELK RIVER JCT. 6.1	9.3				4	JP	No Office			10.28	
DEER CREEK 0.7	15.4		130			P	No Office			10.36	
(C. & N. W. Crossing) 1.1	16.1					M	No Office				
LYONS 2.3	17.2	K	76	Yard		PVX	7:30 am to 11:30 pm Except Sat., Sun. & Mon.			10.39	
(C. & N. W. Crossing) 0.2	19.5					MX	No Office				
(C. & N. W. Crossing) 0.1	19.7					IX	No Office				
(C. B. & Q. Junction Switch) 0.1	19.8					X	No Office				
CLINTON 5.3	19.9	WA CN		Yard		CHKPRWXZV	Continuous		As 10.47 10.58 PM		
CAMANCHE 10.1	25.2										
PRINCETON 5.7	35.3										
LE CLAIRE 4.9	41.0										
PLEASANT VALLEY 5.9	45.9										
BETTENDORF 2.2	51.8										
WATER WORKS 1.3	54.0										
DAVENPORT 1.9	55.3					BJKRVXYZ			11:56PM 12:06AM		
WEST DAVENPORT 1 6	57.2					K					
NAHANT	58.8					BCRTWXK	Continuous				

Passenger trains must not exceed maximum speed of 60 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Savanna and Sabula.

Automatic Block System is in use between Savanna and Sabula.

Trains between Clinton Union Depot and C&NW Interlocking at Clinton have no time-table superiority; all trains and engines must move at restricted speed. CB&Q and CMStP&P trains and engines will use this track jointly.

This time-table confers no authority between Clinton and Nahant; DRI&NW time table and rules govern between Clinton and West Davenport. CRI&P time table and rules govern between West Davenport and Nahant.

No. 25 stops at Camanche to discharge revenue passengers from Chicago or Milwaukee.

Trains moving to Iowa Division, starting from Savanna, must obtain Clearance Form-A endorsed with initials of Superintendent of D&I Division, and another endorsed with initials of Superintendent of Iowa Division.

SIXTH SUBDIVISION TO BEAUMONT

SIXTH SUBDIVISION TO BEAUMONT

SIXTH SUBDIVISION—WESTWARD

15

TIME TABLE

No. 26

Sept. 25, 1949

STATIONS

Distance from Nahant	SECOND CLASS								THIRD CLASS		
	73	165	65	61	75	175	81	63	91	99	
	Time Freight	Way Freight	Way Freight								
	Daily	Mon. Wed. & Friday only	Daily Except Sunday								
SAVANNA (C. B. & Q. Crossing) 2.6	58.8	L 2.00AM		L 4.30AM	L 5.00AM	L 8.30AM	L 4.00PM	L 4.30PM	L 6.45AM	L 9.50AM	
SABULA DRAWBRIDGE 0.2	56.2								6.55	9.59	
SABULA 1.4	56.0	A 2.10AM		4.40	A 5.10AM	A 8.40AM	4.10	A 4.40PM	A 4.45PM	7.05	10.00
SABULA JCT. 5.1	54.6		L 12.15AM	26 4.55			4.13		7.23	10.10	
ELK RIVER JCT. 6.1	49.5		12.25	5.04			4.23		As 7.40AM	10.20	
DEER CREEK. 0.7	43.4										
(C. & N. W. Crossing) 1.1	42.7										
LYONS 2.3	41.6		12.35	5.15			4.40			11.05	
(C. & N. W. Crossing) 0.2	39.3										
(C. & N. W. Crossing) 0.1	39.1										
(C. B. & Q. Junction Switch) 0.1	39.0								As 11.30AM		
CLINTON 5.3	38.9		A 1.15AM	A 5.25AM			A 4.50PM				
CAMANCHE 10.1	33.6										
PRINCETON 5.7	23.5										
LE CLAIRE 4.9	17.8										
PLEASANT VALLEY 5.9	12.9										
BETTENDORF 2.2	7.0										
WATER WORKS 1.3	4.8										
DAVENPORT 1.9	3.5		2.55AM	6.35AM			6.15PM				
WEST DAVENPORT 1.6	1.6						A 6.45PM				
NAHANT			A 4.00AM	A 7.00AM							

Freight trains must not exceed maximum speed of 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Sabula Jct.

SIXTH SUBDIVISION—EASTWARD

TIME TABLE No. 26 Sept. 25, 1949 STATIONS	Distance from Nahant	FIRST CLASS				SECOND CLASS					
		26	108	102	38	62	162	86	64	164	
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily Except Monday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	
SAVANNA (C. B. & Q. Crossing) 2 6	58.8	As 5.10AM	As 5.25AM	As 6.32PM ¹⁶⁴	As 8.45PM	A 5.45AM	A 6.30AM	A 6.35AM	A 5.15PM	A 102 6.25PM	
SABULA DRAWBRIDGE 0.2	56.2										
SABULA 1.4	56.0	s 5.01	L 5.15AM	L 6.27PM	f 8.36PM	L 5.35AM	L 6.20AM	6.25	L 5.00PM	6.15	
SABULA JCT. 5.1	54.6	4.55 ⁶⁵							6.15		6.10
ELK RIVER JCT. 6.1	49.5	4.48							6.05		6.00
DEER CREEK 0.7	43.4	4.40									
(C. & N. W. Crossing) 1.1	42.7										
LYONS 2.3	41.6	4.37						5.50		5.40	
(C. & N. W. Crossing) 0.2	39.3										
(C. & N. W. Crossing) 0.1	39.1										
(C. B. & Q. Junction Switch) 0.1	39.0										
CLINTON 5 3	38.9	Ls 4.25AM						L 5.40AM ⁶⁵		L 5.32PM	
CAMANCHE 10.1	33.6										
PRINCETON 5.7	23.5										
LE CLAIRE 4.9	17.8										
PLEASANT VALLEY 5.9	12.9										
BETTENDORF 2.2	7.0										
WATER WORKS 1.3	4.8										
DAVENPORT 1.9	3.5		3.30AM 3.20AM					4.15		4.15	
WEST DAVENPORT 1 6	1.6							L 3.45AM		L 3.45PM	
NAHANT											

Passenger trains must not exceed maximum speed of 60 miles per hour. Freight trains must not exceed maximum speed of 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Savanna and Sabula.

Automatic Block System is in use between Savanna and Sabula.

No. 26 stops on signal at Camanche to pick up passengers for Chicago or Milwaukee.

Rules 251, 253 and 254 are in effect between Sabula Drawbridge and Savanna for eastward trains on eastward track.

