

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

MILWAUKEE DIVISION

SECOND DISTRICT

15

TIME TABLE No. 15

TAKING EFFECT AT 12:01 O'CLOCK A. M.,
CENTRAL STANDARD TIME

SUNDAY, FEBRUARY 2, 1936

Superintendent

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

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

N. P. THURBER,
Assistant Superintendent.
J. H. VALENTINE
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.
O. N. HARSTAD,
General Manager.

STURTEVANT AND KITTREDGE—SUBDIVISION—WESTWARD

THIRD CLASS				SECOND CLASS				Capacity of Holding in Cars		Time Table No. 15 In Effect 12:01 A.M. Feb. 2, 1936		Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule, page 5	FIRST CLASS								
95	93	65	61	365	67	Stops	Other Trains	Distance from Milwaukee	STATIONS		21				49	325	25						
Way Freight Mon., Wed. and Fri. Only	Way Freight Mon., Wed. and Fri. Only	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily				Passenger	Passenger	Passenger				Passenger	Daily Except Sun.	Sunday Only	Daily	Daily				
		10.15 PM	8.30 PM		4.30 AM				MILWAUKEE	WH	P	8.40 A.M.			6.25 PM								
L 8.50 AM		L 11.15 PM	L 9.30 PM		L 5.45 AM	45	126	23.2	STURTEVANT	CS	BCIJPRSWY	L 9.25 AM	L 2.30 PM		L 6.57 PM								
8.55		11.23	9.38		5.53	82	98.7	2.5	SYLVANIA		No Office	9.30	2.34										
9.25		11.33	9.48		6.03	68	65	5.0	UNION GROVE	UN	5.00 PM to 8.00 AM	9.37	2.42		7.08								
9.35 ²¹ 10.01		11.39	9.54		6.09	67	40	8.0	KANSASVILLE	KV	5.00 PM to 8.00 AM	9.43	2.47		7.12								
10.10		11.45	10.00		6.15	22	36.7	8.0	ROSEWOOD		No Office	9.48	2.52										
								5.0	BURLINGTON TOWER	BN		9.56	2.58		7.21								
11.05		11.55	10.10		6.25	61	30	1.0	BURLINGTON	BU	No Office	9.59	3.00		7.23								
11.15		12.03 AM	10.18		6.33	22	46.6	8.0	LYONS	ON	5.00 PM to 8.00 AM	10.06	3.07		7.28								
11.33		12.08	10.23		6.40	61	20	2.8	SPRINGFIELD	SG	5.00 PM to 8.00 AM	10.11	3.11		20-36 7.31								
12.25 PM		12.13 PM	10.38		7.10	60	166	7.1	ELKHORN	KN	11.30 PM to 7.30 AM	10.27	3.25		7.46								
12.45 ⁷⁰ 1.50		12.33	10.48		7.40	80	60	5.4	DELAVER	DV	6.50 PM to 9.00 AM	10.37	3.33		7.53								
2.10		12.40	10.55		7.53	22	30	4.0	DARIEN	DR	5.00 PM to 8.00 AM	10.48	3.43		8.04								
3.15		12.45	11.00		7.58	54	6	2.5	(G. M. & ST. P. & P. CROSSING)			10.52	3.48		8.08								
								1.7	SARDWELL	G		10.55	4.25										
								70.1	ALLEN'S GROVE		No Office	10.59	4.30										
3.50		12.58	11.13		8.25	68	10	4.5	CLINTON JUNCTION	CT		11.05	4.36		8.17								
4.01		1.10	11.25		8.39	68		5.0	PORTERS		No Office	11.11	4.45		8.23								
4.11		1.20	11.45	L 10.35 PM	8.49			8.8	BELOIT JUNCTION		No Office	11.15	4.51	L 8.18 PM	8.27								
As 4.15 PM	L 11.35 AM	3.05 1.35	12.05 AM 12.30	64-68-01-05 10.45 PM 4.55 AM	8.55	47	150	1.4	BELOIT	BS		11.22	As 4.55 PM	8.20 ²⁵ 8.40	8.37								
11.40	1.40	12.35	5.00	9.00	9.00	75	130	0.5	WEST YARD, BELOIT		No Office	11.24		8.43	8.38								
11.55	2.05	12.50	A 5.10 AM	9.20	9.20	68	85	2.5	ROCKTON	RN	5.00 PM to 8.00 AM	11.28		A 8.47 PM	8.43								
12.40 PM	2.20	1.02		9.32	9.32	70	40	6.7	SHIRLAND	HD	5.00 PM to 8.00 AM	11.38			8.51								
12.55	2.35	1.20		9.50	9.50	68	26	6.9	DURAND	DX	5.00 PM to 8.00 AM	11.48			8.59								
1.26	2.50	1.35		10.10	10.10	61	25	4.4	DAVIS	VI	4.00 PM to 10.00 PM 8.00 AM to 8.00 AM	11.57			9.06								
2.15	2.56	1.41		10.20	10.20	15		2.0	ROCK CITY	KC	No Office	12.02 PM			9.10								
3.18	3.04	1.50		10.30	10.30	70	35	3.4	DAKOTA	DK	5.00 PM to 8.00 AM	12.08			9.15 ⁹⁴								
4.45	3.30	2.05		10.45 ⁷⁰ 11.30	11.30	75	175	7.7	FREEPORT	FD		12.20 PM			9.30								
5.10	3.45	2.20		11.50	11.50	65	18	7.8	FLORENCE	F	5.00 PM to 10.00 AM				9.42								
5.45	3.57	2.35		12.01 PM	12.01 PM	30	35	8.8	SHANNON	SN	5.00 PM to 8.00 AM				9.50								
A 6.00 PM	A 4.15 AM	A 3.00 AM		A 12.30 PM		94	22	2.7	KITTREDGE	K					A 9.57 PM								
		7.20 PM		3.40 AM				21.5	SAVANNA	SA					10.25 PM								
7.25	6.25	5.00	5.30	6.35	6.45				Schedule Time			2.45	2.25	.29	3.00								
8.2	8.0	22.1	20.3	06	15.0				Average Speed per Hour			35.0	26.8	8.0	37.4								

