

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



SAVE
COAL

GALENA DIVISION

No. 421

TIME TABLE

No. 421

Takes Effect Sunday, February 20th, 1938

At 2:00 o'clock A. M.

Central Time

SPEED TABLE

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

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON,
ASS'T GENERAL SUPERINTENDENT.

W. A. KRAEMER,
SUPERINTENDENT.

BETWEEN CHICAGO AND WEST CHICAGO—WESTWARD

FIRST CLASS																		Sub-Division 1		FIRST CLASS																	
29	3	35	703	49	21	41	605	47	97	99	25	23	607	51	55	609	57	STATIONS		Communicating Station	59	61	67	1	101	103	111	11	71	77	73	5	75	717	27	87	
Elm-hurst Passenger	Clinton Passenger	Elm-hurst Passenger	Free-port Passenger	The Forty-Niner	Pacific Limited	West Chicago Passenger	Geneva Passenger	West Chicago Passenger	West Chicago Passenger	Elm-hurst Passenger	Clinton Passenger	Geneva Passenger	Geneva Passenger	West Chicago Passenger	Elm-hurst Passenger	St. Charles Passenger	West Chicago Passenger	River Forest Passenger	West Chicago Passenger	West Chicago Passenger	The Stream-liner City of Portland	The Stream-liner City of San Francisco	The Stream-liner City of Los Angeles	The Stream-liner City of Denver	Corn King Limited	West Chicago Passenger	West Chicago Passenger	West Chicago Passenger	Fast Mail	West Chicago Passenger	Los Angeles Challenger	San Francisco Overl'nd Limited	San Francisco Challenger				
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY				
AM 5.31	AM 6.50	AM 7.38	AM 8.20	AM 9.30	AM 10.30	AM 10.35	PM 12.19	PM 1.50	PM 3.31	PM 4.03	PM 4.30	PM 4.35	PM 5.05	PM 5.09	PM 5.18	PM 5.25	PM 5.29	CHICAGO 3.20	PM 5.39	PM 5.50	PM 6.10	PM 6.15	PM 6.15	PM 6.15	PM 6.20	PM 6.25	PM 6.47	PM 7.29	PM 8.24	PM 9.00	PM 9.40	PM 10.20	PM 10.25	PM 10.30			
																		WOOD STREET 3.20																			
																		CALIFORNIA AVE. 0.45																			
\$ 5.39	\$ 6.59	\$ 7.42	\$ 8.29	9.37	10.38	\$10.44	\$12.27	\$ 1.58	\$ 3.39	\$ 4.11	4.37	\$ 4.42	\$ 5.13	\$ 5.17	\$ 5.26	\$ 5.33	\$ 5.37	KEDZIE 1.05	CS \$ 5.48	\$ 5.58	\$ 6.18	6.22	6.22	6.22	6.27	6.33	\$ 6.55	\$ 7.37	\$ 8.32	9.07	\$ 9.48	10.28	10.33	10.38			
																		CRAWFORD AVE. 0.64																			
5.43	7.03	7.46	8.33	9.40	10.41	10.48	12.31	2.01	3.43	4.16	4.40	4.44	5.16	5.20	5.30	5.36	5.40	KENTON AVE. 1.36	5.51	6.01	6.20	6.24	6.24	6.24	6.29	6.36	6.59	7.40	8.36	9.10	9.51	10.31	10.36	10.41			
\$ 5.46	\$ 7.06	\$ 7.49				\$10.51	\$12.34	\$ 2.04	\$ 3.46	\$ 4.19								AUSTIN 0.50	\$ 5.54		\$ 6.24									\$ 8.38		\$ 9.53					
\$ 5.48		\$ 7.51				\$10.53		\$ 2.06	\$ 3.48	\$ 4.21								AUSTIN BLVD. (C.L.) 0.50	\$ 5.56		\$ 6.26						\$ 7.02										
\$ 5.49		\$ 7.53						2.07		\$ 4.23								RIDGELAND 0.50	\$ 5.58		\$ 6.28																
								2.08	\$ 3.50	\$ 4.25								AVENUE 0.40	\$ 6.00		\$ 6.30						\$ 7.05										
																		OAK PARK 0.60	\$ 6.02		\$ 6.32						\$ 6.39	7.09	\$ 7.45	\$ 8.41		\$ 9.56	\$10.35	\$10.40	\$10.45		
								2.12	\$ 3.55	\$ 4.29								LATHROP AVE. 0.55	\$ 6.04		\$ 6.34																
								2.14	\$ 3.57	\$ 4.31								RIVER FOREST 0.34	\$ 6.06		\$ 6.36							\$ 7.12		\$ 8.43							
6.00	7.14	8.00	8.46	9.45	10.49	10.59	12.47	2.15	\$ 3.58	4.32	4.45	4.55	5.22	5.27	5.49	5.42	5.46	VALE 0.31	6.08 PM	6.07	6.37	6.29	6.29	6.29	6.34	6.42	7.13	7.48	8.44	9.15	10.00	10.37	10.42	10.47			
\$ 6.08	\$ 7.17	\$ 8.01	\$ 8.48			\$11.00	\$12.48	\$ 2.16	\$ 3.59	\$ 4.33								MAYWOOD 0.91		\$ 6.08	\$ 6.38							\$ 7.14	\$ 7.49	\$ 8.45		\$10.01					
\$ 6.06	\$ 7.21	\$ 8.04				\$11.03	\$12.53	\$ 2.19	\$ 4.02	\$ 4.36								MELROSE PARK 0.60		\$ 6.11	\$ 6.40							\$ 7.17	\$ 7.52	\$ 8.47		\$10.04					
																		JN TOWER 0.92	CS																		
\$ 6.09	\$ 7.25	\$ 8.07	\$ 8.53			\$11.06	\$12.56	\$ 2.22	\$ 4.05	\$ 4.39								BELLWOOD 1.32										\$ 7.20		\$ 8.50		\$10.06					
\$ 6.12	\$ 7.28	\$ 8.10	\$ 8.56			\$11.09	\$12.59	\$ 2.25	\$ 4.08	\$ 4.42								PROVISO 1.43	CS									\$ 7.23		\$ 8.53		\$10.09					
																		HM TOWER 0.22	CS																		
6.15 AM	\$ 7.33	8.18 AM	\$ 9.01	9.51	10.56	\$11.13	\$ 1.04	\$ 2.28	\$ 4.12	4.45 PM	4.51	5.08	5.28	\$ 5.39	6.03 PM	5.48	5.57	ELMHURST 1.93			\$ 6.18	\$ 6.47	6.35	6.35	6.35	6.40	6.50	\$ 7.27	\$ 7.59	\$ 8.56	9.21	\$10.12	10.44	10.49	10.54		
	\$ 7.40					\$11.17	\$ 1.08	\$ 2.32	\$ 4.17									VILLA PARK 2.27			\$ 6.22	\$ 6.52						\$ 7.31	\$ 8.03	\$ 9.00		\$10.16					
	\$ 7.45		\$ 9.09			\$11.22	\$ 1.13	\$ 2.36	\$ 4.22									LOMBARD 2.50			\$ 6.26	\$ 6.56						\$ 7.35	\$ 8.07	\$ 9.04		\$10.20					
	\$ 7.51		\$ 9.14			\$11.27	\$ 1.18	\$ 2.41	\$ 4.27									GLEN ELLYN 1.57			\$ 6.31	\$ 7.00						\$ 7.40	\$ 8.12	\$ 9.09		\$10.25					
								\$ 1.22		\$ 4.32								COLLEGE AVE. 0.83			\$ 6.35	\$ 7.04								\$ 9.13		\$10.29					
	\$ 7.57		\$ 9.20		11.06	\$11.33	\$ 1.26	\$ 2.46	\$ 4.35									WHEATON 2.60			\$ 6.38	\$ 7.07						\$ 7.46	\$ 8.17	\$ 9.16		\$10.32	10.53	10.58	11.03		
	\$ 8.02		\$ 9.25				\$ 1.31	\$ 2.50	\$ 4.40									WINFIELD 2.00			\$ 6.42	\$ 7.12						\$ 7.50	\$ 8.21	\$ 9.21		\$10.37					
																		NI TOWER 0.50																			
	\$ 8.07 AM		\$ 9.31 AM	10.07 AM	11.12 AM	11.40 AM	\$ 1.37 PM	2.55 PM	4.45 PM		5.07 PM	\$ 5.37 PM	5.57 PM	6.01 PM				WEST CHICAGO 0.50	CS		6.47 PM	7.13 PM	6.48 PM	6.48 PM	6.48 PM	6.53 PM	7.06 PM	7.55 PM	8.25 PM	9.26 PM	9.36 PM	10.43 PM	10.59 PM	11.04 PM	11.09 PM		
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.		Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	DAILY			
29	3	35	703	49	21	41	605	47	97	99	25	23	607	51	55	609	57		59	61	67	1	101	103	111	11	71	77	73	5	75	717	27	87			

No. 5 will not carry passengers.

Nos. 11, 21, 717, 27 and 87 will not carry passengers locally between Chicago and Oak Park.

No. 47, Saturdays only, will stop at Ridgeland and Lathrop Ave.

Trains on tracks No. 2 and 5, between Kenton Avenue and Vale, cannot discharge or receive passengers.

On Sundays and Holidays Trains Nos. 1, 101, 103 and 111 will use Track No. 1, Kenton Ave. to Vale.

No. 717, Daily except Sundays and Holidays, will slow down to 10 miles per hour passing passenger station at Proviso with headlight dimmed and baggage car door open so that package of waybills may be picked up.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 3, 25 and 703. Through trains will make Sunday stops.