Eastward Extra trains may be run with the current of traffic—Sabula to Savanna without train orders.

Rule 83(B) does not apply at Sabula if train order signal at Sabula Drawbridge indicates Proceed as per Rule 200-C.

SIXTH SUBDIVISION—EASTWARD

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TIME TABLE

No. 26

Sept. 25, 1949

STATIONS

SAVANNA
(C. B. & Q. Crossing)
2 6

SABULA DRAWBRIDGE
0 2

SABULA
1 4

SABULA JCT.
5 1

ELK RIVER JCT.
6 1

DEER CREEK
0 7

(C. & N. W. Crossing)
1 1

LYONS
2 3

(C. & N. W. Crossing)
0 2

(C. & N. W. Crossing)
0 1

(C. B. & Q. Junction Switch)
0 1

CLINTON
5 3

CAMANCHE
10 1

PRINCETON
5 7

LE CLAIRE
4 9

PLEASANT VALLEY
5 9

BETTENDORF
2 2

WATER WORKS
1 3

DAVENPORT
1 9

WEST DAVENPORT
1 6

NAHANT

SECOND CLASS

68 **268** **168** **264**

Time Freight
Daily

Time Freight
Sunday only

Time Freight
Daily
Except Sunday

Time Freight
Daily

Time Freight
Daily

THIRD CLASS

92 **98**

Way Freight
Tues., Thurs. &
Saturday only

Way Freight
Daily
Except Sunday

As 2.35PM
2.21
2.20
A 10.05PM
9.30

A 6.05PM
5.56
5.55
2.06
L 1.52PM
5.35

2.05
5.56
5.55
2.06
5.35

2.06
5.50
L 1.52PM
5.35

Freight trains must not exceed maximum speed of 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 23 (B) does not apply at Elk River Jct.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS			Capacity in Cars		Telegraph calls	Distance from Dixon	TIME TABLE No. 26 Sept. 25, 1949		SEE RULE 6-A	Office Hours Also See Page 19	THIRD CLASS	
		97	Sidings	Other tracks			DIXON	26.7			Mixed	
		Mixed					DONAHUE	20.2		8:00 am to 5:00 pm Except Sat. & Sun.	Daily Except Sunday 97	
		Daily Except Sunday 90					ELDRIDGE	14.5		8:00 am to 5:00 pm Except Sat. & Sun.	As 10.45 AM	
	L 11.15 AM	28			DA		MT. JOY	11.4		No Office	s 10.28	
	s 11.30	14			NA	6.5	OAKTON	6.2		No Office	s 10.15	
	s 11.50		20		D	12.2	WATER WORKS	4.8	PJX	No Office	f 9.55	
	f 12.10 PM	13				15.3	DAVENPORT	3.5	BEJKRV WXYZ	Continuous	f 9.42	
	f 12.35		12			20.5	WEST DAVENPORT	1.6	IK		L 9.35 AM	
	A 12.45 PM					21.9	NAHANT		BCRTWXK	Continuous	L 9.30 AM	
	A 1.00PM					25.1						
	As 1.30PM		Yard		NA	26.7						

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Water Works and Nahant; D.R.I. & N.W. Ry. time-table and rules govern between Water Works and West Davenport.

C.R.I. & P.R.R. time-table and rules govern between West Davenport and Nahant.

Rule 83 (B) does not apply at Water Works, eastward trains will obtain Clearance Form A at Davenport.

YARD LIMITS AT

Chicago Extend from 2000 feet west of Bensenville Depot to Terminal..... Tower A-2 at Western Avenue.

Spaulding..... For Eastward track only: Extend from 2000 feet west of west switch of westward siding to 2000 feet east of east switch of gravel pit track east of E. J. & E. crossing.

Elgin..... Extend from 5768 feet west of Elgin Depot to 2600 feet east of Tower B-35.

Kirkland..... On Third subdivision only, extend from East Wye switch to Second subdivision main track connection switch.

Davis Jet..... Extend from 5360 feet west of C. B. & Q. crossing to 5300 feet east of East Crossover Switch.

Lanark..... For westward track only, extend from 3700 feet east of depot to west switch of siding.

Savanna..... Extend from 2000 feet east of east switch to 1452 feet west of C. B. & Q. crossing on the Sixth subdivision, and to a point 1000 feet west of Plum River Bridge on the Fifth subdivision.

DeKalb..... Extend from 4100 feet west of C. & N. W. crossing to 3740 feet east of C. & N. W. crossing.

East Moline.... Extend from 3400 feet east of east switch of siding to connection with D. R. I. & N. W. tracks at depot.

Clinton..... Extend from the C. & N. W. Crossing 1.1 mile east of Lyons to the passenger depot at Clinton.

Water Works... Extend from the junction switch to 3,000 feet east of the junction switch on the Sixth subdivision.

Sabula..... Extend from 50 feet west of Mississippi River Bridge to 5,000 feet west of junction switch at Samoa on Iowa Division, and to 2,640 feet west of junction switch at Sabula Junction.

C. C. SMITH,
Z. G. REIFF,
L. W. NIGUS,

H. J. THAYER,
Chief Dispatcher.

B. W. MINER,
O. B. LAMBERT,
Train Dispatchers.

L. CALLOWAY,
Night Chief Dispatcher.

R. W. RIEDL,
Trainmaster.
Davenport, Ia.

OFFICE HOURS NOT OTHERWISE SHOWN

HOLIDAY AND SUNDAY

Forreston..... 1:30 pm to 4:30 pm

SATURDAY

Hampshire..... 7:00 am to 9:00 am
 Kirkland..... 6:30 pm to 8:30 pm
 Forreston..... 1:30 pm to 3:30 pm
 Lyons..... 3:30 pm to 11:30 pm

MONDAY

Lyons..... 7:30 am to 3:30 pm
 Clinton (Freight Office)..... 7:00 am to 9:00 am

TONNAGE RATING

STATIONS	S-2	S-3	L-3	L-2	K-1	G-8	STATIONS	S-2	S-3	L-3	L-2	K-1	G-8
Eastward													
Savanna to Bensenville.....	4300	3800	2800	2400	.....	.....	Bensenville to Savanna.....	4300	4000	3100	2500	.....	.....
Nahant to Lanark.....	.....	3950	3500	.....	.....	.....	Lanark to Nahant.....	.....	3950	3500	.....	.....	.....
Nahant to Savanna.....	.....	3950	3500	.....	.....	.....	Savanna to Nahant.....	.....	3950	3500	.....	.....	.....
Kirkland to DeKalb.....	.....	.....	4700	.....	.....	.....	DeKalb to Kirkland.....	.....	.....	4700	.....	.....	.....
Sabula to Savanna.....	6000	5800	5700	5500	3300	.....	Savanna to Sabula.....	6000	5800	5000	4500	.....	.....
Nahant to Sabula.....	.....	.....	.....	4500	2500	1500	Sabula to Nahant.....	.....	.....	4500	2500	.....	.....
Davenport to Dixon.....	.....	.....	.....	.....	.....	1500	Dixon to Davenport.....	.....	.....	.....	.....	.....	1500

These ratings may be increased or decreased by order of Chief Dispatcher.