Passenger Trains must not exceed maximum speed of 60 miles per hour. Freight Trains 40 miles per hour.

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Between Savanna and Kittredge, Dubuque and Illinois Division First District Time Table and Rules govern.
Between Sturtevant and Milwaukee, Milwaukee Division First District Time Table and Rules govern.
All westward trains must approach Beloit Jct. under full control prepared to stop short of governing signal.
Electric block signals are in use between Beloit and Beloit Junction and between Rockton and West Yard, Beloit.
Nos. 25 and 26 register by card Sturtevant and Kittredge.

No. 25 will stop at Florence to let off passengers from Beloit and beyond or take on passengers for Savanna and beyond.
No. 25 will stop at Union Grove to let off passengers from Chicago, Milwaukee and Racine.
At Rockton, the upper semaphore arms govern trains on Sturtevant to Kittredge Subdivision and lower arms govern trains on Janesville to Davis Jct. Subdivision.
The distant signals for Burlington Tower and Clinton Jct. interlocking plants operate also as automatic block signals, when these signals are at stop trains will stop and proceed according to automatic block signal rules.

STURTEVANT AND KITTREDGE—SUBDIVISION—EASTWARD

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FIRST CLASS				Capacity of Siding in Cars		Time Table No. 15 In Effect 12:01 A. M., Feb. 2, 1936	STATIONS	Telegraph Calls	Office Closed Week Days	SECOND CLASS				THIRD CLASS	
20	36	26	330							368	70	64	68	96	94
Passenger	Passenger	Passenger	Passenger	Sidings	Other Trucks					Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight
Sunday only	Daily Except Sun.	Daily	Daily							Daily	Daily	Daily	Daily	Tues. Thurs. Sat. Only	Tues. Thurs. Sat. Only
\$5.55 PM	8.55 PM	9.30 AM				106.0	MILWAUKEE	WH			5.30 PM	6.00 AM	6.30 AM		
A 8.20 PM	A 8.20 PM	A 8.47 AM		45	125	133.7	STURTEVANT	CH			A 3.15 PM	A 4.30 AM	A 5.00 AM	A 4.00 PM	
f 8.14	f 8.14	8.42			22	181.3	SYLVANIA		No Office		3.07	4.25	4.46	3.55	
8.06	8.06	f 8.34		68	64	126.3	UNION GROVE	UN	5.00 PM to 8.00 AM		2.57	4.15	4.36	3.45 70	
f 7.58	8.06	8.30		57	40	123.2	KANSASVILLE	KV	5.00 PM to 8.00 AM		2.47	4.10	4.31	2.45	
f 7.52	f 7.52				22	120.3	ROSEWOOD		No Office		2.42	4.05	4.26	2.35	
7.46	7.46	8.19				115.2	BURLINGTON TOWER	BN							
7.44	7.44	8.17		61	30	114.3	BURLINGTON	BU	No Office		2.35	3.55	4.16	2.10	
f 7.37	f 7.37	8.10			22	110.3	LYONS	ON	5.00 PM to 8.00 AM		2.22	3.41	4.01	1.10	
7.31	7.31	8.06		61	20	107.5	SPRINGFIELD	SG	5.00 PM to 8.00 AM		2.17	3.35	3.55	12.43	
7.15	7.15	7.53		50	150	100.4	ELKHORN	KN	11.30 PM to 7.30 AM		2.03	3.20	3.40	12.25 PM	
6.46	6.45	7.46		50	60	95.0	DELAVER	DV	6.50 PM to 9.50 AM		1.50	3.05	3.25	10.37	
f 6.39	f 6.39	7.36		22	20	91.0	DARIEN	DR	5.00 PM to 8.00 AM		1.42	2.55	3.15	9.33	
6.32	f 6.32	7.33		54		88.5	BARDWELL	G			1.33	2.45	3.10	9.15	
f 6.21	f 6.21					86.8	ALLEN'S GROVE		No Office						
6.15	6.15	7.26		68	19	82.3	CLINTON JUNCTION	CT			1.17	2.27	2.50	8.25	
f 6.08	f 6.08	7.19		68		77.3	PORTERS		No Office		1.01	2.12	2.33	7.50	
