

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

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

DUBUQUE & ILLINOIS DIVISION

First District

TIME TABLE No. 14

Taking effect at 5:01 A. M.
Central Standard Time

SUNDAY, SEPTEMBER 30, 1945

To be used in conjunction with Special Rules No. 4

For the government and information
of employes only

G. H. ROWLEY,
Assistant Superintendent.

W. G. BOWEN,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

J. P. KILEY,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

TABLE OF TRAIN SPEEDS

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

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Chicago	Telegraph calls	Capacity in cars		FIRST CLASS					
			Sidings	Other tracks	105	109	151	111	115	103
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
					Daily Except Sunday	Daily	Saturday only	Daily	Saturday only	Daily
CHICAGO 2.9 (C. & N. W. Crossing)		GB			L 5.50AM	L 8.15AM	L 11.52AM	L 11.54AM	L 12.15PM	L 12.50PM
WESTERN AVENUE 2.5	2.9				LS 5.58AM	LS 8.23AM	L 12.01PM	LS 12.02PM	LS 12.23PM	L 12.57PM
TOWER A 5 (C. M. St. P. & P. Crossing)	5.4	CJ			6.02	8.27	12.04	12.06	12.26	1.00
HERMOSA 0.5	5.9				s 6.04	s 8.28		s 12.08		
CRAGIN JCT. (C. & N. W. Crossing)	6.4				6.05	8.29	12.06	12.10	12.28	
CRAGIN 0.6	7.0				s 6.07	s 8.31		s 12.11		
HANSON PARK 0.7	7.7				f 6.09	s 8.33		s 12.13		
GALEWOOD 0.9	8.6				s 6.11	f 8.36	12.09	s 12.15	12.31	
MARS 0.6	9.1				s 6.13	s 8.38		s 12.16		
MONT CLARE 0.7	9.5				s 6.18	s 8.40		s 12.18		
ELMWOOD PARK 1.2	10.2				s 6.20	s 8.42		s 12.21		
RIVER GROVE 1.3	11.4				s 6.23	s 8.45		s 12.23		
TOWER B 12 (Boo Line Crossing)	12.7	WR			6.24	8.47	12.13	12.25	12.35	1.08
FRANKLIN PARK 0.6	13.2				s 6.28	s 8.49		s 12.27		
MANNHEIM 0.8	14.0				s 6.31	s 8.51	12.15	s 12.29	12.37	
(O. M. St. P. & P. Crossing) TOWER B 17 0.2	17.0	BN			6.36	8.56	12.18	12.33	12.40	1.12
BENSENVILLE 1.9	17.2				s 6.42	s 8.57	s 12.21	s 12.36	s 12.43	
WOODDALE 1.9	19.1			6	s 6.45	s 9.01	s 12.25	f 12.40	s 12.47	
ITASCA 2.0	21.0	80		43	s 6.49	s 9.05	s 12.30	s 12.44	s 12.50	
MEDINAH 1.4	23.0				s 6.53	s 9.08	f 12.33	s 12.47		
ROSELLE 4.0	24.4	RO	E-75	40	s 6.57	s 9.12	s 12.37	s 12.50	s 12.55	
ONTARIOVILLE 1.7	28.4	ON		12	s 7.04	s 9.18	s 12.43	s 12.56	f 12.59	
BARTLETT 2.6	30.1	B		22	s 7.08	s 9.21	s 12.46	s 12.59	s 1.03	
(E. J. & E. Crossing) SPAULDING 2.5	32.7	83	E-80 W-85	Yard	f 7.12	f 9.25	12.49	f 1.04	1.06	1.25
(O. & N. W. Crossing) TOWER B 25 1.4	35.2	FR			7.15	9.29	12.51	1.07	1.10	
ELGIN	36.6	O		Yard	As 7.20AM	As 9.35AM	As 12.57PM	As 1.13PM	As 1.16PM	A 1.30PM

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

This time table confers no authority between Western Ave. and 22nd Street. Chicago Union Station Company time table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and 22nd Street south of the Union Station.