Chicago, Ill.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

§†Dr. A. R. Metz, Chief Surgeon.....	.....	Union Station, Central 6-7600
§†Dr. R. Householder, Asst. Chief Surgeon.....	.....	Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500
§†Dr. Stephen Chess, Asst. to Chief Surgeon.....	.....	Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500
*§Dr. Virgil Wescott.....	.....	Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500
Dr. L. F. McBride (Aurist).....	.....	30 N. Michigan Ave., Dearborn 2-3127
Dr. H. A. Hooper (Dentist).....	.....	122 S. Michigan Ave., Wabash 2-2272
	.....	55 E. Washington St., State 2-0509

	Name of Surgeon	Residence Phone No.	Office Phone No.
Bensenville.....	Dr. Joseph P. McKay.....	72	72
	Dr. Kenneth L. Fisk.....	805	805
Elgin.....	†Dr. S. L. Gabby.....	254	5500
	†Dr. J. L. Deuterman.....	5500	5500
Kirkland.....	Dr. Paul L. Bergstrom.....	51	51
Stillman Valley.....	Dr. A. H. Beebe.....	Stillman Valley, ring 2	.....
Byron.....	*Dr. Robt. F. Dearborn.....	190-3	190-2
Lanark.....	Dr. MacHarper Seyfarth.....	95-B	95-A
Mt. Carroll.....	Dr. S. P. Colehour.....	Black 210	Black 210
Savanna.....	†Dr. J. B. Schreiter.....	1335	3151
	†Dr. E. C. Turner.....	3335	1665
	Dr. Harvey C. Pauley ..	8353	8322
Sabula.....	*Dr. K. R. Sorenson.....	33	33

	Name of Surgeon	Residence Phone No.	Office Phone No.
Aurora.....	Dr. W. H. Milbacher.....	20466	4601
	Dr. Elliott Denney.....	2-0515	4601
Rockford.....	Dr. C. A. Cibelius.....	Main 2040	Main 601
	Dr. Warren Miller.....	(Oculist)	Main 3239 Main 3451
	*Dr. S. R. Catlin.....	Main 195	Main 601
Moline.....	Dr. H. S. Bennett.....	135	57
Rock Island.....	Dr. C. P. O'Neill.....	R. I. 232	R. I. 433
Davenport.....	*§Dr. W. G. Bessmer.....	3-6142	3-3665
Clinton.....	*Dr. R. G. Mellen.....	4065	1811
DeKalb.....	Dr. D. J. Ladd.....	221-R	221
Sycamore	*Dr. C. E. Clark	120	120

(§) Indicates salaried Company Surgeons to be used whenever possible.

(†) Indicates Surgeons equipped to conduct physical examinations of employees for entrance into service, promotion or re-examination.

(*) Indicates Surgeons equipped to conduct physical examinations of employees for re-examination only.

WATCH INSPECTORS

National Railway Time Service Co.,		
Chief Watch Inspectors.....	55 E. Washington St.	Chicago
S. Rosenau.....	3240 W. Madison St.	Chicago
E. C. Olson.....	5138 W. Chicago Ave.	Chicago
A. Hess & Son.....	2220-2222 W. Madison St.	Chicago
F. M. Padgett.....	3637 W. Chicago Ave.	Chicago
Walter Heurich.....	4026 Milwaukee Ave.	Chicago
M. J. Heegn.....	29 E. Madison St.	Chicago
C. H. Ander.....	3004 N. Cicero Ave.	Chicago
Edward Kirchberg, Inc.....	104 N. State St.	Chicago
C. H. Bern.....	Union Station Bldg.	Chicago

Theodore H. Byhring.....	5946 W. North Ave.....	Chicago
John A. Wallace.....	3912 W. Diversey Ave.....	Chicago
M. Miller.....	C. & N. W. Station.....	Chicago
E. M. Hagel.....	140 S. York St.....	Elmhurst
Daniel Lutz.....	9602 Franklin Ave.....	Franklin Park
Schneff Bros.....	176 Chicago St.....	Elgin
F. Allen.....	Depot.....	Davis Jct.
C. Jansen.....	217 Harrison St.....	Davenport
C. I. Josephson.....	1514 5th Ave.....	Moline
Comay's.....	125 W. State St.....	Rockford
E. Winkler.....	Main St.....	Savanna
G. A. Brummer, Jr.....	Clinton	Clinton

LOCATION OF TRAIN DIRECTORS TELEPHONES IN THE CHICAGO TERMINALS

Union Station.....	Trainmaster's office Union Station	Bensenville Yard.....	Yardmaster's office, Mannheim
Union Street.....	Yardmaster's office Green Street		Road viaduct
Western Avenue.....	Tower A-2		Roundhouse
	Yardmaster—Freight Yard		Consolidated Yard office
	Tower A-3		Southwest corner, Bensenville Station
	Yardmaster—Coach Yard		Repair track office
	Roundhouse	Tower B-17.....	In tower
	Tower A-4 Chicago and Kedzie Ave.	Bloomingdale Line.....	Clybourn Jct. tower
Tower A-5.....	In tower	Division Street.....	Yardmaster's office
Cragin Jct.....	In tower	Kinzie Street.....	Yardmaster's office
Galewood.....	Top of hill, switchtender's shanty	Larrabee Street.....	Crossing flagman's shanty
	Cicero Ave. Belt Water Tank	Kinzie Street.....	Bridge—JO
	Switchtender's office east end	Goose Island.....	Bridge—Z-2
	Yardmaster's office east end	Clybourn Jct.....	Bridge—Z-6
	Roundhouse		
Tower B-12.....	In tower		

LOCATION OF BLOCK LINE PHONES

On Pole Line just west of Thatcher Ave.
 Crossing flagman's shanty Grand Ave.
 Narragansett Ave. Crossing flagman's shanty.
 Mars—Switchtender's shanty, 800 feet east of Oak Park Ave.
 Crossing Flagman's Shanty Harlem Ave.