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

★No. 49 will run only on the following dates:

Due to leave Chicago on the 2nd, 8th, 14th, 20th and 26th of each month.

★No. 1 will run only on the following dates:

Due to leave Chicago on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 101 will run only on the following dates:

Due to leave Chicago on the 5th, 11th, 17th, 23rd and 29th of each month.

★No. 103 will run only on the following dates:

Due to leave Chicago on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

Between Chicago and Elmhurst, transfer trains and switch engines must clear the time of Nos. 1, 5, 49, 101, 103 and 111, not less than ten minutes.

Between Elmhurst and West Chicago, first class trains must clear the time of Nos. 1, 5, 49, 101, 103 and 111 not less than ten minutes.

All other trains must clear the time of Nos. 1, 5, 49, 101, 103 and 111 not less than fifteen minutes.

GAL. 3

Trains on tracks 2 and 5, between Kenton Ave. and Vale, cannot discharge or receive passengers.

BETWEEN WEST CHICAGO AND CHICAGO—EASTWARD.

FIRST CLASS																Sub-Division 1	STATIONS	Time Table 421	February 20th, 1938	Communicating Station	FIRST CLASS															
6	30	22	34	600	40	42	46	50	602	28	52	54	818	88	24						58	26	112	102	62	64	66	2	104	68	48	70	72	74	76	
Mail Express	West Chicago Passenger	Corn King Limited	West Chicago Passenger	Geneva Passenger	Elmhurst Passenger	West Chicago Passenger	Elmhurst Passenger	West Chicago Passenger	St. Charles Passenger	San Francisco Overland Limited	West Chicago Passenger	Maywood Passenger	Los Angeles Challenger	San Francisco Challenger	Geneva Passenger						Elmhurst Passenger	Clinton Passenger	The Streamliner City of Denver	The Streamliner City of San Francisco	Geneva Passenger	West Chicago Passenger	Elmhurst Passenger	The Streamliner City of Portland	The Streamliner City of Los Angeles	West Chicago Passenger	The Forty Niner	West Chicago Passenger	Elmhurst Passenger	West Chicago Passenger	Elmhurst Passenger	
DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday						Daily except Sunday	Daily except Sunday	DAILY	★See Note Below	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	★See Note Below	Daily except Sunday	★See Note Below	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
AM 5.50	AM 6.40	AM 7.15	AM 7.25	AM 7.40	AM 7.45	AM 8.00	AM 8.05	AM 8.20	AM 8.24	AM 8.30	AM 8.33	AM 8.37	AM 8.42	AM 8.45	AM 8.53	CHICAGO 3.20	OS	AM 9.10	AM 9.15	AM 9.23	AM 9.30	AM 10.00	AM 11.50	PM 12.05	PM 12.15	PM 12.15	PM 1.30	PM 1.35	PM 2.45	PM 3.47	PM 5.00	PM 5.47				
5.38	6.31	7.05	7.16	7.31	7.36	7.51	7.55	8.11	8.14	8.18	8.25	8.28	8.34	8.37	8.44	WOOD STREET 3.20																				
																CALIFORNIA AVE. 0.45	OS	9.02	9.06	9.12	9.20	9.52	11.42	11.56	12.05	12.05	1.21	1.25	2.37	3.39	4.50	5.37				
																KEDZIE 1.05																				
																CRAWFORD AVE. 0.64																				
5.35	6.26	7.00	7.18	7.28	7.32	7.48	7.52	8.07	8.11	8.15	8.22	8.25	8.31	8.34	8.42	KENTON AVE. 1.36		8.58	9.03	9.09	9.17	9.49	11.39	11.53	12.02	12.02	1.17	1.22	2.34	3.35	4.45	5.38				
	6.24				7.29		7.49	8.04				8.22				AUSTIN 0.50		8.55				11.51								3.33	4.42	5.30				
	6.22		Use Track No. 5 Vale to Kenton Ave.	Use Track No. 5 Vale to Kenton Ave.	7.27		7.47	8.02				8.20				AUSTIN BLVD. (C.L.) 0.50														3.31		5.28				
	6.20				7.23	7.58		8.18					8.16				RIDGELAND 0.50															5.26				
																	AVENUE 0.40		8.52														5.25			
	6.18	6.52			7.22		7.41	7.56		8.10		8.15	8.26	8.30		OAK PARK 0.60		8.50				9.45	11.35	11.46			1.11			3.30	3.28	4.38	5.23			
	6.16				7.20		7.39	7.54				8.13				LATHROP AVE. 0.55		8.48													3.26					
	6.14				7.18		7.37	7.52				8.12				RIVER FOREST 0.34		8.46													3.24		5.21			
5.28	6.13	6.48	7.07	7.22	7.17	7.42	7.36	7.51	8.08	8.06	8.16	8.11	8.22	8.26	8.36	VALE 0.31		8.45	8.57	9.04	9.12	9.42	11.32	11.43	11.57	11.57	1.06	1.10	2.27	3.23	4.28	5.20				
	6.12		7.06		7.16		7.35	7.50				8.10 AM				MAYWOOD 0.91		8.44					11.42			1.05			2.26	3.22	4.27	5.19				
	6.09		7.03		7.13		7.32	7.47			8.13					MELROSE PARK 0.60		8.42			9.40		11.39			1.02				3.19	4.24	5.16				
																JN TOWER 0.92	OS																			
	6.06				7.10		7.29									BELLWOOD 1.32		8.39					11.36			12.50			2.22	3.16	4.18	5.13				
	6.03				7.06		7.26									PROVISO 1.43	OS	8.36					11.33			12.56			2.19	3.13	4.15	5.10				
																HM TOWER 0.22	OS																			
5.20	6.00	6.38	6.56	7.15	7.08 AM	7.35	7.23 AM	7.40	7.55	7.58	8.07		8.14	8.18	8.30	ELMHURST 1.93		8.33 AM	8.50	8.58	9.06	9.35	11.25	11.30 AM	11.51	11.51	12.53	1.10	2.16	3.10 PM	4.12	5.05 PM				
	5.56		6.52	7.11		7.30		7.36			8.02					VILLA PARK 2.27					9.30	11.20					12.40		2.11		4.06					
	5.52		6.48	7.07		7.26		7.32			7.58				8.23	LOMBARD 2.50					9.26	11.15					12.46		2.06		4.00					
	5.47		6.44	7.08		7.21		7.28	7.45						8.18	GLEN ELLYN 1.57					9.22	11.10					12.40		2.01		3.55					
	5.43		6.40	6.59		7.16		7.24			7.53					COLLEGE AVE. 0.83															3.50					
	5.40		6.37	6.56		7.13		7.21	7.40	7.43	7.50		8.03	8.08	8.13	WHEATON 2.60					9.17	11.05					12.36		1.56		3.45					
	5.35			6.52		7.08		7.16			7.45					WINFIELD 2.00					9.13						12.30		1.51							
																NI TOWER 0.50																				
5.02 AM	5.30 AM	6.15 AM	6.30 AM	6.48 AM		7.03 AM		7.11 AM	7.33 AM	7.36 AM	7.40 AM		7.56 AM	8.01 AM	8.06 AM	WEST CHICAGO	OS		8.32 AM	8.44 AM	8.52 AM	9.08 AM	10.58 AM		11.37 AM	11.37 AM	12.36 PM	12.54 PM	1.46 PM		3.40 PM					
DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday		Daily except Sunday	Daily except Sunday	DAILY	★See Note Below	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	★See Note Below	Daily except Sunday	★See Note Below	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday					
6	30	22	34	600	40	42	46	50	602	28	52	54	818	88	24		58	26	112	102	62	64	66	2	104	68	48	70	72	74	76					

Nos. 22, 28, 818 and 88 will not carry passengers locally between Oak Park and Chicago.

No. 6 will not carry passengers.

Following trains will stop at Keeler: 30, 40, 50, 58, 66, 68, 70, 72, 74 and 76.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 4, 26 and 706. Through trains will make Sunday stops.

Trains on tracks 2 and 5 between Vale and Kenton Ave., cannot discharge or receive passengers.

On Sundays and Holidays No. 48 will use track No. 5, Vale to Kenton Ave.

★No. 2 will run only on the following dates:

Due to leave West Chicago on the 3rd, 9th, 15th, 21st and 27th of each month.

★No. 102 will run only on the following dates:

Due to leave West Chicago on the 4th, 10th, 16th, 22nd and 28th of each month.

No. 104 will run only on the following dates:

Due to leave West Chicago on the 2nd, 8th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

★No. 48 will run only on the following dates:

Due to leave West Chicago on the 1st, 7th, 13th, 19th, 25th and 31st of each month.

Between Elmhurst and Chicago, transfer trains and switch engines must clear the time of Nos. 2, 48, 102, 104 and 112 not less than ten minutes.

Between West Chicago and Elmhurst, first class trains must clear the time of Nos. 2, 48, 102, 104 and 112 not less than 10 minutes.

All other trains must clear the time of Nos. 2, 48, 102, 104 and 112 not less than fifteen minutes.

GAL. 5

Following trains will stop at Keeler: 4, 82, 86, 706, 574, 576, 580, 584, 586, 590, 594 and 614.

BETWEEN WEST CHICAGO AND CLINTON—WESTWARD.