Two main tracks are in use between Mannheim and Elgin.

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

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

No. 105, 109, 109, 111 stop at Roundhouse, Bensenville.

No. 105, 109, 109, 111, 115, 151 stop at National Street Elgin.

No. 105 stops at Repair Track, Bensenville.

FIRST SUBDIVISION—WESTWARD

3

TIME TABLE
No. 14
Sept. 30, 1945
STATIONS

FIRST CLASS

	FIRST CLASS							
	117	119	121	123	125	127	129	131
	Passenger Saturday only	Passenger Saturday only	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Saturday and Sunday	Passenger Daily Except Saturday and Sunday	Passenger Daily Except Saturday and Sunday	Passenger Daily
CHICAGO	L 12.22PM	L 1.10PM	L 2.40PM	L 3.40PM	L 4.10PM	L 4.12PM	L 4.19PM	L 4.28PM
(C. & N. W. Crossing) WESTERN AVENUE	Ls 12.30PM	Ls 1.18PM	Ls 2.48PM	Ls 3.48PM	Ls 4.18PM	Ls 4.20PM	Ls 4.27PM	Ls 4.36PM
TOWER A 5 (O. M. St. P. & P. Crossing)	12.34	1.22	2.52	3.52	4.21	4.23	4.30	4.40
HERMOSA	s 12.36	s 1.25	s 2.54	s 3.54				s 4.42
CRAGIN JCT. (C. & N. W. Crossing)	12.37	1.26	2.56	3.55	4.23	4.26	4.33	4.43
CRAGIN	s 12.39	s 1.29	s 2.57	s 3.57				s 4.46
HANSON PARK	s 12.41	f 1.31	s 2.59	s 3.59				s 4.48
GALEWOOD	s 12.43	s 1.34	s 3.01	s 4.02	4.25	4.29	4.36	s 4.50
MARS	s 12.45		s 3.03	s 4.04				s 4.52
MONT CLARE	s 12.47	s 1.36	s 3.05	s 4.06			s 4.40	s 4.55
ELMWOOD PARK	s 12.50	s 1.38	s 3.07	s 4.09			s 4.42	s 4.58
RIVER GROVE	s 12.53	s 1.42	s 3.10	s 4.12			s 4.46	s 5.01
TOWER B 12 (Soo Line Crossing)	12.55	1.45	3.12	4.14	4.29	4.33	4.48	5.03
FRANKLIN PARK	s 12.56	s 1.47	s 3.13	s 4.15			s 4.50	s 5.05
MANNHEIM	s 12.59	s 1.49	s 3.16	s 4.17	4.32	4.35	s 4.54	5.07
(O. M. St. P. & P. Crossing) TOWER B 17	1.02	1.53	3.21	4.20	4.36	4.39	4.59	5.11
BENSENVILLE	As 1.05PM	s 1.54	s 3.23	s 4.22	4.37	s 4.41	As 5.00PM	s 5.13
WOODDALE		f 1.56	f 3.26	s 4.26		s 4.44		s 5.17
ITASCA		s 1.59	s 3.29	s 4.30		s 4.48		s 5.21
MEDINAH		f 2.02	f 3.33	4.34		4.50		f 5.23
ROSELLE		s 2.04	s 3.37	s 4.36		s 4.54		s 5.27
ONTARIOVILLE		2.10	s 3.43	s 4.42		s 5.00		s 5.34
BARTLETT		s 2.13	s 3.46	s 4.45		s 5.04		s 5.37
(E. J. & E. Crossing) SPAULDING		2.16	f 3.50	4.48	4.53	5.08		5.40
(C. & N. W. Crossing) TOWER B 35		2.19	3.54	4.52	4.57	5.11		5.43
ELGIN		As 2.25PM	As 4.00PM	As 4.57PM	As 5.03PM	As 5.18PM		As 5.48PM

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

No. 119 stops at Ontarioville and Mars to let off passengers from Chicago and Western Ave.