LOCATION OF TELEPHONES CONNECTED WITH TOWER A-5

Phones are on signal relay cases

D. & I. Div. 1st Dist... 1850 feet west of Tower A-5 near Karlov Ave.
 Bloomingdale Line... 600 feet east of Tower A-5 near Lawndale Ave.
 Milw. Div. 1st Dist... 1775 feet east of Tower A-5 between Lemoyne and North Ave.
 1400 feet west of Tower A-5 near Armitage Ave.

Telephones for emergency use at blind sidings and stations where operators are not on duty located as follows:

BLOCK TELEPHONES

Itasca.....	Section foreman's residence and depot office.
Roselle.....	In depot office.
Bartlett.....	In depot office.
Spaulding.....	Opposite water plug.
".....	Giffords Road in shanty. South side.
Elgin Depot.....	In Conductors Room.
Kimball Street.....	In flagman's shanty.
National Street.....	(Short Line Depot—Round House). In flagman's shanty.
Roundhouse.....	In roundhouse.
Pingree Grove.....	Freight room.
New Lebanon.....	Station building.
Genoa.....	Freight room.
Kingston.....	Freight room.
Kirkland.....	Sheep Yard Office.
	In freight room.
DeKalb.....	Pump House.
Fairdale.....	Station building.
Davis Jct.....	West end west siding.
	In box at crossover 1 mile east of Davis Jct.
Stillman Valley.....	In freight room.
Forreston.....	Freight room.
Adeline.....	In station building.
Harper.....	Station building.
Kittredge.....	Westbound Home signal (Milwaukee Division).
	Eastbound Home signal.
Lanark.....	East switch of eastward siding.
	West end of westward siding.
Ashdale.....	Section-man's shelter house.
	Westbound Home signal.
	Eastbound Home signal. Main track.
	Eastbound Home signal on Fourth subdivision.
Fay.....	In box on Section Tool House.
W. Davenport.	
Bridge Switch.....	In shanty.
West Wye Switch.	In box on pole.
Sabula Drawbridge..	In bridge cabin. Home signal. E. end bridge.
Sabula.....	Signal bridge. West of depot.
	In depot.
Sabula Jct.....	In box. Sabula Jct. switch.

DISPATCHERS' PHONES

Woodale.....	Station Waiting Room.
Itasca.....	Freight room.
Roselle.....	Freight room.
Ontarioville.....	Freight room.
Bartlett.....	Freight room.
Almora.....	In box on pole.
Pingree Grove.....	Freight room.
Hampshire.....	Freight room.
New Lebanon.....	Station Bldg.
Genoa.....	Freight room.
Kingston.....	Freight room.
Kirkland.....	Freight room.
Fairdale.....	Station building.
Monroe Center.....	Freight room.
Stillman Valley.....	Freight room.
Leaf River.....	Waiting room.
Adeline.....	In station building.
Forreston.....	Freight room.
Harper.....	Station building.
Kittredge.....	In section shelter house.
Mt. Carroll.....	In box on pole east of depot.
Ashdale.....	In section shelter house.
Red Barn.....	In box near crossover.
Hickory Grove.....	In box attached to pole.
Fulton.....	Freight room.
Albany.....	Freight room.
Cordova.....	In box on depot.
Port Byron.....	Freight room.
E. Moline.....	In box by flagman's shanty at 13th St.
E. Moline (City)....	In box outside of depot.
Sabula Drawbridge..	In bridge cabin.
Savanna Tower.....	In interlocking tower.
Elk River Jct.....	In Shelter house.
Deer Creek.....	Each end of siding in box on pole.
Lyons.....	In box on pole—West end of siding.
Clinton.....	{In box at coal shed. Union Station office.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

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

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or car must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such cars and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he had received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-8 When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G-12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engines.

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel locomotive must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers 4½ Inches

All other Diesel engines and Gas-Electric Motor cars 3 Inches

When operating through water under own power, controller should be in Series position.

G-17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G-18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible.

When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or move before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G-22 Centralized Traffic Control. A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employee at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employee at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop Indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop Indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control Switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-25 Diesel or Electric Engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric Engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or Diesel engines.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G-26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in trains, they should be hauled on the rear of short freight trains.

G-27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G-28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G-29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

TYPE OF EQUIPMENT

	MPH
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale test cars on branch lines 20, on main lines	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used)	50
S-2 and S-3 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected with working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed...	20

Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603, inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603, inclusive	40
All 44-ton Diesel Engines:	
When moved dead in train	25
When under own power	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-32 The speed of trains handled by Gas-Electric or other similar type power when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 Inclusive.

G-34 (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trialed through.

G-35 In addition to Consolidated Code Rule No. 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks. But when for operating reasons, it is not practicable to have switches spiked, the Train Dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of outfit cars. Under such conditions, the cars must not be moved, except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-36 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address Systems should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.

X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the speed maximum speeds.

	On Tangent	On Track	On Curves
Between Bensenville and Savanna	40 m.p.h.	30 m.p.h.	
Between Kirkland and DeKalb	20 m.p.h.	15 m.p.h.	
Between Ashdale and East Moline	30 m.p.h.	20 m.p.h.	
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.	
Between Savanna and Sabula	40 m.p.h.	30 m.p.h.	
Between Sabula and Clinton	30 m.p.h.	25 m.p.h.	
Between Davenport and Dixon	15 m.p.h.	15 m.p.h.	
X-2 When practicable, locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.			

X-2 (Continued)