FIRST CLASS														Fuel, Water, Turn Table and Wye Station	Distance from Chicago	Sub-Division 2			Communicating Station	Station Numbers	Capacity of Siding	FIRST CLASS													
																STATIONS																			
																Time Table 421																			
																Feb. 20th, 1938																			
15	601	603	611	3	613	49	21	605	25	23	607	609																							
The Columbine	Equipment	Equipment	Equipment	Clinton Passenger	Equipment	The Forty Niner	Pacific Limited	Geneva Passenger	Clinton Passenger	Geneva Passenger	Geneva Passenger	St. Charles Passenger																							
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.																							
PM 11.48				AM 6.50		AM 9.30	AM 10.30	PM 12.19	PM 4.30	PM 4.35	PM 5.05	PM 5.25																							
AM 12.35	AM 6.00	AM 6.20	AM 7.20	AM 8.10	AM 8.25	AM 10.07	AM 11.12	PM 1.37	PM 5.07	PM 5.37	PM 5.57	PM 6.18																							
12.45	6.20 AM	6.40 AM	7.40 AM	\$ 8.22	8.45 AM	10.13	\$ 11.20	1.47 PM	\$ 5.14	5.45 PM	6.05 PM	\$ 6.23 PM																							
12.53				\$ 8.30			11.28		\$ 5.25																										
12.58				\$ 8.36			11.34		\$ 5.35																										
1.08				\$ 8.51			11.41																												
1.12				\$ 8.58			11.46																												
\$ 1.25				\$ 9.10		10.39	\$ 11.58		\$ 5.45																										
1.38				\$ 9.18			12.06		\$ 5.55																										
1.40				\$ 9.26			12.12		6.02																										
\$ 1.50				\$ 9.35		10.57	\$ 12.19		\$ 6.10																										
1.55				\$ 9.42			12.24		6.16																										
2.01				\$ 9.50			12.29		\$ 6.22																										
2.06				\$ 9.58			12.34		\$ 6.28																										
2.12				\$ 10.06		11.14	12.40		6.34																										
\$ 2.30				\$ 10.17		11.20	\$ 12.49		\$ 6.43																										
2.39				\$ 10.27		11.27	12.57		\$ 6.51																										
\$ 3.00				\$ 10.40		11.34	\$ 1.06		\$ 7.00																										
3.05				\$ 10.45			1.11		7.06																										
3.08				\$ 10.47		11.40	1.14		7.08																										
3.18				\$ 10.58			1.18		7.12																										
\$ 3.30				\$ 11.03			\$ 1.25		\$ 7.20																										
3.37				\$ 11.11			1.30		7.25																										
3.41				11.15		11.57	1.34		7.29																										
3.55 AM				11.30 AM		12.09 PM	1.45 PM		7.40 PM																										
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	★See Note Below	DAILY	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.																							
15	601	603	611	3	613	49	21	605	25	23	607	609																							

No. 3 will stop at Highway Crossing East of East Clinton Tower to despatch U. S. Mail.

No. 5 will not carry passengers.

No. 27 will stop on signal at Geneva, De Kalb, Rochelle, Dixon and Sterling to receive revenue Sleeping Car passengers for Granger and beyond.

No. 87 will stop at Dixon and Sterling to receive revenue passengers for Ogden, Utah and beyond, at Morrison to discharge revenue passengers from Chicago and on signal to receive revenue passengers for regular stops west of Clinton.

No. 717 will stop on signal at Geneva, De Kalb and Rochelle to receive revenue passengers for Salt Lake City and beyond.

★No. 49 will run only on the following dates:

Due to leave West Chicago on the 2nd, 8th, 14th, 20th and 26th of each month.

***No. 1 will run only on the following dates:**

Due to leave West Chicago on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 101 will run only on the following dates:

Due to leave West Chicago on the 5th, 11th, 17th, 23rd and 29th of each month.

★No. 103 will run only on the following dates:

Due to leave West Chicago on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of month.

First class trains must clear the time of Nos. 1, 5, 49, 101, 103 and 111 not less than ten minutes.

All other trains must clear the time of Nos. 1, 5, 49, 101, 103 and 111 not less than fifteen minutes.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules.

BETWEEN CLINTON AND WEST CHICAGO—EASTWARD

GAL. 7

FIRST CLASS														Telegraph Calls	Sub-Division 2			Distance from Clinton	Communicating Station	Capacity of Siding	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
6	22	600	602	28	818	88	24	26	112	102	62	2	104		48	606	4				608	12	14																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

Nos. 6, 606 and 608 will not carry passengers.
 No. 28 will stop at Sterling, Dixon, Rochelle, De Kalb and Geneva to discharge revenue passengers from Granger and beyond.
 No. 818 will stop at Sterling, Dixon, Rochelle, De Kalb and Geneva to discharge revenue passengers from Granger and beyond.
 No. 4 will stop at Highway Crossing East of East Clinton Tower for U. S. Mail.
 No. 88 will stop at Sterling, Dixon, Rochelle, De Kalb and Geneva to discharge revenue passengers from Ogden, Utah and beyond, and on Sundays only will make regular stops at Morrison, Sterling, Dixon, Rochelle, De Kalb and Geneva.

★No. 2 will run only on the following dates:
 Due to leave Clinton on the 3rd, 9th, 16th, 21st and 27th of each month.
 ★No. 102 will run only on the following dates:
 Due to leave Clinton on the 4th, 10th, 16th, 22nd and 28th of each month.
 ★No. 104 will run only on the following dates:
 Due to leave Clinton on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.
 ★No. 48 will run only on the following dates:
 Due to leave Clinton on the 1st, 7th, 13th, 19th, 25th and 31st of each month.

First class trains must clear the time of Nos. 2, 48, 102, 104 and 112 not less than ten minutes.
 All other trains must clear the time of Nos. 2, 48, 102, 104 and 112 not less than fifteen minutes.
 On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules.

WESTWARD—BETWEEN WEST CHICAGO AND CLINTON—EASTWARD

SECOND CLASS										Station Numbers	Capacity of Siding	Fuel, Water, Turn Table and Wye Station	Distance from Chicago	Sub-Division 2 STATIONS Time Table 421 February 20th, 1938				Distance from Clinton	Communicating Station	Telegraph Calls	Capacity of Siding	SECOND CLASS							
253	391	117	383	115	155	251	381	130	154					380	116	254	124					386							
Dis- patch	Time Freight	Aksar- ben	St. Louis Time Freight	Missouri River Time Freight	C.B.& Q. No. 92 Mixed Train	Round- up	Ozark	Rapids	C.B.& Q. No. 93 Freight					Freight	Local Stock Freight	Packer	Market					North- land							
DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Monday	Daily except Sunday					DAILY	Daily ex. Sat. & Sun.	DAILY	DAILY					DAILY							
														CHICAGO															
PM 11.15	PM 9.40	PM 9.15	PM 9.00	PM 1.40		AM 10.15	AM 10.00	31	209	FW TTY W	30.0	WEST CHICAGO	108.1	CS	CN	AM 3.45		PM 4.20	PM 11.30	PM 10.30	AM 3.00	AM 3.30							
								32	49		35.5	GENEVA	102.6	CS	GV				11.20										
								39	66		40.6	LA FOX	97.5						11.00										
								40	46		44.0	ELBURN	94.1		BY	30			10.45										
								41	38		50.6	MAPLE PARK	87.5		DS				10.25										
								42			55.4	CORTLAND	82.7						10.10										
			9.45	5.00			10.55	46		FW Y	58.3	DE KALB	79.8	CS	YD	2.55		2.45	10.00			2.00							
								47	125	W	64.3	MALTA	73.8		MB				8.20										
								48			69.7	CRESTON	68.4		DT	61			8.00										
								49		W	74.8	ROCHELLE	63.3	CS	NX	52			7.50										
								50	108		79.0	FLAGG	59.1				125		7.35										
								51	125	W	83.7	ASHTON	54.4	CS	GE	58			7.10										
								52			88.0	FRANKLIN GROVE	50.1		FG				6.45										
								53			92.9	NACHUSA	45.2	CS	NA				6.30										
								54		W	97.9	DIXON	40.2	CS	DI	12			6.25 6.10										
	12.30 AM	12.15 PM	11.45 PM				12.45 PM	56		FW TTY	104.3	NELSON	33.8	CS	NY	1.30		1.00 PM	5.55 5.25			11.45 PM							
								57	68	W	105.1	TOWER NJ	33.0																
								58	50		109.5	STERLING	28.6	CS	SR	54		AM 3.00		5.10									
								59			112.9	GALT	25.2		G	60		2.50		5.00									
											114.8	AGNEW	23.8					2.45 AM		4.55									
								60	105	W	118.6	ROUND GROVE	19.5		RG					4.45									
								61	51		123.8	MORRISON	14.3		MR	34				4.30									
								62			127.6	UNION GROVE	10.5		UG	25				4.20									
											131.6	BLUFFS	6.5																
								64			135.5	FULTON	2.6			37													
								65			136.5	EAST CLINTON YARD	1.6																
3.00 AM		1.25 AM		9.30 PM		2.30 PM		100		FW TT	138.1	CLINTON		CS	DO		12.30 AM		4.00 PM	7.00 PM	11.00 PM								
DAILY	Daily except Monday	Daily except Monday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY									Daily except Monday	Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	DAILY	DAILY	DAILY							
253	391	117	383	115	155	251	381										130	154	380	116	254	124	386						

Trains going into west yard at West Chicago will not leave without securing permission by telephone from train dispatcher.

Capacity of eastward passing track between Maple Park and Elburn is 125 cars.