No. 123, Saturdays only, stops at National Street, Elgin.

No. 123, Saturdays only, stops at Medinah and Spaulding to let off passengers from Chicago and Western Ave., and to pick up passengers for Elgin.

No. 127 stops at Medinah to let off passengers from Chicago and Western Ave., and to pick up passengers for Elgin.

No. 127 stops at Spaulding to let off revenue passengers from Chicago and Western Ave.

No. 123 stops at Repair Track, Bensenville.

No. 121 stops at Roundhouse, Bensenville.

Nos. 119, 121, 125, 127, 131, stop at National Street, Elgin.

No. 131 Saturdays and Sundays stops at Roundhouse, Bensenville.

No. 131 Sundays only, stops on flag at Spaulding.

No. 131 stops at Mannheim to let off and take on revenue passengers only

Between Western Avenue and Bensenville, inclusive, the officials of the Chicago Terminal Division have jurisdiction.

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	FIRST CLASS									
	133	153	107	155	157	159				
	Passenger Daily Except Saturday and Sunday	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily				
CHICAGO 2.9 (C. & N. W. Crossing)	L 4.52PM	L 5.25PM	L 6.15PM	L 6.35PM	L 8.10PM	L 11.10PM				
WESTERN AVENUE 2.5	Ls 5.00PM	Ls 5.33PM	L 6.23PM	Ls 6.43PM	Ls 8.18PM	Ls 11.18PM				
TOWER A 5 (C. M. St. P. & P. Crossing)	5.04	5.37	6.27	6.47	8.22	11.22				
HERMOSA 0.5	s 5.06	s 5.39		s 6.50	s 8.23	s 11.24				
CRAGIN JCT. (C. & N. W. Crossing)	5.07	5.40	6.29	6.51	8.24	11.25				
CRAGIN 0.7	s 5.09	s 5.42		s 6.53	s 8.27	s 11.27				
HANSON PARK 0.9	s 5.11	s 5.44		f 6.55	s 8.29	f 11.29				
GALEWOOD 0.5	s 5.14	s 5.46	6.31	f 6.58	s 8.31	f 11.31				
MARS 0.4	s 5.16	s 5.48		f 6.59	f 8.33	f 11.33				
MONT CLARE 0.7	s 5.18	s 5.50		s 7.01	s 8.35	s 11.35				
ELMWOOD PARK 1.2	s 5.20	s 5.52		s 7.03	s 8.38	s 11.37				
RIVER GROVE 1.3	s 5.23	s 5.55		s 7.06	s 8.41	s 11.40				
TOWER B 12 (Hoo Line Crossing)	5.25	5.57	6.36	7.08	8.43	11.42				
FRANKLIN PARK 0.6	s 5.26	s 5.58		s 7.09	s 8.44	s 11.43				
MANNHEIM 0.8	5.27	s 6.00	6.37	s 7.12	s 8.46	s 11.45				
(C. M. St. P. & P. Crossing)										
TOWER B 17 0.2	5.30	6.04	6.42	7.15	8.52 ⁷³	11.49				
BESENVILLE 1.3	s 5.31	s 6.07	6.43	s 7.17	s 8.54	s 11.51				
WOODDALE 1.9	s 5.35	s 6.11		f 7.21	f 8.57	f 11.55				
ITASCA 2.0	s 5.37	s 6.14		s 7.25	s 9.01	s 11.59				
MEDINAH 1.4	5.39	f 6.17		f 7.29	f 9.05	f 12.02 ^{AM}				
ROSELLE 4.0	s 5.42	s 6.20		s 7.32	s 9.08	s 12.05				
ONTARIOVILLE 1.7	5.46	s 6.27		f 7.38	s 9.14	s 12.12				
BARTLETT 2.6	s 5.49	s 6.31		s 7.41	s 9.17	s 12.15				
(R. J. & E. Crossing)										
SPAULDING 2.5	5.52	s 6.34	6.59 ⁶⁵	f 7.45	f 9.21	f 12.19				
(O. & N. W. Crossing)										
TOWER B 35 1.4	5.55	6.39	7.02	7.49	9.25	12.26				
ELGIN	As 6.01PM	As 6.45PM	As 7.07PM	As 7.55PM	As 9.30PM	As 12.30AM				