	On Tangent Track	On Curves
Between Bensenville and Savanna	40 m.p.h.	30 m.p.h.
Between Kirkland and DeKalb	20 m.p.h.	15 m.p.h.
Between Ashdale and East Moline	20 m.p.h.	15 m.p.h.
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula	40 m.p.h.	30 m.p.h.
Between Sabula and Clinton	30 m.p.h.	25 m.p.h.
Between Davenport and Dixon	15 m.p.h.	15 m.p.h.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
Tower A-4	Crossover between main tracks 1 and 2 west of Chicago Ave.
Tower A-4	Crossover between main tracks 3 and 4 west of Chicago Ave.
Tower A-4	First crossover west of Kedzie Ave. between main tracks 2 and 3.
Tower A-4	Crossover between main tracks 1 and 2 west of Kedzie Ave.
Tower A-5	First crossover north of Cortland Street between main tracks 1 and 2.
Franklin Park	Crossover between main tracks 3 and 4 at IHB connection.
Mannheim	Crossover between main tracks 1 and 2.
Mannheim	Crossover between main tracks 2 and 3.
Tower B-17	First Crossover west of Tower B-17 between main tracks 1 and 2 on Illinois Line.
Tower B-17	First crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.
Tower B-17	Second crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.
Tower B-35	Turnout at east and west limits of Fox River Interlocking.
Elgin	Crossover west of depot.
Hampshire	Crossover east of depot.
Kirkland	Crossover.
Monroe Center	Crossover.
Davis Jct.	First crossover between main tracks. West of C. B. & Q. R. R. crossing.
Stillman Valley	Crossover.
Byron Tower	Two crossovers east of Tower.
Leaf River	Crossover.
Adeline	Crossover.
Forreston	Crossover.
Harper	Crossover.
Kittredge	Junction Switch.
Lanark	Crossover west of Jct. Switch.
Ashdale	East and west crossovers.
Savanna	East and west switches of eastward and westward sidings.
	Crossover.
	Switch to Ashdale-Ebner Line.
	Spring Switch east end of yards, near Rail Mill.
	Remote controlled crossover between main tracks, near Stock Yard Office.
	Remote controlled crossover between eastward main track and yard track, near Stock Yards office.
	Two crossovers between main tracks, near General Yardmaster office.
	Turnout from eastward main track to yard running track 540 feet east of C. B. & Q. R. R. crossing.
	First crossover between main tracks east of C. B. & Q. R. R. crossing.
	Turnout at West end of double track east of draw bridge.
	Turnout at East end of double track west of draw bridge.
	Cross to and from Sixth Sub-Division.
Sabula Draw Bridge	
Sabula Draw Bridge	
Sabula	

X-3 (A) All Spring Switches, except those indicated below are equipped with facing point locks permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

Davenport (DRI&NWRy)	Station No. 1 east end of two main tracks.
Davenport (DRI&NWRy)	Station No. 2 west end of two main tracks.
Davenport (DRI&NWRy)	Bridge Switch.
Davenport (DRI&NWRy)	West Wye Switch.
Davenport (DRI&NWRy)	East Wye Switch.

X-4 The speed of steam engines when running backward either light or handling a train must not exceed 25 miles per hour on first, second, fourth and sixth subdivision and 15 miles per hour on third, fifth and seventh subdivision without instructions from proper authority.

FIRST SUBDIVISION

(In Chicago Terminal Division Territory)

X-5 SPEED RESTRICTIONS

(In addition to General Speed Restrictions)

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
No. 1 and 2 main tracks	60	45
No. 1 and 2 main tracks around 3 degree curve at Galewood	55	25
Class L-2, L-3, S-3 Engines through slip switches at Union Station	10	10
When making backup movement with all L-2 and L-3 class engines through No. 7 slip crossover from 4 to 3 main at Tower A-2 Interlocking Plant Western Avenue	10	10
Class L-2 engines	50	50
Class L-3 engines	75	.....
Class F-6 engines	70	.....
Class S-2 engines—Handling passenger trains	45	.....
Class S-2—Running light	45	.....
Class S-2 and S-3 engines on No. 1 Main 1250 ft. east of Hermosa Station	10	10
Class S-3 engines around curve at Canal Street	10	10
Class S-3 engine—handling passenger train	70	.....
Class S-3 engines—running light	45	.....
Trains detoured through track just north of No. 1 Main, West of Tower A-3	15	15
No. 3 Main, between Western Ave. and Tower A-5	45	25
No. 3 Main, Tower A-5 to Cragin	25	25
No. 3 Main, between Mars and Mannheim	35	35
No. 3 Main, passenger trains handled by F-7 engines between the East line of Spaulding Ave. (1100 feet west of A-4 and Tower A-5)	40	.....
No. 4 Main, between Western Ave. and Cragin	25	25
No. 4 Main, between Mars and Mannheim	35	35
Franklin Park (B-12)—No. 3 and 4 main tracks, within interlocking limits on movements to and from IHB main tracks	20	20

In all cases where passenger trains use No. 3 main between Tower A-5 and Mannheim and No. 4 main between Tower A-2 and Mannheim they must run at restricted speed, due to no signal protection.

(In addition to General Speed Restrictions)

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Tower A-2—C. & N. W. R. R. Crossing	20	20
Cragin Jct.—C. & N. W. R. R. Crossing	60	45
Tower B-12—Soo Line R. R. Crossing	45	30
Tower B-17—C. M. St. & P. R. R. Crossing	60	45
Spaulding—E. J. & E. R. R. Crossing	70	45
Tower B-35—C. & N. W. R. R. Crossing:		
Westbound	55	45
Eastbound	30	25
Class S-2 and S-3 engines (running light)	45	.....
Spaulding—S-2 and S-3 engines moving around East and West Wyes in either direction	8	8
Galewood—Nos. 1 and 2 main tracks around 3 degree curve	55	25
Tower A-5—Around all Wyes	15	15
Trains 102 and 103 between Western Ave. and West Terminals limit 90 M.P.H. with following restrictions:		
Between Tower A-2 and Tower A-5	60	.....
Around 9 degree curve at Tower A-5	15	.....
Over C. & N. W. crossing at Cragin Jct.	60	.....
To 3 degree curve at Galewood	70	.....
Around 3 degree curve at Galewood	65	.....
To 2 degree curve 1 mile east of Tower B-12	75	.....
Around 2 degree curve 1 mile east of Tower B-12	70	.....
Over Soo-Line Crossing at Tower B-12	45	.....
Over the cut-off Crossing at Tower B-17	60	.....
Class S-2 and S-3 engines—Handling passenger train	70	.....
Elgin-C. A. & E. connection	10	.....

Class S-2 engines must not be used on joint tracks between Western Avenue and Union Station. Class L-2 and L-3 engines may be used in this territory only in cases of emergency.

X-6 F and L class engines are not permitted to make a forward or backward movement through double slip switches and short connections from Milwaukee No. 4 Main to No. 3 Main and from Milwaukee No. 3 Main to No. 4 Main over Tower A-2 Interlocking.

X-7 At Franklin Park, when the Automatic Block Signal located on the west side of Ruby Street governing eastward movement on No. 4 track or the color light dwarf signal governing eastward movement on No. 5 track displays a Stop-indication, eastward trains or engines must stop and a trainman or the engineman must communicate by telephone with the operator at Tower B-12 and receive instructions from him before proceeding.

X-8 Class S-2 engines must not be used on Joint tracks between Western Ave., and Union Station. Class L-2 and L-3 engines may be used in this territory only in cases of emergency.

X-9 Class S-2 and S-3 engines must not be operated around Northwest or Southeast leg of wye of Tower A-5, or be detoured between Union Station Chicago and Tower A-5 via the Bloomingdale Road or the C. & E. Line, or be used on No. 3 and No. 4 tracks between Cragin Station and Spaulding Ave. (1100 feet west of Tower A-4).