6.02	6.02	7.13	A 7.20 AM			73.7	BELOIT JUNCTION		No Office	A 6.35 AM	12.50	1.59	2.20	7.35	
L 6.00 PM	6.00	7.10	7.18 26 6.53	47	150	73.3	BELOIT	B DS		6.30	12.45	1.55	2.15	L 7.30 AM	As 10.30 PM
	5.39	7.02	6.52	75	130	71.6	WEST YARD, BELOIT		No Office	5.18	12.15 PM	1.40 65 1.06	2.05 65 1.20		10.20
5.35	6.59	L 6.48 AM		58	85	69.8	ROCKTON	RN	5.00 PM to 8.00 AM	L 5.10 AM	11.55	12.50	1.12	10.15	
5.26	6.51			70	30	62.0	SHIRLAND	HD	5.00 PM to 8.00 AM		11.38	12.33	1.02	9.55	
5.17	6.43			68	26	55.7	DURAND	DX	5.00 PM to 8.00 AM		11.25	12.22	12.52	9.40	
5.10	6.38			61	25	51.3	DAVIS	VI	4.00 PM to 10.00 PM 6.00 AM to 8.00 AM		11.17	12.13	12.43	9.30	
5.05	6.35			15		48.4	ROCK CITY	KC	No Office		11.11	12.07	12.38	9.22	
5.00	6.31			79	95	45.0	DAKOTA	DK	5.00 PM to 8.00 AM		11.05	12.01 AM	12.32	9.15	
L 4.45 PM	6.18			75	175	37.3	FREEMONT	FD			10.45	11.40	12.15 AM	8.10	
		6.02		55	18	30.0	FLORENCE	F	5.00 PM to 10.00 AM		10.20	11.18	11.53	4.50	
	f 5.52			30	35	24.2	SHANNON	BN	5.00 PM to 8.00 AM		10.10	11.08	11.43	4.30	
	L 5.47 AM			22		21.5	KITTREDGE	K		L 10.00 AM	L 11.00 PM	L 11.35 PM		L 4.00 PM	
		5.17 AM					SAVANNA	SA					10.30 PM	2.00 PM	
2.20	3.35	3.00	.32				Schedule Time			1.25	5.15	5.30	5.25	8.30	6.30
26.3	26.9	37.4	8.4				Average Speed per Hour			2.8	21.3	20.3	20.3	7.0	8.0

Passenger Trains must not exceed maximum speed of 60 miles per hour. Freight Trains 40 miles per hour.

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in operation between Sturtevant and Beloit Junction and between Rockton and Kittredge. Block signals will also be used as train order signals. See Rules 221-B and 311.

Block signal rule 319-A applies at Sturtevant trains other than passenger trains accepting and moving under a clear signal or clearance card must approach Sturtevant under control and proceed only as the way is seen or known to be clear.

All Eastward trains approach Rockton under full control prepared to stop short of governing signal.

No. 21 and No. 36 will register at Freeport. No's 25 and 26 register by card Sturtevant and Kittredge.

WESTWARD			RACINE AND STURTEVANT— SUBDIVISION					EASTWARD		
SECOND CLASS		Capacity of Siding in Cars	Distance from Racine	Time Table No. 15		Telegraph Calls	Office Closed Week Days	SYM- BOLS See Spec- ial Rule, page 5	SECOND CLASS	
165				In Effect 12:01 A. M., Feb. 2, 1936					164	162
Time Freight				STATIONS					Time Freight	Time Freight
Daily	Sidings	Other Trackage							Daily Except Sun.	Daily
L 6.10 PM			190	..... RACINE		SJ	4:00PM to 7:00AM	BCKP RTWZ	As 8.30 AM	As 11.45 PM
6.50	50	32	1.8	..... 1.8 RACINE JUNCTION..... (C. & N. W. CROSSING)			No Office	IKPC	8.25	11.40
			2.8	..... 1 (C. N. S. & M. CROSSING)				IK		
7.00			275	..... 1.8 GATLIFF.....			No Office		8 10	11.25
			6.1	..... 1.5 (C. & N. W. CROSSING)						
As 7.10 PM	58	125	7.4	..... 1.3 STURTEVANT.....		CS		BCLIP RSWY	L 8.00 AM	L 11.15 PM
1.00				Schedule Time					.30	.30
7.4				Average Speed per Hour					14.8	14.8

Freight Trains must not exceed maximum speed of 25 miles per hour.