WESTWARD BETWEEN WEST CHICAGO AND FREEPORT EASTWARD

THIRD CLASS			FIRST CLASS		Fuel, Water, Turn Table and Wye Stations.	Distances from West Chicago.	Sub-Division 3 STATIONS				Communicating Stations.	Telegraph Calls.	Station Numbers	Capacity of Siding.	FIRST CLASS		THIRD CLASS	
	789		703													706		788
	Free-port Freight		Free-port Passenger											Free-port Passenger		Stock and Time Freight		
	Daily Ex. Sat.		Daily except Sunday											Daily except Sunday		Daily except Monday		
			AM 8.20					CHICAGO						PM 8.30				
	PM 11.10		AM 9.35	W				WEST CHICAGO	CS	CN	31			PM 7.20		AM 12.25		
	11.25		\$ 9.43		5.3			WAYNE			66	38		\$ 7.10		11.50		
	11.35		\$ 9.49		9.2			SOUTH ELGIN	CS	CA	67	35		\$ 7.03		11.35		
	11.40		9.52		11.0			FORIS	CS	FR				6.59		11.25		
	11.50		\$10.00	W	12.5			WEST ELGIN			68	13		\$ 6.56		11.21		
	12.10		\$10.11	W	20.0			GILBERTS			71	65		\$ 6.40		11.01		
	12.23		\$10.20		25.0			HUNTLEY	CS	HN	72	66		\$ 6.31		10.46		
	12.38		\$10.33		32.7			UNION	CS	UN	73	30		\$ 6.19		10.15		
	12.50		\$10.43	W	36.1			MARENGO	CS	MA	74	31		\$ 6.12		10.00		
	1.02		\$10.52		42.1			GARDEN PRAIRIE	CS	GP	75	12		\$ 6.02		9.30		
	1.15		10.59		47.4			FLORA						5.54		9.15		
	1.40		\$11.07	W Y	48.2			BELVIDERE	CS	BD	76			\$ 5.50		9.10		
	2.00		\$11.16		54.2			CHERRY VALLEY	CS	CV	77	18		5.34		7.55		
			\$11.27		61.8			EAST ROCKFORD			78			\$ 5.24				
	3.10		\$11.35	WTT	62.8			ROCKFORD	CS	ND	80			\$ 5.20		7.25		
	3.40		\$11.48		70.4			WINNEBAGO			81	18		\$ 5.04		6.40		
	4.30		\$11.59		77.3			PECATONICA	CS	PI	82	26		\$ 4.53		6.15		
	4.55		\$12.10		83.6			RIDOTT			83			\$ 4.42		5.45		
	5.30 AM		12.25 PM	F W T T	90.9			FREEPORT	CS	FO	84			4.30 PM		5.30 PM		
	Daily Ex. Sun.		Daily except Sunday											Daily except Sunday		Daily except Sunday		
	789		703											706		788		

No. 706 will stop at Cherry Valley to discharge revenue passengers from Rockford and beyond and to receive revenue passengers for Chicago and beyond.

Trains entering the West Yard at West Chicago will report their arrival to operator at Tower DA.

Water at Gilberts for way freights only.

WESTWARD—BETWEEN SPRING VALLEY AND NORTH YARD—EASTWARD.

SECOND CLASS.		FIRST CLASS			Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Telegraph Calls.	Distances from North Yard.	Sub-Division 5 STATIONS			Distances from Spring Valley.	Communicating Station.	Capacity of Siding.	FIRST CLASS			THIRD CLASS	
	373																		
	Mixed Train																	Mixed Train	
	Daily except Sunday																	Daily except Sunday	
					F W T T	B E			NORTH YARD	76.7	C S								
				76	W Y	B D	0.7		BELVIDERE	76.0	C S								
				3001			1.7		FLORA	75.0									
				3002			9.2		HERBERT	67.5		46							
				3004		K O	13.7		HENRIETTA	63.0	C S	53							
				43			21.9		SYCAMORE	54.8		88							
	PM			46	F W Y	Y D	27.2		DE KALB	50.6	C S	38						PM	
	1.00			3011			31.6		ELVA	45.1		25						8.10	
	\$ 1.17			3013			35.0		McGIRR	41.7		26						\$ 7.45	
	\$ 1.30			3015			39.0		TOWER BX	37.7								\$ 7.25	
	\$ 1.50			3017	W		41.7		SHABBONA GROVE	35.0		30						\$ 7.00	
	\$ 2.05			3019			46.1		ROLLO	30.6		14						\$ 6.35	
	\$ 2.30			3020		C R	52.3		EARLVILLE	24.4	C S	47						\$ 6.10	
	\$ 2.55			3022		R U	59.9		TRIUMPH	16.8	C S	28						\$ 5.45	
	\$ 3.10			3024	W	G R	63.6		TROY GROVE	13.1	C S	31						\$ 5.25	
	\$ 3.18			3021			66.5		DIMMICK	10.2								\$ 5.10	
	3.23			3025			68.4		BRAYSON	8.3		28						5.05	
	3.29			3045			71.0		CHURCHILL	5.7									
				3047			71.6		LA SALLE JUNCTION	5.1									
	\$ 3.40			3027			73.4		DALZELL	3.8								\$ 4.45	
	\$ 3.45			3026			75.4		SHAFT NO. 2	1.3								\$ 4.40	
	3.55 PM			3028	F W T T		76.7		SPRING VALLEY									4.05 PM	
	Daily except Sunday																	Daily except Sunday	
	373																	372	

Trains cannot meet or pass at Brayson. Passing track is located one and one-half miles west of Brayson and will hold 28 cars.

All Northern Illinois Line trains must obtain Clearance Form A at De Kalb.

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

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

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

Trains using passing track at Sycamore, either in switch movements or otherwise, will keep a sharp lookout for trucks backed in between passing track and south end of building of Anaconda Wire Co. South Plant, just north of Edwards Street crossing.

WESTWARD

BETWEEN FORIS AND WILLIAMS BAY

EASTWARD

FIRST CLASS						Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distances from Foris.	Sub-Division 4 STATIONS			Communicating Station.	Capacity Siding.	Telegraph Calls.	FIRST CLASS								
649	627	763	Williams Bay Passenger	Williams Bay Passenger	Williams Bay Passenger				Time Table 421						644	686	770	Williams Bay Passenger	Williams Bay Passenger	Williams Bay Passenger			
Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only				February 20th, 1938						Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only			
PM 4.45	AM 8.20	AM 7.55							CHICAGO						AM 8.10	PM 4.10	PM 6.40						
									FORIS 1.0			CS		FR									
						85		1.0	WATCH FACTORY 0.8														
						86	W	1.8	EAST ELGIN 4.8			CS	59	GS									
						87		6.6	DUNDEE 0.8			CS		DN									
						88		7.4	CARPENTERSVILLE 4.5				30										
									ALGONQUIN 5.4			CS	17	A									
									TOWER CS														
									CRYSTAL LAKE 0.2			CS	33	K		PM 2.30	PM 5.35						
									TOWER CS 0.5														
								17.8	CRYSTAL LAKE JCT 2.6						AM 7.17	2.21	5.30						
						90		20.4	TERRA COTTA 4.6				23										
						91		25.0	McHENRY 3.5			CS	37	MC	\$ 7.07	\$ 2.10	\$ 5.20						
									RINGWOOD 6.3			CS	10	WD	\$ 7.01	\$ 2.04	\$ 5.15						
									RICHMOND 1.8			CS	12	RI	\$ 6.54	\$ 1.54	\$ 5.08						
									GENOA CITY 3.02			CS	19	GA	\$ 6.50	\$ 1.50	\$ 5.04						
									PELL LAKE 5.6				19		\$ 6.44	\$ 1.43	\$ 4.58						
									LAKE GENEVA 3.9			CS	20	WI	\$ 6.37	\$ 1.25	\$ 4.50						
									LAKE COMO 1.9						\$ 6.29	\$ 1.19	\$ 4.45						
									WILLIAMS BAY			CS	11	WB	6.25 AM	1.15 PM	4.40 PM						
															Daily except Sunday	Daily except Sunday	Sunday only						
649	627	763													644	686	770						

No. 649 is superior to all eastward trains.

On New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas, Nos. 627, 649, 644 and 686 will be annulled by Train Order. Extra train will be operated on schedule of Nos. 763 and 770 on these holidays.

Eastward freight trains will take siding at Algonquin to meet westward freight trains.

All trains will secure clearance Form A at Crystal Lake Station during hours that this office is open.

BETWEEN ST. CHARLES AND GENEVA

WESTWARD					Telegraph Calls.	Fuel, Water, Turn Table and Wye Stations.	Distance from Geneva.	Sub-Division 2b		Communicating Stations.	Station Numbers.	EASTWARD		
FIRST CLASS								STATIONS				FIRST CLASS		
	609	602												
	Passen- ger	Equip- ment	Daily ex. Sat. & Sun.	Daily except Sunday										
	PM 6.27	AM 6.45			GV	W		GENEVA 2.56	CS	32	AM 7.21	PM 6.50		
	6.37 PM	7.00 AM					2.56	ST. CHARLES		34	7.10 AM	6.40 PM		

Nos. 609 and 602 will stop at State Street, Geneva, to receive and discharge passengers.

No. 609 is superior to No. 602 and No. 608.

No. 603 is superior to No. 602.

Nos. 603 and 608 will not carry passengers.

BETWEEN AURORA AND GENEVA

WESTWARD			Telegraph Calls.	Fuel, Water, Turn Table and Wye Stations.	Distances from Geneva.	Sub-Division 2a		Communicating Station.	Capacity of Siding.	Station Numbers.	EASTWARD	
						STATIONS						
						Time Table 421						
					February 20th, 1938							
			GV	W	.....	.....	GENEVA	CS	...	32		
			BK	.....	2.73	.....	2.73 BATAVIA	CS	8	36		
						.....	2.42 MOOSEHEART					
						.....	0.89 NORTH AURORA		13	37		
			D	TT	9.37	.....	3.33 AURORA	CS	8	38		

General Rules governing employees of the Operating Department dated December 1st, 1929, are issued in book form.