X-10 Class F-3, F-4, F-5, F-6 and F-7 engines must not be operated around the Northeast of Southeast wyes at Tower A-5, except in case of emergency.

X-11 It will be permissible to turn passenger trains at Tower A-5 when handled with S-2 or S-3 engines but the procedure as indicated below must be followed in all cases:

TRAIN FROM D. & I. DIVISION FIRST DISTRICT

Direct movement must be made to the Bloomingdale Line from D. & I. Division 2 main and after train clears interlocking plant, road engine will be cut off and yard engine will handle train around southeast leg of wye and proceed to Western Avenue with same. The road engine will make reverse movement via Bloomingdale Line (Straight Track) to D. & I. No. 2 main and proceed to Western Avenue Roundhouse via southwest leg of wye.

X-12 Automatic Block System is in use between Western Avenue and Bensenville on No. 1 and No. 2 main tracks, also No. 3 main track between Western Ave., and Tower A-5, and between Tower B-17 and Bryn Mawr.

Four main tracks and yard running tracks are in use between Western Ave., and Mannheim and are designated as follows.

Nos. 1, 2, 3, and 4 are numbered consecutively from the north side of the right-of-way (except Nos. 3 and 4 between Cragin and Mars. Between Cragin and Mars No. 3 and 4 are Galewood Yard running tracks.)

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Ave. and Cragin. Eastward Galewood Yard running track between Cragin and Mars. Westward freight main track between Mars and Mannheim. This track will be used by D&I Division eastward passenger trains daily except Sunday between 7:00 a.m. and 9:00 a.m. from Tower A-5 to Tower A-2, and must run prepared to stop short of train ahead.

No. 4—Westward freight main track between Western Ave. and Cragin. Westward Galewood Yard running track between Cragin and Mars. Eastward freight main track between Mars and Mannheim.

X-13 Trains originating at and moving out of Western Avenue freight or coach yard for the Dubuque and Illinois Division or for the Milwaukee Division will receive their train orders and be cleared by the operator on duty at Tower A-4. Such trains must not leave Western Avenue coach or freight yard without a clearance Form A from the operator at Tower A-4 as required by Rule 83 (B).

Coach trains and transfer trains are not required to obtain Clearance Form A at their initial station.

X-14 Train orders for movements between Chicago and Tower A-5, will be issued over the signature of the Superintendent of the Milwaukee Division. Train orders for movements between Chicago and Bensenville will be issued over the signature of Superintendent of the D. & I. Division.

X-15 Trains will not be operated on main tracks No. 1 and No. 2 between Western Avenue and B-17 against the current of traffic, except in cases of extreme emergency due to track conditions, derailments, etc., which would prohibit the normal use of main tracks.

X-16 At Tower B-12, the switches at the junction with the I. H. B. are interlocked and operated from the tower. When the signal displays a Stop-indication for an approaching train or engine and no conflicting movement is evident, a trainman or the engineman must communicate with the signalman and be governed by instructions from him.

X-17 The switches of the crossover between 1 and 2 main tracks and at the east end of crossover between 2 and 3 main tracks east of Mannheim are equipped with electric locks.

Instructions to trainmen for operating the locks are posted inside the boxes stencilled "A-B" and "C".

Crossover and turn out switches in 1 and 2 main tracks west of Galewood Depot are equipped with electric locks.

Instructions to trainmen for operating the locks are posted inside the housing containing the releases.

X-18 Steam heat lines on eastward passenger trains must be blown out between Cragin and Tower A-5 except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 ft. east of Tower A-2. When operating steam heat valves located underneath the sills, employees must guard against injury due to close clearance at bridge girders at various subways in this territory.

X-19 Within the yard limits of Tower A-2 and Bensenville, the officials of the Chicago Terminal Division have jurisdiction.

X-20 Flagmen on all passenger trains in both directions between Tower A-5 and Union Station, Chicago, will ride on rear platform of rear car. In event of blind cars on rear of the train, he will ride in accordance with Rule 854.

X-21 Five minute fuses should be used in Automatic Block System territory and 10 minute fuses should be used in other territories.

X-22 AMPLIFICATION OF CHICAGO UNION STATION RULE 24, IN CONNECTION WITH BACKING TRAINS OUT OF UNION STATION AND WESTERN AVENUE COACH YARD.

When taking charge of train to back it out of the Union Station or Coachyard the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coachyard or from Union Station until the pilot has identified himself.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

When the engineman hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.

If from any cause the air signal whistle does not respond, there must be a thorough understanding between the enginemen and the pilot in regard to the hand or lamp signals to be given by the pilot before applying the brakes from the rear, and they should also have an understanding that the enginemen will start back on receipt of the regulation back up hand or lamp signal after the brakes have applied and released properly.

To reduce speed of the train, the back up valve should be opened gradually until the speed is reduced, then closed. When stopping the train, the valve should be opened gradually and left open until train is stopped. In case of an emergency, open the valve wide until train stops.

X-23 Westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain clearance at Western Avenue.

X-25 At Tower A-5, a one-arm train order signal is located at the tower. Westward trains from east of Tower A-5 will be governed by this order signal.

X-25A At Tower B-35, a light will not be displayed on train order signal until Interlocking route is lined for movement of a train.

X-26 Trains starting at Bensenville yard will secure Clearance Form A at Tower B-17 instead of Bensenville.

X-27 In Automatic Block Signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-28 Track 13 in yard 2 at Galewood will be used as a running track, normal position of switch at the west end will be for No. 13 track. All trains leaving Galewood thru yard 2 will use No. 13 track unless otherwise instructed.

X-29 Bridges in track elevation territory will not clear a man riding on the side of a car.

X-30 Account restricted clearance on No. 2 and No. 3 Main Tracks at Subway Shelter located at East end of Western Avenue passenger station platform, employees are prohibited from riding on side of cars or engines passing this point.

X-31 Because of close clearances in all roundhouse districts of Chicago Terminals employees are prohibited from riding on the side of engines and cars and must not get out on cab steps of engines while in motion.

X-32 At Elgin, all trains entering First subdivision from Second subdivision or entering Second subdivision from First subdivision will not require Clearance Form A provided the train order signal displays a Proceed Indication, Rule 200-C.

X-33 Elgin is a register station for first-class trains only. First-class trains that operate through between the First and Second Subdivisions may register by register ticket.