SECOND CLASS			FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 15			Office Closed Week Days		SYMBOLS	FIRST CLASS	SECOND CLASS	
363	365	325				In Effect 12:01 A. M., Feb. 2, 1936					See Special Rule, page 5	330	368	364
Time Freight	Time Freight	Passenger										Passenger	Time Freight	Time Freight
Daily	Daily	Daily	Sittings	Other Tracks	Distance from Janesville	STATIONS			Telephone Calls			Daily	Daily	Daily
	L 9.45 PM	L 7.52 PM		150		..... JANESVILLE			BE		BCJRST WZ	As 7.45 AM	As 7.30 AM	
		f 8.02		20	5.7	5.7 AFTON				No Office	M	f 7.35		
						(C. & N. W. CROSSING)								
	10.10	f 8.06	24		8.1	2.4 RITON				No Office		f 7.31	6.50	
			40		10.3	2.0 JONES SIDING				No Office				
	10.30	8.14		30	12.9	2.7 JOINT SWITCH				No Office		7.23	6.40	
	10.35	s 8.18			14.1	1.2 BELOIT JUNCTION				No Office		s 7.20	6.35	
	368 s 5.10 AM	s 8.47	58	65	18.5	4.4 ROCKTON			RN	5.00 PM to 8.00 AM		s 6.48	365 5.10	
	5.20	f 8.54		12	22.2	3.7 ROSCOE SIDING				No Office		6.41	4.45	
	5.30	f 9.00	22		25.4	3.2 LATHAM PARK				No Office		6.36	4.35	
10.00 PM	A 330 5.50	As 9.15 PM		85	33.6	8.2 ROCKFORD			RF	9.30 PM to 5.30 AM	BCK RTWZ	L 365 6.20 AM	L 4.00 AM	3.45 AM
					34.6	1.0 ILL. CENT. CROSSING								
					38.4	3.8 CAMP GRANT								
					39.4	1. NEW MILFORD								
11.00 PM	7.30 AM		Yard		45.4	6. DAVIS JUNCTION			DJ		BCJRSWY		3.10 AM	3.00 AM
1.00	9.45	1.23				Schedule Time						1.25	4.20	.45
11.8	4.5	24.8				Average Speed Per Hour						23.0	9.8	14.1

Between Beloit Junction and Rockton Sturtevant—Kittredge Sub-division Time Table and Rules govern.

Freight Trains must not exceed maximum speed of 25 miles per hour.

GENERAL INSTRUCTIONS

SYMBOLS

B—Bulletin	J—Junction	A—Standard Clock
C—Coal	K—Connection with foreign road	T—Turntable
D—Drenching Tower	M—Railroad Crossing protected by signals	W—Water
E—Refreshments	O—Oil	Y—Wye
G—Railroad Crossing protected by gates.	P—Dispatchers' telephone	Z—Track scales
I—Interlocking	R—Register	

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage-men, Traveling Engineers, Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice-President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read: Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows: If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L, instead of starting the first of the long sounds at the whistle post, the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff or manual block systems, viz: between

Sturtevant and Racine	Steward Junction and Ladd
Janesville and Beloit Jct.	Ladd and Cherry
Rockton and Rockford	Ladd and Seatonville
	Granville and Oglesby

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: "No. left. M. and has not passed."

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their enginemen to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

The Statutes of the State of Illinois provide that no railroad shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and imposes a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the enginemen or conductor violating the provisions of the act, to be recovered in an action of debt in the name of the people of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this statute, employees responsible therefor will be called upon to bear fine imposed. When suits are brought against employees for violating the above statute the Company will take no action in defending same.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

- On engine footboards between engine and car when cars are being pushed
- On leading footboard while coupling engine to cars.
- On engine pilots.
- On deadwood, drawbars, brake beams, journal boxes and brake wheels
- On ends of cars containing loads which may shift.
- On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or train men will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR

END OF CAR

SWINGING CAR DOOR OR ANY OTHER

DANGEROUS CONDITIONS

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. left. M. and has not passed

with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in the case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for double heading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

Normal Speed—The maximum speed authorized by time table in territory involved.

Medium Speed—One-half the authorized maximum speed.

Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position—light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown. Rule D-86 is eliminated.

Employees must not handle or board cars or engines that bear "Bad Order" cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

GENERAL INSTRUCTIONS—CONT.

Rule 908 is hereby amplified by adding the following as a second paragraph. If for any reason adjustment is necessary to a drawbar, knuckle pin or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

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

SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Time Table Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten (10) miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. No turn-outs laid with long frogs on Milwaukee division second district.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

Green flag by day and green light by night displayed on the enginemen's side of the track indicates the track one mile distant is safe for speed of not more than ten (10) miles per hour, unless otherwise directed by train order.