Every employee whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

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

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

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

The following signs when placed elsewhere indicate:

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

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

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

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

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

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

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

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

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

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

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

SPECIAL RULES

Standard Time. 1. Clocks showing Central Standard time are located at Train Dispatcher's office Chicago, Proviso, West Chicago, DeKalb and Freight Rule 3. Office, Belvidere. Engine houses at Galena House—Chicago Shops, Proviso, West Chicago, Nelson and Belvidere.

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

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

Eastward: Passenger trains—Clinton Station and Chicago. Freight trains—Fifth St. and Passenger Station Clinton and Proviso.

C. B. & Q. trains must register at Agnew and Sterling, at C. & N. W. Station.

Between West Chicago and Freeport.

Rockford and Freeport.

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

Between Foris and Williams Bay.

Crystal Lake Station and Williams Bay.

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

Trains starting from Genoa City must secure information in train order form as to arrival and departure of superior trains.

Between St. Charles and Aurora.

Geneva.

Between North Yard and Spring Valley.

DeKalb and Spring Valley.

Trains starting at North Yard must secure information in train order form at Belvidere as to arrival and departure of superior trains at Sycamore.

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

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

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

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

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

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

Clearance Rule 83a. 4. All trains starting from or entering two or more track district at any point between Chicago and Clinton will obtain Clearance Form A. This rule will not apply at stations where telegraph office is closed or at Kedzie, Vale, Tower JN or Elmhurst. The above will permit operators to accept train orders for such trains without display of train order signal.

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

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

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

For Enginemen, at Engine Houses:

Chicago Shops, Nelson, Freeport, East Elgin,	
Proviso, DeKalb, Clinton, Rockford.	
West Chicago, Williams Bay,	

Train Orders. 6. Between Chicago and West Chicago extra freight and passenger Rule D-97a. trains will be operated without train orders. In other two or more track districts extra freight trains will be operated without train orders.

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

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

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

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

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

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

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

Occupying Main Track. 8. Suburban or local trains must not occupy main track at starting point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed five minutes, and then not without protecting by flagman; and in addition, when communication can be had with Train Dispatcher, and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

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

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

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

Whistling. 11. Locomotive whistle will not be sounded for crossings or stations inside city limits of Chicago, Maywood, Bellwood, Elmhurst, Lombard (excepting Westward trains will whistle for Crossing just west of C. G. W. Overhead Bridge), Glen Ellyn, Wheaton, Winfield, Geneva, Elburn, Dixon, Morrison and Elgin, excepting when necessary to prevent accident. There is no restriction as to the use of whistle at any point or location to prevent accident.

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

Backing Passenger Trains. 12. In backing occupied passenger cars or trains between any points, two men must ride on the forward end. A backup hose must be attached and the movement will be under the control of these men. After dark or during unfavorable weather conditions, a back-up head light or white light must be displayed.

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

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

Flagging of Highway and Street Crossings by Trainmen. 15. When operating over the Lincoln Highway Crossing on the track leading to the Boys' Home between Geneva and La Fox, and over Charles Street, De Kalb Street and High Street at Sycamore, movements must be preceded by a flagman. Rule 103. In switching at Pecatonica all movements over Main Street Crossing must be protected by member of crew acting as flagman on crossing.

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

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

Use of Sand. 17. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

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

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

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

Electric Switch Lock, Agnew

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

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

Crossings, Junctions and Draw-Bridges at which Rule 98 will be observed:

Chicago River Draw-Bridge.....	Canal and Kinzie Sts.
C. M. St. P. & P.....	Canal and Kinzie Sts.
Aurora and St. Charles Branches.....	Geneva.
C. B. & Q.....	Agnew.
C. B. & Q.....	Sterling.
C. & N. W.....	Bluffs.
Northern Illinois and Freeport Line.....	Flora.
Wisconsin Division.....	Crystal Lake Junction.
C. & N. W.....	Genoa City.
C. B. & Q.....	$\frac{1}{2}$ mile east of Earlville.
N. Y. C.....	Churchill.
Bureau County Railway.....	La Salle Junction.

Air Brakes, 22. All cars in trains leaving terminals must be equipped with air Rule 1073. brakes and in operation.

23. Mileage between Clinton and Bluffs via Fulton cut-off is 5.86.

ACTUAL TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE:					
	H	J-4	JA	J	Z	R-1
Chicago to Elburn.....	4400	4100	3900	3500	3000	2100
Elburn to Clinton.....	5700	5400	4400	4000	3425	2050
Clinton to Nelson.....	4900	4400	4000	3600	3150	1750
Nelson to De Kalb.....	4800	4300	3800	3400	2500	1550
De Kalb to Chicago.....	5600	5100	4400	4000	3300	2050
North Yard to De Kalb.....				3000	2300	1350
De Kalb to Shaft No. 2.....					3500	2100
Shaft No. 2 to Churchill.....					1500	900
Churchill to De Kalb.....					3500	2100
De Kalb to North Yard.....				4000	3500	2100
Foris to Belvidere.....					3600	2400
Belvidere to Freeport.....						2000
Freeport to Belvidere.....						2000
Belvidere to Foris.....					2600	2100
West Chicago to Elgin.....					4500	3500
Elgin to Algonquin.....					3750	2800
Algonquin to Williams Bay.....					2500	1800
Williams Bay to Crystal Lake.....					1900	1400
Crystal Lake to West Chicago.....					4600	3000

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

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

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

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

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

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

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

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

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

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

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

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

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

TO FREIGHT CONDUCTORS

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

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

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

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

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

INSTRUCTIONS TO FREIGHT CONDUCTORS AND AGENTS.

No. 381 handles from Proviso all cars for So. Ill. Division and for Nelson proper.

No. 115 will handle cars Clinton and beyond out of Proviso. Pick up at West Chicago time freight for Union Pacific Transfer and beyond.

No. 251 Roundup—Handle Denver and other Union Pacific time freight.

No. 117 handles from Proviso merchandise and other loads for Sioux City, Sioux Falls, Omaha and lines west.

No. 253 Despatch—Handles Pacific Coast time freight.

11.20 P. M. Extra from Proviso handles merchandise and other cars for West Chicago, De Kalb and Sycamore, placing merchandise at De Kalb and Sycamore.

No. 254 handle No. 254's connection from the Iowa Division, filled to the rating instructed by the Train Dispatcher.

No. 380 from Nelson handle all time freight for Proviso.

No. 116 will pick up stock as directed by Train Dispatcher and will also pick up merchandise and important cars at Morrison, Sterling, Dixon, Rochelle, De Kalb, Geneva and West Chicago.

Geneva Switch Run. Do station switching at Geneva and St. Charles, La Fox and Aurora Line points.

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

FOR POINTS BETWEEN	Height Above Top of Rail			STRUCTURE LIMITING HEIGHT
	9 ft. Wide	10 ft. Wide	11 ft. Wide	
North Pier and Wells St.....	14 1 14	14 1 14	14 1	Clark St. Viaduct, Bridge 1507.
Wells St. and California Ave. Yards.....	15 2 15	2 15	2 15	O. H. Bridge 1515 at Halsted St.
Chicago Terminal and California Ave. Yard.....	15 4 15	4 15	4 15	Train Sheds, Chicago Terminal, Tracks 1 to 10, inclusive.
California Ave. Yard and Wood St. Yard.....	14 10 14	10 14	10 14	Train Sheds, Chicago Terminal, Tracks 11 to 16, inclusive.
Wood St. Yd. and St. Charles Air Line.....	16 00 16	00 16	00 16	O. H. Bridge 1603 between Lake St. and Maypole Ave.
St. Charles Air Line.....	18 1 18	1 17	1 17	Metropolitan Elevated at Paulina St. and tank at Robey St.
California Ave. Yard and Crawford Ave.....	16 2 16	2 16	2 16	Br. 1647 $\frac{1}{2}$, Elev. Ry. between State St. and Wabash Ave.
Crawford Ave. Yard and Proviso.....	21 4 21	4 21	4 21	Signal Bridge at Hamlin Ave.
Proviso Transfer House.....	16 7 16	7 16	7 16	O. H. Br. 15 $\frac{1}{2}$, East End of Proviso Yard.
Proviso and West Chicago.....	16 0 16	0 16	0 16	Platform lifts inside of house.
West Chicago and Geneva.....	17 8 17	8 17	8 17	O. H. Br. 24 $\frac{1}{2}$, C. G. W. Crossing, E. of Lombard.
Geneva and De Kalb.....	17 7 17	7 17	7 17	O. H. Br. 65, E. of Geneva.
De Kalb and Nachusa.....	17 6 17	6 17	6 17	O. H. Br. 81, W. of La Fox.
Nachusa and Nelson (via Dixon).....	18 2 17	7 17	0	O. H. Br. 117 $\frac{1}{2}$, E. of Creston.
Dixon River Track.....	17 1 16	8 16	3	Tank at Nelson.
Nachusa to Clinton (via Lee County Ry., and Fulton Cut-off).....	17 2 16	7 16	1	O. H. Br. 181, I. C. Crossing Dixon.
Bluffs and E. Clinton (via Fulton).....	18 2 17	7 17	0	Br. 203, $\frac{1}{2}$ mile W. of Nelson.
St. Charles and Geneva.....	No obstruction below	21	6	Standard Clearance.
Geneva and Aurora.....	16 9 16	5 16	0	Tank at Aurora.
West Chicago and Foris.....	17 0 16	7 16	2	O. H. Br. 305 $\frac{1}{2}$, W. of W. Chicago, and tank at West Chicago.
Foris and Belvidere.....	17 1 16	9 16	3	O. H. Br. 353 $\frac{1}{2}$, E. of Gilberta and tank at Marengo.
Belvidere and East Rockford.....	17 5 17	0 16	7	O. H. Br. 433, W. of Cherry Valley and O. H. Br. 450 at East Rockford.
*East Rockford and Rockford.....	16 2 16	2 16	2	O. H. Br. 460, at Kishwaukee St., E. Rockford.
Rockford and Freeport.....	17 0 16	7 16	1	O. H. Br. 481, W. of Rockford and tank at Rockford.
Foris and Crystal Lake.....	18 2 17	8 17	1	Tank at East Elgin.
Crystal Lake and Genoa City.....	16 3 16	3 16	3	O. H. Br. 702, East of Richmond.
Genoa City and Williams Bay.....	No obstruction below	21	6	
De Kalb and Belvidere.....	17 8 17	3 16	11	O. H. Br. 1201 $\frac{1}{2}$, South of La Salle Jct. and tank at Troy Grove.
De Kalb and Spring Valley.....	No obstruction below	21	6	
Churchill and Seatonville.....	No obstruction below	21	6	