X-34 Within the limits of the City of Chicago, enginemen will not sound the whistle except when necessary to prevent injury to life and property, or when necessary to warn or signal employees or the public. The bell must be rung continuously when train or engine is moving within city limits except when moving on tracks which have been elevated. On elevated tracks, the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

Signal 14 (1) should not be sounded for Narragansett Avenue crossing located just west of Galewood depot, except in case of emergency.

X-35 Within the city limits of Elgin, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time; provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagman and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movements of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than 5 minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

X-37 At Roselle, Class S-2 and S-3 engines are restricted from operating over Schmoldt Coal Co. trestle.

X-38 Location of Spring switches, normal position, and signals governing:

Station	Location	Normal Position	Signal Governing
Clybourn Jct. Interlocking	End of double tracks.	For westward track.	Mounted on mast of eastward home signal reading in westerly direction. Dwarf signal.
Franklin Park	No. 4 track 1400 ft. west of station.	For No. 5 lead track.	Dwarf signal.
Galewood	No. 4 track east of Narragansett Ave.	For No. 4 yard running track.	Dwarf signal.
Bensenville Yard	No. 26 track at County Line.	For Roundhouse lead.	Dwarf signal.
Bensenville Yard	No. 26 track east of Roundhouse lead.	For No. 26 track.	Dwarf signal.
Bensenville Yard	West end new auxiliary lead at west end of west-bound yard.	For outbound Departure yard track.	Dwarf signal.
Bensenville Yard	Roundhouse divide switch at County Line.	Inbound engine track.	Dwarf signal located on left hand side of track.
Western Ave., Coach Yard	Mad. line track 200 ft. east of California Avenue.	For Coach Yard Lead.	Dwarf signal.

These switches are not equipped with facing point locks. See Special Instructions G-34.

SECOND SUBDIVISION

X-40 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Davis Jct., when moving around East, West and North Wyes.	13	13
Davis Jct. C. B. & Q. R. R. Crossing after stopping for Crossing.	30	30
Byron Tower—C. G. W. R. R. Crossing	70	45
Between Pingree Grove and Elgin, when moving on Westward track:		
Eastward Passenger Trains.....	40	.....
Eastward Freight Trains.....	.....	25
Between 3 miles east of Red Barn and Savanna when moving on Eastward Track:		
Westward Passenger Trains.....	40	.....
Westward Freight Trains.....	.....	25
Savanna—C. B. & Q. Crossing.....	20	20
S-2 and S-3 Engines (Running Light).....	.....	45
Kittredge		
Crossover between Eastward and Westward Main Tracks.....	30	30
Milwaukee Division—2nd District turnout to and from D. & I. Division.....	30	30

X-41 Five minute fuses should be used in Automatic Block System territory and 10 minute fuses should be used in other territories.

X-42 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X-43 Davis Jct. is a register station only for first-class trains and trains having their initial station at that point. First-class trains may register by register ticket.

X-43A At Savanna, Trains 102 and 103 may register by register ticket.

X-44 When delivering cars to the I. C. at Forreston, the short I. C. receiving track must be filled before cars are left on the I. C. transfer track. III. Cent. derails are installed on delivery and running tracks just south of highway crossing.

X-45 At Byron Tower, a light will not be displayed on westward train order signal until Interlocking route is lined for movement of a train.

X-45A ALL WESTWARD trains approaching Mt. Carroll at the time trains Nos. 102, 26 and 108, or sections thereof, are due at Mt. Carroll, must come to a STOP east of the platform and know that passengers and trucks are in the clear before passing. If any of these passenger trains are about to arrive WESTWARD, trains will remain east of the platform until the eastward train departs and the way is clear. In the event Nos. 102, 26 or 108 are late and crews have knowledge of that fact and the way is clear, WESTWARD trains—after coming to a STOP—may flag by the station.

X-46 At Savanna, Conductors of eastward trains that have cars containing livestock, will send a brakeman to the lunchroom and waiting room in the depot to notify the stockmen that the stock loaded in cars (giving car numbers) will go forward in his train. Conductors will also see that such stockmen are aboard before the train leaves.

X-47 At Kirkland, the whistle must not be sounded while passing the stock yards except in cases of emergency and care must be exercised to prevent engines from blowing off steam at this point.

X-48 C. M. St. P. & P. trains and engines may use the C. B. & Q. main track at Davis Jct., while picking up or setting out cars, subject to the following rules and instructions:

The Conductor or Engineman must obtain permission from the operator to use the C. B. & Q. main track. The operator will deliver with this permission a C. B. & Q. time table. The conductor or engineman must check the register against overdue C. B. & Q. first-class trains.

The Conductor or Engineman will be responsible for returning of the time table to the operator and for advising him when clear of the C. B. & Q. tracks.

Permission from the operator to use C. B. & Q. main track does not modify the requirements of C. B. & Q. Rules 86, 93 and 99 which are in effect and read as follows:

Rule 86: "In non-automatic block signal territory unless otherwise provided, an inferior train must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown."

Rule 93: "Within yard limits the main track may be used clearing first-class trains as prescribed by the rules." "Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear." "Trains carrying passenger must be protected as prescribed by Rule 99."

X-50 REMOTE CONTROL INTERLOCKING

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
Ashdale	All switches.	Signalman at Lanark.
Kittredge	All switches.	Signalman at Lanark.
Savanna Yard	Crossover between two main tracks and the crossover between the eastward main track and the lead to Yard A.	Switchtender at Stock Yard.

See Rules 663(A), 663(B) and 663(C).

Operator at Lanark will not display a proceed indication of the governing signal at Ashdale for trains moving from Fourth Subdivision to Second Subdivision without first obtaining authority from the train dispatcher.

Before a westward train that is moving to the Fourth subdivision leaves Lanark, it must obtain Clearance Form A, a Form V train order and other train orders that may be necessary to permit it to leave Ashdale.

The operator at Lanark will not display the train order signal for train orders addressed to westward Fourth subdivision trains unless instructed to do so by the train dispatcher; when he does not display the train order signal, he will respond NS instead of SD.

At Savanna Yard when the Interlocking Signal displays a Stop-Indication which for any reason cannot be changed, trains may proceed through the Interlocking only on authority from the switch tender in charge and at restricted speed. A telephone for communicating with the switch tender is located at the westward Home signal. When the Home signal displays a Stop-Indication or when a switching movement is to be made, a trainman or the engineman of a westward train will get instructions by telephone from the switch tender, a trainman or the engineman of an eastward train, will go to the switch tenders office and receive instructions.

Dwarf Signal governs eastward movements from outbound lead to Eastward Main Track.