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

Nos. 163, 157, stop at Roundhouse, Bensenville.

Nos. 163, 165, 167, stop at National Street, Elgin.

Between Western Avenue and Bensenville, inclusive, the officials of the Chicago Terminal Division have jurisdiction.

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

FIRST SUBDIVISION—WESTWARD

5

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	SECOND CLASS							THIRD CLASS	
	81	63	65	73	67	61	69	91	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday	
CHICAGO 8.6									
GALEWOOD 5.5				L 8.35PM					
BENSENVILLE YARD 2.9 (C. M. St. P. & P. Crossing)	L 7.30AM	L 10.30AM	L 5.35PM		L 9.45PM	L 9.55PM	L 11.15PM	L 3.30AM	
TOWER B 17 0.2	7.35	10.35	5.55	8.55 ¹⁵⁷	9.55	10.00	11.25	3.35	
BENSENVILLE 1.9									
WOODDALE 1.9								3.45	
ITASCA 2.0								4.00	
MEDINAH 1.4								4.05	
ROSELLE 4.0								4.20	
ONTARIOVILLE 1.7								4.35	
BARTLETT 2.6								4.55	
(E. J. & E. Crossing) SPAULDING 2.5	8.25	11.05	6.25 7.05 ¹⁵³⁻¹⁰⁷	9.25	10.25	10.35	12.05AM	5.15	
(C. & N. W. Crossing) TOWER B 25 1.4									
ELGIN	A 8.45AM	A 11.15AM	A 7.15PM	A 9.30PM	A 10.35PM	A 10.45PM	A 12.20AM	As 5.30AM	

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

HOLIDAY AND SUNDAY HOURS AT STATIONS

Tower A-5..... Continuous
 Tower B-12..... Continuous
 Tower B-17..... Continuous
 Spaulding..... Continuous
 Tower B-35..... Continuous
 Elgin..... { 3:00 pm to 11:00 pm
 6:15 am to 8:15 am
 11:00 am to 2:00 pm
 Kirkland..... 5:00 pm to 7:00 pm
 Davis Jet..... Continuous
 Byron Tower..... Continuous

Lanark..... Continuous
 Savanna..... Continuous
 Ebner..... Continuous
 East Moline..... 6:30 am to 8:30 am
 Rock Island..... Continuous
 Davenport..... Continuous
 Nahant..... Continuous
 Joliet..... 8:00 am to 11:30 am
 Sabula Drawbridge..... Continuous
 Lyons..... 4:30 pm to 12:30 am
 Clinton..... { 12:01 am to 1:00 pm
 4:00 pm to 11:59 pm

LOCATION OF TRAIN DIRECTORS TELEPHONES IN THE CHICAGO TERMINALS

Union Station..... Trainmaster's office Union Station
 Lake Street Tower
 Union Street..... Trainmaster's office Union Street
 Yardmaster's office Green Street
 Western Avenue..... Tower A-2
 Yardmaster—Freight Yard
 Tower A-3
 Yardmaster—Coach Yard
 Roundhouse
 Tower A-4 Chicago and Kedzie Ave.
 Tower A-5..... In tower
 Cragin Jet..... In tower
 Hanson Park..... In depot Waiting Room