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

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

*Following clearances in Rockford:
Bridges over 1st Street, 17' 2", 2nd Street, 19' 1", 3rd Street, 18' 11".
Jefferson Street on K. D. Line 19' 0".

OPERATION CLASS H AND J4 ENGINES

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

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

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

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

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

Class H and J4 Engines may operate on the following passing tracks.

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

On other passing tracks, by backing in—just to clear.

Class H and J4 Engines may operate on the following stock tracks but must not pass stock chutes on such tracks due to insufficient clearance.

Union Grove	Creston	Elburn
Morrison	Malta	
Sterling	Maple Park	
Rochelle	Tower W	

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

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

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

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

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

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

CLEANING FIRES AND ASH PANS

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

Elmhurst, on westward passing track west of Maple Avenue.

West Chicago (Freeport Line), at water works.

Belvidere, at penstock on main line.

West Chicago (Clinton Line), at water tank and penstock opposite new yard.

De Kalb, 50 feet from coal chute.

Williams Bay, in cinder pit.

Ashton, at penstocks.

Shaft No. 2, engine house track.

Nelson, 50 feet from coal chute.

Crystal Lake, engine house track.

ALL BURNING CINDERS MUST BE EXTINGUISHED

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

Tracks have been assigned as follows:

West Chicago, Station, Cinder pit at roundhouse.

New Yard, 30 feet west of water tank on westward yard lead.

Aurora,	Engine house track.	Belvidere,	Engine house track.
DeKalb,	Engine house track.	Rockford,	Engine house track.
Nelson,	Engine house track.	Freeport,	Engine house track.
Elgin,	Engine house track.	Spring Valley,	Engine house track.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

At or Between	Restrictions
Chicago Passenger Terminal.	M-4 Engines cannot enter Passenger Terminal. J and JA Engines cannot operate on Tracks 13, 14, 15 and 16. H and J4 Engines cannot operate on Tracks 11, 12, 13, 14, 15 and 16.
Wells St. Viaduct, Chicago..	Class H and J4 Engines cannot pass under this Viaduct.
Clark St. Viaduct, Chicago..	A, B, C, D, E, E1, E2, E2A, E2B, H, J, JA, J4, R1 and Z Engines cannot pass under this Viaduct.
West Chicago and Flora.....	E2, E2A, E2B, H, J, JA and J4 Engines cannot operate.
Flora and Freeport.....	E, E1, E2, E2A, E2B, H, J, JA, J4 and Z Engines cannot operate.
Foris and Williams Bay.....	E2, E2A, E2B, H, J, JA and J4 Engines cannot operate.
De Kalb and Flora.....	H and J4 Engines cannot operate.
De Kalb and Spring Valley..	E2, E2A, E2B, H, J, JA and J4 Engines cannot operate.
Geneva and Aurora, East Batavia Line.....	E, E1, E2, E2A, E2B, H, J, JA, J4, Z and D Engines with Walschaert gear cannot operate.
Geneva and St. Charles.....	E, E2, E2A, E2B, H, J, JA, J4, Z cannot operate.

TRACK SCALES

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

BLOCKING AUTOMATIC BLOCK

Tracks 1, 2, 3 and 4 between Chicago and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 5 and 6 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst.

Automatic train control between Chicago and Clinton: The following tracks only are equipped: Tracks 1, 2, 3 and 4 between Chicago Passenger Terminal and Western Avenue; tracks 1 and 2 between Western Avenue and Kenton Avenue; tracks 1, 2, 5 and 6 between Kenton Avenue and Vale; tracks 1 and 2 between Vale and Elmhurst; tracks 1, 2 and 3 between Elmhurst and NI Tower; tracks 1 and 2 between NI Tower and Nachusa; tracks 1, 2, 3 and 4 between Nachusa and Tower NJ; tracks 1 and 2 between Tower NJ and Clinton; tracks 3 and 4 between Fulton and East Clinton; track 4 between Fulton and Bluffs.

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

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

EXCEPTIONS AS AUTHORIZED BY RULE 513—AMENDED

Light engines, switch and transfer movements, all movements to and from the Wisconsin Division, and empty back-up coach movements may be made east of Elmhurst without Train Control in effect, being governed by signal indications.

Switch engines not equipped with automatic train control may be operated between Dixon and Sterling, also between De Kalb and West Chicago, only when such movements are fully protected by positive manual block, but must not exceed twenty miles per hour.

MANUAL BLOCK

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

EXCEPT SUNDAYS

Between Kenton Ave. and Vale (Track No. 3) for passenger trains only....	Continuous
" West Chicago (DA Tower) and Foris.....	Continuous
" Foris and Freeport.....	9.00 a. m. to 5.00 p. m.
" Crystal Lake and Williams Bay.....	7.00 a. m. to 6.15 p. m.

SUNDAYS

Between Kenton Ave. and Vale (Track No. 3) for passenger trains only....	Continuous
" West Chicago (DA Tower) and Foris.....	Continuous

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

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

Belvidere	Freeport	East Elgin	Crystal Lake	Crystal Lake Jet.
North Yard	Rockford	Tower CS	Williams Bay	West Chicago

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

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

TIME SPACING

Except as above Rules 380 to 382 govern and trains will be spaced twenty (20) minutes apart in connection with passenger trains. Other trains will be spaced ten (10) minutes apart.

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

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

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

Streamline trains must not operate east of Western Avenue excepting on main tracks straight across the interlocking plant and cannot operate in or out of the east end of California Avenue Coach Yard. The movement of these trains from main tracks 1 or 3 to the east wye of the Rockwell Street Line in order to turn the train is permissible.

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LOCATION	LIMITS	Maximum Speed Per Hour		
		Pas-senger Trains	Stock, Fruit, and Time Freight Trains	Other Freight Trains and Engines
Chicago	See special rules on page 15 of current time table, governing train operation between Clinton St., Interlocking plant and Chicago Passenger Terminal.....			
Chicago	Between Clinton St. Interlocking plant and Noble St. Interlocking plant.....	35	25	25
Chicago	Over Noble St. Interlocking plant, straight route.....	35	25	25
Chicago	Over Noble St. Interlocking plant, diverging main route.....	15	15	15
Chicago	Between Noble St. Interlocking plant and Western Ave. Interlocking plant.....	35	25	25
Chicago	Over Western Ave. Interlocking plant straight routes.....	25	25	25
Chicago	Between Western Ave. Interlocking plant and Kedzie Interlocking plant.....	40	25	25
Chicago	Over Kedzie Interlocking plant, straight route: Eastward..... Westward.....	50 40	35 35	35 35
Chicago	Over Kedzie Interlocking plant, diverging main route.....	15	15	15
Chicago	Between Kedzie Interlocking plant and Kenton Ave.....	50	35	35
Chicago	Through turn outs at Kenton Avenue: Track 1 straight route to track 1..... Track 1 to track 2..... Track 1 to track 3..... Track 5 to track 2..... Track 6 to track 2.....	50 40 10 40 50	35 35 10 35 35	35 35 10 35 35
Kenton Ave. and Vale	Between Kenton Ave. and Vale, tracks 1, 2, 5 and 6.....	60	35	35
Kenton Ave. and Vale	Between Kenton Ave. and Vale, track 3.....	20	20	20
Vale	Through turn outs at Vale, Tracks 1 and 2 to Westward main, Eastward Main to tracks 5 and 6.....	50	35	35
Vale	Through turn out at Vale, Track 3 to Westward main.....	10	10	10
Vale and Maywood	Between Vale and 4th Ave., first street east of station Maywood..	60	35	35
Maywood	Between 4th and 5th Avenues, Maywood, passing station.....	40	35	35
Maywood and JN Tower	Between 5th Ave. Maywood, first street west of station, and JN Interlocking plant.....	70	50	40