Trains handling steam derrick will not exceed following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	MILES PER HOUR	
	On Tangent Tracks	On Curves
Between Sturtevant and Kittredge.....	28	20
Between Janesville and Rockford.....	21	15
Between Steward Junction and Seatonville.....	21	15
Between Granville and Oglesby.....	21	15

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	MILES PER HOUR	
	On Tangent Tracks	On Curves
Between Sturtevant and Kittredge.....	25	20
Between Janesville and Rockford.....	20	15
Between Steward Junction and Seatonville.....	20	15
Between Granville and Oglesby.....	20	15
Between Ladd and Cherry.....	20	15

The maximum speed of passenger trains must not exceed forty miles per hour at any point when an engine from freight service or when any single truck locomotive is used; nor when double-heading with one freight and one passenger engine. This speed restriction applies only where conditions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

SPECIAL INSTRUCTIONS

All eastward freight trains will use six (6) minutes from Davis to mile post 87, one and one half miles west of Durand, and will use ten (10) minutes from mile post 36 at top of Springfield hill to Lyons.

All westward freight trains will use six (6) minutes from mile post 61, located two miles west of Clinton Junction, to Porters, and will use fifteen (15) minutes from Dakota to Freeport.

Freight trains in both directions will use six (6) minutes between Rock City and Davis.

Eastward passenger trains restrict speed to forty-five (45) miles per hour Davis to Durand.

Trains in either direction must not exceed twenty (20) miles per hour between east passing track switch and Washington Street east of passenger station Elkhorn account sharp curvature.

Madison and Milwaukee Division trains must approach junction switch at "Five points", Janesville, under full control and be prepared to stop until they know that switches are properly lined up and track is clear.

All trains will not exceed speed of eight (8) miles per hour over Auburn, Kilburn, School, Jefferson, Mulberry, State, Elm and Cedar Streets, Rockford, Ill.

At Afton—Automatic crossing signals at crossing with the C. & N. W. Railway at Afton, Wis., govern trains on both roads moving over this crossing by standard upper quadrant semaphore signals located on the right hand side of track, approximately five hundred (500) feet from the crossing.

The home signals on the C. M. St. P. & P. Railroad are equipped with two arms and the indication of same are in accordance with Rules 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-five hundred feet (2500 ft.), from the home signals.

All trains will approach the home signals under control, and, if proceed signal indication is obtained steam trains may proceed over the crossing at a speed not to exceed twenty (20) miles per hour.

If a train is stopped at home signal and no conflicting train movement is evident, a train man shall proceed to the crossing and operate hand release located in a box, marked "C. M. St. P. & P. Release" locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman at crossing upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

At Rockford—Automatic Signal located about 400 feet east of the overhead bridge will govern movements of westward trains. When signal indicates stop, all trains will stop and proceed only as way is known to be clear. This signal also protects switch leading to freight house and the I.C. Ry. connection switch.

At Beloit—Movement of all trains over crossing of the C. M. St. P. & P. Railroad and the C. & N. W. Railway located 1300 feet west of the passenger depot at Beloit, Wis., will be governed by color light slow speed signals interconnected with gates. The slow speed signals are located fifty-five (55) feet in each direction from the crossing.

When gates are set against trains on C. M. St. P. & P. track, the color light signals will show "red", indicating "Stop" (Rule 602-A).

When the gates are set against trains on conflicting road, the color light slow speed signals will show "Green" indicating "Proceed at slow speed—prepared to stop" (Rule 602-G).

When "Stop" is indicated, the signals must not be passed by a train, except when full understanding is had with the gateman and under full protection.

When "Proceed at slow speed—prepared to stop" is indicated, engine of the train (or the first car when the train is backing) may proceed over the crossing at slow speed.

At Freeport—Signal protection and spring switch at west end Tracy Track. Normal position of switch is for main line. Colored light dwarf signal located immediately west of switch will indicate position of switch for eastward trains. Trains pulling out of side track must not make back up movement until entire train has passed through switch or cut off cars and handled switch from switch stand. Trains will reduce speed to 15 miles per hour over this switch.

At Freeport—Automatic interlocking plant at the crossing with the C. & N. W. 2400 ft., west of the passenger station.

C. M. St. P. & P. trains moving over the crossing will be governed by standard upper quadrant semaphore signals located on the right hand side of the track and approximately five hundred (500) feet from the crossing.

The home signals on the C. M. St. P. & P. Railroad are equipped with two arms and indications of same are in accordance with Rules 602-A and 602-G. Fixed distant signal with indication in accordance with Rule 603-J is located approximately twenty-seven hundred (2700) feet west of the Eastward home signal.

All trains will approach the home signals under control and after proceed signal indication is obtained steam trains may proceed over the crossing at a speed not to exceed fifteen (15) miles per hour. After the engine or leading car has passed the crossing the speed of train may be increased.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in a box, marked C. M. St. P. & P. Release, locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal the trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movement under such conditions must be made at slow speed and must be protected against conflicting movement.

At Bardwell the interlocking plant consists of a high signal located approximately 500 feet each side of the crossing, the top arm governing movements on the main line and the second arm, where provided, governs movements into the west end of Second District Siding and east end of First District Siding, these two siding switches being interlocked and low dwarf signals being provided to govern movements out of the siding onto the main line.