Galewood..... Switch tender's office Cicero Ave.
 Switch tender's office east end
 Yardmaster's office east end
 Roundhouse
 Mars..... Switch tender's office
 Tower B-12..... In tower
 Mannheim Yard..... Yardmaster's office—Asst. Supt's office
 Bensenville Yard..... Yardmaster's office puzzle switches
 Yardmaster's office Northwest bridge
 Roundhouse
 West end yard office
 Tower B-17..... In tower

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Egin	Office open week days	SEE RULE 6-A	FIRST CLASS						
				104	106	110	112	116	118	120
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
				Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
CHICAGO	36.6	Continuous	BEJOPRY	As 5.35AM	As 6.23AM	As 6.47AM	As 7.06AM	As 7.12AM	As 7.30AM	As 7.35AM
(C. & N. W. Crossing) WESTERN AVE	33.7	Continuous	CIKTWVXZ	As 5.25AM	As 6.12AM	As 6.37AM	As 6.55AM	As 7.02AM	As 7.21AM	As 7.24AM
TOWER A 5 (C. M. St. P. & P. Crossing)	31.2	Continuous	IJPHY	5.21	6.08	6.34	6.52	6.58	7.17	7.20
HERMOSA	30.7	No Office	X	s 5.19	s 6.06	s 6.31	s 6.50		s 7.15	
CRAGIN JCT. (C. & N. W. Crossing)	30.2	No Office	IPVX	5.17	6.04	6.29	6.46	6.53	7.13	7.18
CRAGIN	29.6	No Office	PWX	s 5.16	s 6.03	s 6.28	s 6.45		s 7.12	
HANSON PARK	28.9	No Office	RXZ	s 5.14	s 6.01	s 6.26	s 6.43		s 7.09	
GALEWOOD	28.0	No Office	BCPTWX	s 5.12	s 5.59	s 6.24	s 6.41	6.50	s 7.07	7.15
MARS	27.5	No Office	PX	s 5.10	s 5.57	s 6.22	s 6.39		s 7.04	
MONT CLARE	27.1	No Office	PX	s 5.08	s 5.55	s 6.20	s 6.37		s 7.02	
ELMWOOD PARK	25.9	No Office	X	s 5.05	s 5.53	s 6.17	s 6.34		s 6.59	
RIVER GROVE	25.2	No Office	X	s 5.03	s 5.50	s 6.13	s 6.30		s 6.54	
TOWER B 12 (800 Lins. Crossing)	23.9	Continuous	IPX	5.00	5.47	6.12	6.27	6.46	6.52	7.10
FRANKLIN PARK	23.4	No Office	PVX	s 4.59	s 5.46	s 6.11	s 6.26		s 6.51	
MANNHEIM	22.6	No Office	PX	s 4.57	s 5.44	s 6.09	s 6.23	6.44	6.49	7.08
(C. M. St. P. & P. Crossing) TOWER B 17	19.6	Continuous	BCIJEPTVWVXZ	4.51	5.39	6.05	6.19	6.41	6.45	7.05
SENSENVILLE	19.4	No Office	PX	s 4.50	s 5.38	s 6.04	s 6.18	s 6.40	L 6.44AM	7.04
WOODDALE	17.5	No Office		s 4.46	s 5.34	s 5.59	s 6.14	s 6.35		s 7.01
ITASCA	15.6	6:45 am to 3:45 pm	P	s 4.43	s 5.30	s 5.54	6.11	s 6.31		s 6.58
MEDINAH	13.6	No Office		f 4.40	s 5.26	5.51				s 6.53
ROSELLE	12.2	No Office	P	s 4.37	s 5.23	s 5.49	6.08	s 6.26		s 6.50
ONTARIOVILLE	8.2	No Office	P	s 4.31	s 5.17	s 5.43	s 6.03	6.19		6.44
BARTLETT	6.5	8:00 am to 5:00 pm	P	s 4.28	s 5.14	s 5.40	6.00	s 6.17		s 6.40
(E. J. & E. Crossing) SPAULDING	3.9	Continuous	IPVWXYZ	4.23	5.10	f 5.35	5.57	6.12		6.36
(C. & N. W. Crossing) TOWER B 35	1.4	Continuous	IVX	4.19	5.06	5.30	5.53	6.09		6.34
ELGIN		4:00 am to 12 noon 12:45 pm to 1:45 pm 3:00 pm to 11:00 pm	BCEPRTXW	L 4.15AM	L 5.03AM	L 5.27AM	L 5.50AM	L 6.05AM		L 6.30AM

No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

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No. 104, 106 stop at Roundhouse, Bensenville.