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pas-senger Trains	Stock, Fruit, and Time Freight Trains	Other Freight Trains and Engines
JN Tower	Over Interlocking plant, main routes.....	45	35	35
JN Tower and Elmhurst	Between JN Interlocking plant and HM Interlocking plant, Elmhurst	70	50	40
Elmhurst	Over HM Interlocking plant, straight route Westward Main to track 1, or track 2 to Eastward Main.....	70	50	35
Elmhurst	Over HM Interlocking Plant diverging main route Westward Main to track 2, or track 3 to Eastward Main.....	35	30	30
Elmhurst	Over HM Interlocking plant, diverging main route to and from Proviso leads.....	25	25	25
Elmhurst and Glen Ellyn	Between HM Interlocking plant and east end of curve 1/8 mile east of Glen Ellyn.....	70	50	40
Glen Ellyn and Winfield	Between East End of curve 1/8 mile East of Glen Ellyn and West End of curve 1/2 mile west of Wheaton	60	50	40
Wheaton and West Chicago	Between west end of curve 1/2 mile west of Wheaton and NI Interlocking plant 1 mile east of West Chicago.....	70	50	40
West Chicago	Over Tower NI Interlocking plant, straight route track 1 or track 3.. Diverging main route: Westward track 2 to track 1..... Eastward track 3 to track 2..... Diverging main route to or from Freeport Line.....	70 40 40 25	50 35 35 25	40 35 35 25
West Chicago	Between NI Interlocking plant and E. J. & E. Airline Crossing.....	55	50	40
West Chicago	Over E. J. & E. Airline Crossing....	45	35	35
West Chicago and Geneva	Between E. J. & E. Airline Crossing and East end of Fox River Bridge	70	50	40
Geneva	Between east end of Fox River bridge and west switch at Geneva: Westward..... Eastward.....	45 35	30 25	30 25
Geneva and DeKalb	Between West switch at Geneva and Tenth St. 1/4 mile east of De Kalb	70	50	40
DeKalb	Between Tenth Street 1/4 mile east of De Kalb and First Street 1/2 mile west of De Kalb.....	15	15	15
DeKalb and Rochelle	Between First St., De Kalb, and C. B. & Q. crossing at Rochelle....	70	50	40
Rochelle	Over C. B. & Q. Crossing.....	60	50	40

LOCATION	LIMITS	Maximum Speed per Hour		
		Pas-senger Trains	Stock, Fruit, and Time Freight Trains	Other Freight Trains and Engines
Rochelle and Nachusa	Between C. B. & Q. crossing Ro-chelle and Interlocking plant at Nachusa.....	70	50	40
Nachusa	Over Interlocking plant: Tracks 3 and 4..... Tracks 1 and 2.....	70 25	50 25	40 25
Nachusa and Dixon	Between Interlocking plant at Nachusa and East End of Curve 1/4 mile east of Dixon.....	70	50	40
Dixon	Around curve at Dixon passenger station.....	50	45	40
Dixon and Sterling	Between west end of curve at Dixon and C. B. & Q. crossing at Ster-ling via track 3 or track 4 at Nel-son.....	70	50	40
Nachusa and Nelson	Between Nachusa and NJ Inter-locking plant, Nelson, Tracks 1 and 2.....	35	35	35
Nelson	Over Tower NY and Tower NJ Interlocking plants at Nelson, diverging main routes.....	15	15	15
Sterling	Over C. B. & Q. Crossing.....	25	25	25
Sterling	Between C. B. & Q. crossing and street crossing 1,000 feet west of Sterling.....	50	40	40
Sterling and Agnew	Between street crossing 1,000 feet west of Sterling and Agnew.....	70	50	40
Agnew and East Clinton	Between Agnew and East Clinton Interlocking plant, tracks 1 and 2	70	50	40
Bluffs	Trains on track 4, Junction with Track 2.....	Stop	Stop	Stop
Bluffs and East Clinton	Between Bluffs and East Clinton Interlocking plant via Track 4.. Class H Engines must not operate at speed exceeding 5 miles per hour between East Clinton Tower and point 1000 feet north, on tracks 3 and 4, also on Track 4 between Fulton and Tower AD Interlocking plant.	30	25	25
East Clinton	Over Interlocking plant, straight route and around curve at west end of plant: Tracks 1 and 2..... Track 4.....	45 15	35 15	35 15
East Clinton	Over Interlocking plant, diverging main route C. B. & Q. trains. ...	15	15	15
East Clinton and Clinton	Clinton draw bridge.....	30	30	30
Clinton	Over Second street Interlocking plant: Straight routes..... Through turn outs.....	20 10	20 10	20 10

SPEED RESTRICTIONS

BETWEEN WEST CHICAGO AND FREEPORT

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
West Chicago	Between NI Interlocking plant and Passenger station.....	25	15
West Chicago	Between Passenger station and E. J. & E. Crossing, westward.....	25	15
West Chicago	Between E. J. & E. Crossing and passenger station eastward, keeping sharp lookout for trains or engines entering or leaving east end of coach yard.....	15	15
West Chicago	Over E. J. & E. Crossing.....	30	30
West Chicago and Foris	Between E. J. & E. Crossing at West Chicago and Interlocking plant at Foris.....	55	35
Foris	Over Interlocking plant, straight route.....	30	30
Foris	Over Interlocking plant, diverging main route.....	25	25
Foris and West Elgin	Between Interlocking plant, Foris and Walnut St. crossing, one-half mile east of West Elgin station..	55	35
West Elgin	Over Walnut St. Crossing about one-half mile east of West Elgin station.....	5	5
West Elgin	Between Walnut St. crossing and State St. crossing, first crossing east of West Elgin station.....	15	15
West Elgin	Over State St. crossing, first crossing east of West Elgin station....	5	5
West Elgin	Between State St. crossing and Schiller St. just west of mile-board west of West Elgin.....	15	15
West Elgin and Gilberts	Between Schiller Street just west of Mileboard west of West Elgin and Second curve east of Gilberts at C.M.St.P. & P. Overhead crossing.	55	35
West Elgin and Gilberts	Around curve at C. M. St. P. & P. Overhead crossing.....	40	35
West Elgin and Flora	Between west end of curve at C. M. St. P. & P. Overhead crossing east of Gilberts and Junction at Flora.	55	35
Flora	Junction with C. & N. W.....	Stop	Stop

BETWEEN WEST CHICAGO AND FREEPORT—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Flora and Belvidere and North Yard	Between Flora and North Yard, Flora and State St. crossing 2nd street west of Belvidere station, also between Belvidere Station and North Yard..... All train, yard and engine movements operating between North Yard and Flora, and also around the west wye between North Yard and Belvidere, will come to a full stop before crossing Pleasant Street Crossing, and movement across the crossing protected by a member of the crew, acting as a Flagman on the crossing.....	15	15
Belvidere and Rockford	Between State St., Belvidere and Rockford.....	45	35
Rockford	Maximum speed through city of Rockford..... Old KD Line Rockford and point about 5 miles east..... Speed over all highway and street crossings EXCEPTING, that between 10:00 PM and 6:00 AM, all trains will stop and flag themselves over 7th Street crossing at East Rockford..... City Limits: To East, Bridge 452, subway over 20th Street. To West, Fence at west end of the J. I. Case Co. Plant.	25 15 10	25 15 10
Rockford and Winnebago	Between West Street crossing at Rockford and Winnebago County Farm Bureau track, two miles west of Rockford.....	45	35
Rockford and Winnebago	Over facing point switch of Winnebago Farm Bureau track two miles west of Rockford, eastward.....	20	20
Rockford and Ridott	Between Winnebago Farm Bureau track two miles west of Rockford and reverse curve $2\frac{1}{2}$ miles east of Ridott.....	45	35
Pecatonica and Ridott	Around reverse curve $2\frac{1}{2}$ miles east of Ridott.....	35	35
Pecatonica and Freeport	Between west end of reverse curve $2\frac{1}{2}$ miles east of Ridott and C. M. St. P. & P. Crossing east of Freeport.....	45	35
Ridott and Freeport	During rain storms, or immediately thereafter, trains will approach farm crossing in the cut $2\frac{1}{2}$ miles west of Ridott very carefully, expecting to find earth washed onto track.....		
Ridott and Freeport	Over C. M. St. P. & P. Crossing, east of Freeport. See special rule governing operation over automatic interlocking plant.....	15	15

BETWEEN WEST CHICAGO AND FREEPORT—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Freeport	Between C. M. St. P. & P. Crossing and Passenger station Freeport.....	20	10
Freeport	Between 6:00 P.M. and 6:00 A.M., all trains or engines will flag themselves across Stephenson St. crossing, just west of Passenger station.....		