Dwarf Signal governs westward movements on Eastward Main Track. When these signals display Stop Indication, no movement may be made beyond the signals without authority from Switchtender in charge of Interlocking. See Special Instruction G-34.

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Milwaukee Division—2d District at Kittredge. The upper arm, or light, governs other eastward trains.

All eastward trains moving to the Milwaukee Division—2d District at Kittredge must receive Clearance Form A at Lanark authorized by the Train Dispatcher of the Milwaukee Division 2d District, and such clearance must show the information required by the Manual Block, rules covering the block between Kittredge and the next open block station east of Kittredge, on the Milwaukee Division—2d District. Operators at Lanark must keep a Manual Block record as per Rule 315.

For the Milwaukee Division—2d District trains and engines. At Kittredge, westward trains moving from Milwaukee Division—2d District to the D. & I. Division—1st District, after receiving a proceed indication of the governing signal, may proceed to Lanark on the WESTWARD TRACK on signal indications, but must not proceed beyond Lanark without a Clearance Form A and necessary train orders.

Operator at Lanark must not display a proceed indication of the governing signal at Kittredge for westward trains moving from Milwaukee Division—2d District to the D. & I. Division—1st District without first obtaining authority from the Train Dispatcher of the D. & I. Division.

Operators at Lanark must not report a Westward train clear of the block at Kittredge until it is definitely known that the entire train has cleared the Manual Block territory.

THIRD SUBDIVISION

X-53 SPEED RESTRICTIONS

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Wilkinson—C. G. W. R. R. Crossing.....	20	20
DeKalb—C. G. W. and C. B. & Q. R. R. Crossing (after stopping).....	20	20
Kirkland—Both Legs of Wye.....	10	10

X-54 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

X-55 At Kirkland, Third subdivision trains must not enter or foul Second subdivision main track without a train order Form V and in addition must obtain permission from the operator.

X-56 At Kirkland, eastward Third subdivision trains may register by register ticket when the office is open.

FOURTH SUBDIVISION

X-58 SPEED RESTRICTIONS

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Fulton—C. B. & Q. R. R. Crossing.....	15	15
Fulton—C. & N. W. R. R. Crossing.....	65	50

X-59 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

X-60 At Fulton, the normal position of the gate at the C. B. & Q. crossing, located 2.1 miles west of the depot, is against the C. B. & Q. Home signals operate in conjunction with this gate. When the gate is in the normal position and the route is clear, trains on the C. M. St. P. & P., after sounding signal 14 (b) may proceed over the crossing at a speed not in excess of 15 miles per hour.

X-61 At East Moline, trains other than those displaying signals for a following section, may register by register ticket.

X-62 REMOTE CONTROL INTERLOCKING:

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
C. & N. W. Crossing	Interlocking	Signalman in C. & N. W. tower at East Clinton.
1.6 miles west of Fulton.		

FIFTH SUBDIVISION

X-64 SPEED RESTRICTIONS

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Class L-2-r and smaller class engines over Bridge E-392, 0.7 miles west of Savanna.....	15	15
X-63-(a) Class L-2-a, L-2-b, L-3 and larger class power must not be operated over bridge E-392, 0.7 miles west of Savanna.		

X-65 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

X-66 Eastward trains moving from Ebner to Savanna will procure two clearances at Ebner—one a C. B. & Q. clearance authorizing movement from Ebner to Ayres, and the other, a Milwaukee clearance authorizing the movement from Ayres to Savanna. When the Milwaukee clearance is so obtained the train need not procure another clearance at Ayres, the initial station on subdivision No. 5. Westward trains will receive C. B. & Q. R. R. train orders and clearances at Dispatchers office, Savanna, for movement Ayres to Ebner.

SIXTH SUBDIVISION

X-67 SPEED RESTRICTIONS

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Savanna—C. B. & Q. Ry. Crossing.....	20	20
Sabula—Trains entering or leaving Sixth Subdivision thru crossover just west of Sabula depot.	25	25
Sabula Drawbridge.....	30	30
Lyons—C. & N. W. R. R. Crossing 1.1 miles east of Lyons.....	20	20
Lyons—7 degree curve East of Highway 30.....	30	30
Clinton—C. & N. W. R. R. Gated Crossing 0.4 miles East of Union Depot.....	10	10
Clinton—C. & N. W. R. R. Interlocked Crossing.....		

X-68 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

X-69 REMOTE CONTROL INTERLOCKING

Station	Location	By whom operated
Sabula Drawbridge	West end of double track	Signalman at drawbridge

See Rules 663 (A), 663 (B) and 663 (C).

X-70 Trains using the siding at Sabula Jet. will move expecting to find it occupied by cars.

X-71 At Sabula a westward routing signal located at the west end of the bridge has three arms: the upper arm or light governs trains moving on the westward track toward Green Island; the middle arm or light governs trains moving toward Clinton; the lower arm or light governs trains moving to the eastward track.

X-72 At Clinton, the normal position of the crossing gate at the C. & N. W. crossing located 0.4 miles east of the depot, is against movements on the C. & N. W. Home signals operate in conjunction with the gate. Trains or engines on the C. M. St. P. & P. must approach the Home signal prepared to stop, but may proceed over the crossing at a speed not in excess of 10 miles per hour provided the track is clear, crossing is unobstructed, gate is set against the C. & N. W. and the Home signal displays a proceed indication. See Rule 98-(A).

X-73 At Savanna, Eastward trains or engines entering Yards at West end, may apply provisions of Rule 516 to Signal 138-2 just east of C. B. & Q. R. R. Crossing.

X-74 At Deer Creek, all trains or engines moving thru the siding will be governed by color light type automatic signals, with indications as follows:

Red.....	Stop.
Yellow.....	Proceed at restricted speed.

Trains heading into either end of the siding at Deer Creek, MUST HAVE BOTH SWITCHES OF THE CROSSOVER PROPERLY LINED AND KNOW THAT THE DWARF SIGNAL INDICATION PERMITS PROCEEDING THRU THE SIDING BEFORE LEAVING THE MILWAUKEE MAIN TRACK. When the dwarf signal on the siding displays a Stop Indication, the train may proceed at restricted speed when preceded by a flagman sent far enough in advance to insure full protection.

The crossover switches are hand operated and when not in use must be left normally lined and locked for movements on the C. & N. W. and main track of the C. M. St. P. & P.

Permissible speed thru crossovers is 13 MPH. Movements into the siding must not be made when trains are approaching on the C. & N. W. R. R.

X-75 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

SEVENTH SUBDIVISION

X-76 At Dixon, Donahue, Eldridge and Mt. Joy, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.