All trains will approach the home signal under control and after proceed signal indication is obtained may proceed over the crossing at a speed not to exceed fifteen (15) miles per hour. After the engine or leading car has passed the crossing the speed of the train may be increased.

The interlocking signals at this crossing do not supersede Train Orders, Time Tables or other rules as affecting the movement of trains at this point.

Block Signal System is in service between Beloit Jct. and Beloit and between West Yard, Beloit and Rockton. The following rules in conjunction with the rules in "Book of Rules and Regulations" will govern the movement of trains or engines and will supersede all other rules and instructions inconsistent therewith:—

Rule 1—Block signals electrically interlocked and located as indicated, will supersede time table authority. The movement of all trains or engines in either direction between Beloit Jct. and Beloit and between West Yard, Beloit and Rockton will be governed by signal indications as follows:—

Beloit Junction—Beloit

Westward trains or engines on main track by signal 190 feet east of Beloit Junction.

Westward trains or engines on Janesville Line by signal 190 feet east of Beloit Junction.

Eastward trains or engines by signal located just west of St. Paul Avenue.

West Yard, Beloit-Rockton

Westward trains or engines on main track by signal on left hand side of track 150 feet east of west end of passing track at West Yard, Beloit.

Westward trains or engines from passing track by signal 150 feet east of west end of passing track at West Yard, Beloit.

This signal does not indicate the position of the switch and train and enginemen must know that it is set right before proceeding.

Eastward trains or engines on Kittredge and Sturtevant Sub-Division by signal 180 feet east of depot at Rockton.

Eastward trains or engines on Janesville and Davis Jet. Sub-Division by signal 180 feet east of depot at Rockton.

Rule 2—Trains or engines must not foul or enter the block signal territory between Beloit Junction and Beloit and between the west end of West Yard, Beloit and Rockton, unless governing signal is at proceed, or proper authority is obtained from the train dispatcher at Beloit. Telephones for communication with the train dispatcher are provided at block signals.

Rule 3—When a train is stopped by a block signal it may proceed only upon authority from the train dispatcher and at slow speed expecting to find a broken rail, obstruction, or switch not properly set. In case of failure of means of communication, train may proceed when preceded by a flagman.

Rule 4—When a train is stopped by a block signal and authority to proceed is requested, the train dispatcher will, after making sure there is no opposing train or engine movement, orally, authorize train to proceed in the following form:

"You may proceed through block at slow speed."

Should the train dispatcher not be able to assure himself that there is no opposing train or engine movement authority for the train to proceed will be given in the following form:

"You may proceed through block under protection of flag."

These oral instructions must be repeated by the conductor or engineman to insure correct understanding and entry made by the train dispatcher in his train order book.

Rule 5—Trains or engines entering sidings between Beloit Jct. and Beloit and between West Yard, Beloit, and Rockton will inform the train dispatcher when clear of main track and switches closed and will not again enter upon main track nor open switches without first receiving authority from the train dispatcher. Telephones for communication with the train dispatcher are provided.

Rule 6—Trains entering upon the main track from any of the side tracks between Beloit Jct. and Beloit and between West Yard, Beloit and Rockton, in addition to observing other rules and special instructions, will wait two (2) minutes after opening the switch before fouling clearance of main track.

Rule 7—Spring switch is in service at junction at Rockton. The normal position of this switch is for the Freeport Line. Eastward trains trailing through this switch from the Janesville and Davis Jet. Sub-Division to the Kittredge and Sturtevant Sub-Division will make no movement in the reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand. Westward trains moving to Rockford Line will stop and operate junction switch by hand. A semaphore signal located just east of junction switch will indicate position of switch for westward trains. Trains finding this signal at stop, in addition to observing other rules, will examine switch to know points are fully closed before passing over same. Trains in either direction will not exceed a speed of twenty (20) miles per hour over the spring switch.

Rule 8—Failure of signals must be promptly reported to the train dispatcher at Beloit.

Rule 9—All trains in either direction must move between Beloit and west end of West Yard, Beloit, under full control prepared to stop unless main track is known or seen to be clear.

Take siding indicator located on south side of track 175 ft. west of west siding track switch West Yard, Beloit.

This indicator which consists of an illuminated letter "S" when lighted, will inform eastward trains to take siding at West Yard, Beloit.

All eastward freight trains will approach this indicator under full control prepared to stop and take siding if letter "S" on same is illuminated.