BETWEEN FORIS AND WILLIAMS BAY

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Foris and East Elgin	Between Interlocking plant at Foris and Highway crossing at City Pumping station East Elgin.....	15	15
East Elgin and Dundee	Between highway crossing at City Pumping station and Dundee...	45	35
Dundee and Carpentersville	Between Station Dundee and Carpentersville.....	25	20
Carpentersville	Over Fox River Bridge (Industrial siding).....	8	8
Carpentersville and Algonquin	Between Carpentersville and Route U. S. 14 Highway crossing just east of Algonquin.....	45	35
Algonquin	Over Route U. S. 14 Highway crossing, just east of Algonquin.....	5	5
Algonquin and Crystal Lake	Between Route U. S. 14 crossing east of Algonquin and Route U. S. 14 crossing about middle of gravel yard, Crystal Lake.....	45	35
Crystal Lake	Highway Crossing Route U. S. 14 about middle of gravel yard. All trains during daylight hours will reduce speed to ten (10) miles per hour over this crossing, and during night hours, will stop and protect movement over crossing by member of crew acting as Flagman on the crossing with lighted fusee.		
Crystal Lake	Town Line highway crossing, just south of roundhouse. Stop before passing over Crossing. Keep sharp lookout for highway traffic.....		
Crystal Lake	All trains will operate with extreme caution between Crystal Lake, Crystal Lake Jct. and east end of gravel yard, expecting to find main track occupied.....		
Crystal Lake and Genoa City	Between Crystal Lake and Railroad crossing at Genoa City.....	60	35

SPEED RESTRICTIONS

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BETWEEN FORIS AND WILLIAMS BAY—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
Genoa City	C. & N. W. Crossing.....	Stop	Stop
Genoa City and Lake Geneva	Between railroad crossing Genoa City and east end of curve ¾ mile west of Lake Geneva.....	60	35
Lake Geneva and Lake Como	Around curve ¾ mile west of Lake Geneva.....	45	35
Lake Geneva and Williams Bay	Between west end of curve 1¼ miles west of Lake Geneva and east end of curve west of station Lake Como.....	60	35
Lake Como and Williams Bay	Between east end of curve west of station Lake Como and east switch at Williams Bay.....	45	35
Williams Bay	Between east switch and station at Williams Bay.....	20	20

BETWEEN NORTH YARD AND SPRING VALLEY

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

BETWEEN NORTH YARD AND SPRING VALLEY—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Passenger Trains	Freight Trains and Engines
DeKalb	All train, yard, and engine movements will come to a full stop before crossing Lincoln Highway crossing on Spring Valley Line.....		
	Between Lincoln Highway crossing and Taylor St., (Canning Factory) crossing and over Taylor Street crossing.....	10	10
DeKalb and Tower BX	Between Taylor St. crossing DeKalb and C. B. & Q. crossing at Tower BX.....	40	30
Tower BX	Over C. B. & Q. Crossing.....	30	30
Tower BX and Earlville	Between C. B. & Q. Crossing at Tower BX and C. B. & Q. Junction one-half mile east of Earlville.....	40	30
Earlville	C. B. & Q. Connection ½ mile east of Earlville. All trains will move with extreme caution between Junction and C. B. & Q. Crossing. Westward trains will stop at junction and obtain permission from Towerman, Earlville, by telephone before proceeding. Eastward trains will be governed by signal indication at interlocking plant.....		
Earlville	Over C. B. & Q. Crossing.....	30	30
Earlville	On elevator track.....		5
Earlville and Dimmick	Between C. B. & Q. Crossing at Earlville and I. C. Crossing at Dimmick.....	40	30
Dimmick	Over I. C. Crossing. See special rule covering operation over automatic interlocking plant.....	20	20
Dimmick and Shaft No. 2	Between I. C. Crossing at Dimmick and east switch at Shaft No. 2...	40	30
Shaft No. 2 and Spring Valley	Between east switch at Shaft No. 2 and Spring Valley.....	10	10
Spring Valley	Between water tank and station, trains with Class Z Engine.....	5	5

BETWEEN GENEVA AND ST. CHARLES

Geneva and St. Charles	Between Geneva and St. Charles...	20	20
Geneva	Junction with C. & N. W.....	Stop	Stop
Geneva	State St. crossing.....	Stop	Stop
St. Charles	VanSicklen's and Prairie St. crossings.....	Stop	Stop

BETWEEN GENEVA AND AURORA

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

ADDITIONAL SPEED RESTRICTIONS FOR ALL TRAINS AND ENGINES

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

The speed of a train or engine moving over a cross-over, turn-out from main track to siding or diverging route at a junction, must not exceed ten (10) Miles per hour, unless specifically authorized under speed restrictions.

A train moving against the current of traffic in two or more track district must not exceed twenty (20) Miles per hour at any point, and must not exceed ten (10) Miles per hour through turn-outs and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) Miles per hour approaching the terminals between which the reverse movement is being made. This rule does not apply to trains operating in either direction on Track No. 2 between Elmhurst and West Chicago.

Unless otherwise instructed, steam wrecking outfits must not exceed a speed of thirty-five (35) miles per hour between Chicago and Clinton and twenty-five (25) miles per hour on all other subdivisions.

Trains handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed of 30 miles per hour on main line, nor speed of 20 miles per hour on branch lines and must carefully observe the operation of trains whenever handling cars of this type.

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

On Branch Lines, will not exceed speed of 25 miles per hour at any point on straight track and 20 miles per hour on curves.

Speed restrictions requiring less than the above speed must be observed.

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

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

COMMUNICATING STATION OFFICE HOURS.

Station	Daily Ex. Sundays & Holidays	Holidays	Sundays	Station	Daily Ex. Sundays & Holidays	Holidays	Sundays
Chicago.....	Continuous.....	Continuous.....	Continuous.....	Garden Prairie.....	8.30 AM to 5.30 PM.....	Closed.....	Closed - 10.00
Kedzie.....	Continuous.....	Continuous.....	Continuous.....	Belvidere.....	3.00 PM to 12.00 M.....	4.00 PM to 6.00 PM.....	Closed - 8.00 AM - 12.00 PM
JN Tower.....	Continuous.....	Continuous.....	Continuous.....	Cherry Valley.....	8.15 AM to 5.15 PM.....	Closed.....	Closed
Proviso.....	Continuous.....	Continuous.....	Continuous.....	Rockford.....	8.30 AM to 5.30 PM.....	9.30 AM to 11.30 PM.....	Closed
Elmhurst.....	Continuous.....	Continuous.....	Continuous.....	Pecatonica.....	8.00 AM to 5.00 PM.....	3.30 PM to 5.30 PM.....	Closed
West Chicago.....	Continuous.....	Continuous.....	Continuous.....	Freeport.....	8.30 AM to 5.30 PM.....	3.30 PM to 5.30 PM.....	Closed
Geneva.....	Continuous.....	Continuous.....	Continuous.....	Henrietta.....	Continuous.....	Continuous.....	Continuous
De Kalb.....	Continuous.....	Continuous.....	Continuous.....	Earlville.....	8.30 AM to 5.30 PM.....	Closed.....	Closed
Rochelle.....	Continuous.....	Continuous.....	Continuous.....	Triumph.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Ashton.....	7.10 AM to 4.10 PM.....	Closed.....	Closed.....	Troy Grove.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Nachusa.....	Continuous.....	Continuous.....	Continuous.....	East Elgin.....	7.45 AM to 4.45 PM.....	Closed.....	Closed
Dixon.....	10.00 AM to 7.00 PM.....	12.30 PM to 2.30 PM.....	11.15 AM to 1.15 PM	Dundee.....	8.00 AM to 5.00 PM.....	Closed.....	Closed
Nelson.....	Continuous.....	4.45 PM to 7.00 PM.....	4.15 PM to 6.30 PM	Algonquin.....	7.15 AM to 4.15 PM.....	Closed.....	Closed
Sterling.....	Continuous.....	Continuous.....	Continuous.....	Crystal Lake.....	5.25 AM to 9.25 PM.....	5.25 AM to 9.25 PM.....	5.25 AM to 9.25 PM
Clinton.....	Continuous.....	Continuous.....	Continuous.....	McHenry.....	6.55 AM to 4.40 PM.....	4.30 PM to 6.30 PM.....	4.30 PM to 6.30 PM
South Elgin.....	8.00 AM to 5.00 PM.....	Closed.....	Closed.....	Ringwood.....	6.45 AM to 3.45 PM.....	Closed.....	Closed
Foria.....	Continuous.....	Continuous.....	Continuous.....	Richmond.....	6.30 AM to 3.30 PM.....	Closed.....	Closed
Huntley.....	7.30 AM to 4.30 PM.....	Closed.....	Closed.....	Genoa City.....	6.40 AM to 3.40 PM.....	Closed.....	Closed
Union.....	8.30 AM to 5.30 PM.....	Closed.....	Closed.....	Lake Geneva.....	6.15 AM to 3.15 PM.....	4.00 PM to 6.00 PM.....	4.00 PM to 6.00 PM
Marengo.....	8.30 AM to 5.30 PM.....	Closed.....	Closed.....	Williams Bay.....	6.15 AM to 3.15 PM.....	4.00 PM to 6.00 PM.....	4.00 PM to 6.00 PM

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

DIVISIONAL STAFF

H. R. KOCH, Assistant Superintendent
CHICAGO

J. F. CHARTERS, Trainmaster
WEST CHICAGO

G. C. STUART, Train Master
STERLING

F. H. WRIGHT, Chief Train Dispatcher

J. W. WILCOX, Night Chief Train Dispatcher

L. P. GILLUM, Assistant Chief Train Dispatcher

DISPATCHERS

J. A. CAVENEY
C. W. EVANS

W. C. GAMBELL
R. W. HERON
K. H. WRIGHT

H. E. SHERBERT
W. M. PENDELL

E. L. MEAD, Division Engineer
CHICAGO

W. G. BURNS, Division Accountant
CHICAGO

J. S. JONES, Master Mechanic
CHICAGO SHOPS

J. SOLBERG, Road Foreman of Engines
CHICAGO SHOPS

DISTRICT CLAIM AGENTS

O. J. ADAMSON,
CHICAGO

S. B. SUTTON,
CHICAGO

ROADMASTERS

J. E. WILKINSON
CHICAGO

L. T. DAY
PROVISO

F. E. SCHAUMBURG
WEST CHICAGO

A. E. BENSON
STERLING

M. J. FAYRAM
BELVIDERE

CHICAGO PASSENGER TERMINAL

F. H. HEMES, Superintendent
CHICAGO

CHICAGO FREIGHT TERMINAL

N. L. WATERMAN, Superintendent
CRAWFORD AVE.

TRAINMASTERS

J. T. RAYMOND
PROVISO

D. J. McLAUGHLIN
PROVISO

G. L. THORPE
PROVISO

F. L. HOUX
CHICAGO AVE.

ASST. TRAINMASTER

G. J. CHRISTIAN
CRAWFORD AVE.