TONNAGE RATINGS

STATIONS	CLASS L-3				CLASS L-2				CLASS G-7,K-1			
	1	2	3	4	1	2	3	4	1	2	3	4
EASTWARD												
Kittredge to Dakota.....	2800	2300	2000	1800	2000	1440	1280	1120	1050	945	840	735
Dakota to Sturtevant.....	3500	2500	2200	2000	2600	1800	1600	1400	1300	1170	1040	910
Davis Jct. to Rockford.....					4000	2400	2200	2000	1900	1710	1520	1330
Rockford to Beloit.....					3000	2000	1800	1600	1700	1530	1360	1190
Beloit to Janesville.....					2500	2100	1900	1700	1500	1350	1200	1050
Davis Jct. to Oglesby.....					2200	1530	1360	1190	1200	1080	960	840
WESTWARD												
Sturtevant to Springfield.....	2500	2300	2000	1800	2000	1800	1600	1400	1350	1215	1080	945
Springfield to Kittredge.....	2000	1800	1500	1300	1650	1395	1240	1085	1000	900	800	700
Janesville to Rockford.....					3800	3400	3100	2800	1600	1440	1280	1120
Rockford to Davis Jct.....					1900	1600	1400	1200	1200	1080	960	840
Oglesby to Ladd.....					2400	1800	1600	1400	1250	1125	1000	875
Ladd to Davis Jct.....					3100	2430	2160	1890	1800	1620	1440	1260

Weather rating:

1. 25 degrees above zero or over.
2. 5 to 25 degrees above zero—very frosty or wet.
3. 5 degrees above to 10 below zero.
4. 10 degrees below zero or colder.

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

YARD LIMITS at:

- Racine**—extends from 1500 feet west of Gatloff to end of main track.
- Sturtevant**—extend from 2000 feet west of west siding switch on Sturtevant Kittredge sub-division to 4000 feet east of east switch and to 4000 feet west of west wye switch on first district Chicago and Milwaukee sub-division.
- Burlington**—extends from 2000 feet east of Soo Line transfer switch to 2000 feet west of Racine County pit switch.
- Elkhorn**—extends from 2000 feet east of east switch to 2000 feet west of west siding switch.
- Delavan**—extends from 2000 feet east of east siding switch to 2000 feet west of creamery track switch.
- Beloit**—extends from 2834 feet east of Beloit Jct. to 2000 feet west of west siding switch west yard on Sturtevant and Kittredge subdivision and to 2000 feet east of joint track switch on Janesville and Davis Jct. sub-division.
- Rockton**—extends from 2800 feet east of east siding switch to 2000 feet west of outer switch west of Rockton on Sturtevant and Kittredge subdivision and to 2000 feet west of New Manley switch 2½ miles west of Rockton on Janesville and Davis Jct. sub-division.
- Freeport**—extends from 2000 feet east of outer switch east of Freeport to 2000 feet west of outer switch west of Freeport.
- Kittredge**—extends from 4000 feet east of east hill track switch on Sturtevant and Kittredge sub-division to 500 feet west of East mile board and to 4000 feet west of Interlocking tower on Dubuque and Illinois first district Chicago and Savanna sub-division.
- Janesville**—extends from 1700 feet west of Roundhouse to Janesville and from 2918 feet east of Anderson to 2000 feet west of west yard switch on the Madison Division.
- Steward Jct.**—extends from 2000 feet east of east siding switch to C.B.&Q. R.R. Connection.
- Mendota**—extends from 4550 feet west of derail, west of I.C. junction switch, west of Union Depot to 2000 feet east of east switch on new track.
- Ladd**—extends from 4740 feet west of west outer switch to 2000 feet east of east main line switch lower yard on Davis Jct. and Oglesby sub-division and to 2340 feet west of Cherry wye switch west of Ladd on Ladd and Cherry sub-division.
- Granville**—extends from 2000 feet east of outer switch east end of O.G. Hill yard to N.Y.C. R.R. Jct. switch.
- Oglesby**—extends from 2400 feet west of west wye switch to end of main track.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago, Ill.....	*A. R. Metz, Chief Surgeon.....		Washington Blvd. Hospital, Seeley 1640 Union Station, Central 7600
Chicago, Ill.....	*R. Householder, Asst. to Chief Surg.....		Washington Blvd. Hospital, Seeley 1640 Union Station, Central 7600
Chicago, Ill.....	*Jan es De Pree, Asst. to Chief Surg.....		Washington Blvd. Hospital, Seeley 1640 Union Station, Central 7600
Chicago, Ill.....	Wescott & Wescott, Oculists.....		30 No. Michigan Ave., Dearborn 3127
Chicago, Ill.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., Wabash 2272
Chicago, Ill.....	H. A. Hooper, Dentist.....		53 E. Washington St., State 0509
Milwaukee, Wis.....	*O. R. Lillie, M.D.....	6112 W. Washington Blvd., Hopkins 0178	208 E. Wisconsin Ave., Daly 3221
Milwaukee, Wis.....	*G. W. Fox, Asst.....	2118 E. Kenilworth Pl., Lakeside 4505	208 E. Wisconsin Ave., Daly 3221
Milwaukee, Wis.....	H. O. Zurheide, Asst.....	2703 N. 38th St., Kilbourne 0673	758 N. 27th St., West 0219
Milwaukee, Wis.....	Drs. Gordon and Sproule, Oculists.....		208 E. Wisconsin Ave., Daly 3873
Racine, Wis.....	*W. C. Roth, M.D.....	1819 12th St., Jackson 7963R	1607 Washington Ave., Jackson 660
Sturtevant, Wis.....	F. G. Peehm, M.D.....	Sturtevant, Phone 22	Sturtevant, Phone 22
Union Grove, Wis.....	R. W. McCracken.....	Union Grove.....	15X
Burlington, Wis.....	G. W. Newell.....	Burlington 702.....	700
Lyons, Wis.....	W. J. Murawsky.....	Lyons.....	8014 R2
Elkhorn, Wis.....	*J. Howard Young.....	Elkhorn 170.....	184
Janesville, Wis.....	*A. H. Pember, M.D.....	703 Court St., Phone 2667	500 West Milwaukee St., Phone 562
Janesville, Wis.....	*T. W. Nuzum, M.D.....	532 Milwaukee Ave., Phone 1117	500 West Milwaukee St., Phone 562
Janesville, Wis.....	T. O. Nuzum.....	Janesville 1468.....	562
Janesville, Wis.....	W. A. Munn, Asst.....	Janesville 426.....	3310
Beloit, Wis.....	*W. W. Crockett.....	Beloit 797.....	329
Beloit, Wis.....	*H. O. Delaney, Asst.....	Beloit 505R.....	505W
Beloit, Wis.....	S. W. Forbush, Oculist.....	Beloit 1780.....	3511
Rockton, Ill.....	E. R. Cochran.....	Rockton.....	111
Durand, Ill.....	C. A. Roberts.....	Durand.....	109
Freeport, Ill.....	*C. L. Best.....	Freeport Main 9.....	Main 8
Shannon, Ill.....	E. P. Mitchell.....	Shannon.....	97A
Rockford, Ill.....	*S. R. Catlin.....	Main 195.....	Main 601
Rockford, Ill.....	*S. C. Andrus.....	Main 118.....	Main 223
Rockford, Ill.....	Warren Miller, Oculist.....	Main 3239.....	Main 3451
Holcomb, Ill.....	G. S. Henderson.....	Lindenwood Exc.....	9-2330
Mendota, Ill.....	Rowland H. Musick.....	904 5th Street.....	700½ Main St., Phone 70
Ladd, Ill.....	*Chas. J. Green.....	Ladd.....	R901
Ladd, Ill.....	Horace Dunn.....	Ladd.....	100
Spring Valley, Ill.....	R. E. Miltenberger.....	Spring Valley 206.....	48
Spring Valley, Ill.....	J. J. Moran.....	Spring Valley 164.....	10
Spring Valley, Ill.....	*R. E. Davies.....	Spring Valley.....	187
Depue, Ill.....	Wm. Scanlon.....	LaSalle 182.....	Main 154
Granville, Ill.....	P. V. Hartman.....	Granville.....	2 on 26
Granville, Ill.....	Geo. E. Kirby.....	Spring Valley.....	Main 14

*Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion or reexamination.

HOURS STATIONS OPEN ON SUNDAYS

STURTEVANT—Continuous.	BELOIT—Continuous.
BURLINGTON TOWER—Continuous.	ROCKFORD—5:30 A.M. to 1:30 P.M., 6:45 P.M. to 8:45 P.M.
ELKHORN—7 A.M. to 9 A.M. and 6 P.M. to 8 P.M.	FREEPORT—12:01 A.M. to 8 A.M., 11:30 A.M. to 1:30 P.M., 8:30 P.M. to 10:30 P.M.
DELAVAN—6:00 P.M. to 8:00 P.M.	MENDOTA—8 A.M. to 10 A.M.
BARDWELL—12:01 A.M. to 8 P.M., 11:00 P.M. to 12:01 A.M.	LADD—Continuous.
CLINTON JCT.—2:15 A.M. to 5:15 A.M., 8 A.M. to 10 A.M., 6 P.M. to 8 P.M.	GRANVILLE—8 A.M. to 5:00 P.M.
	Other stations closed.

WATCH INSPECTORS

M. T. Conotto.....	Ladd	H. Hammersmith.....	Milwaukee
A. O. Elliott Jewelry Co.....	Savanna	W. Earl Trauger.....	Racine
W. D. Anger.....	Rockford	Dewey & Brandt.....	Janesville
H. A. Rotzler.....	Freeport	P. S. Larson.....	Beloit
Jos. Wellstein.....	Milwaukee	Milton H. Klopff.....	Milwaukee
Joseph Grandlick.....	Milwaukee		

National Railway Time Service Co. Chief Watch Inspectors, 55 E. Washington St., Chicago, Ill.

TRACK RESTRICTIONS

L2 and L3 engines restricted upon following tracks.
 Geatliff—Track leading to Asylum. Burlington—County gravel pit track, and North Shore gravel pit track. Beloit—Perrigoes pit Keelers track, South track, South Beloit track, and stock yards track.
 Between Ladd and Cherry L2 and L3 engines will not exceed speed of 10 miles per hour.
 G7 engines or larger, long coaches, steel underframe coaches, and all steel coaches, must not be placed on Crowley Industrial track west of State Street, Beloit.