No. 104, 106, 110, 112, 116 and 120 stop at National Street, Elgin.

No. 116 stops at Repair Track, Bensenville.

No. 110 Sunday only, stops at Roundhouse, Bensenville.

No. 110 Sunday only, stops at Medinah to let off or pick up passengers.

No. 120 stops at Ontarioville to pick up passengers for Western Ave. and Chicago.

FIRST SUBDIVISION—EASTWARD

Time Table No. 14 Sept. 30, 1945 STATIONS	FIRST CLASS									
	122	124	108	126	128	142	146	150	102	158
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Sunday only	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday
CHICAGO 2.9 (C. & N. W. Crossing)	As 7.50AM	As 8.30AM	As 9.10AM	As 9.20AM	As 11.35AM	As 2.15PM	As 4.50PM	As 6.50PM	As 9.10PM	As 9.45PM
WESTERN AVE. 2.6	As 7.40AM	As 8.20AM	A 8.57AM	As 9.10AM	As 11.25AM	As 2.05PM	As 4.40PM	As 6.40PM	A 8.59PM	As 9.35PM
TOWER A 5 (C. M. St. P. & P. Crossing)	7.35	8.17	8.54	9.06	11.21	2.02	4.37	6.35	8.56	9.32
HERMOSA 0.5		s 8.15		s 9.04	s 11.18	s 2.00	s 4.35	s 6.32		s 9.29
CRAGIN JCT. (C. & N. W. Crossing)	7.34	8.14	8.48	9.02	11.16	1.57	4.32	6.30		9.28
CRAGIN 0.7		s 8.13		s 9.01	s 11.15	s 1.55	s 4.31	s 6.29		s 9.26
HANSON PARK 0.9		s 8.11		s 8.59	s 11.14	s 1.52	s 4.28	f 6.27		f 9.24
GALEWOOD 0.5	7.31	s 8.09	8.45	s 8.57	s 11.12	s 1.50	s 4.26	s 6.25		f 9.22
MARS 0.4		s 8.07		s 8.55	s 11.10	f 1.48		6.23		f 9.20
MONT CLARE 1.2		s 8.05		s 8.53	s 11.08	s 1.46	s 4.23	s 6.22		s 9.18
ELMWOOD PARK 0.7		s 8.03		s 8.50	s 11.06	s 1.44	s 4.20	s 6.20		s 9.16
RIVER GROVE 1.3		s 8.01		s 8.47	s 11.04	s 1.42	s 4.18	s 6.16		s 9.14
TOWER B 12 (Soo Line Crossing)	7.27	7.59	8.40	8.45	11.02	1.40	4.14	6.15	8.47	9.11
FRANKLIN PARK 0.8		s 7.58		s 8.44	s 11.01	s 1.39	s 4.13	s 6.14		s 9.10
MANNHEIM 3.0	7.25	s 7.55	8.38	s 8.41	s 10.57	s 1.36	s 4.11	s 6.12		s 9.08
(C. M. St. P. & P. Crossing)										
TOWER B 17	7.21	7.50	8.34	8.37	10.52	1.31	4.07	6.07	8.42	9.01
BEANSVILLE 1.9	s 7.20	s 7.49	8.32	s 8.36	s 10.51	s 1.30	s 4.06	s 6.06		s 9.00
WOODDALE 1.9		f 7.44		s 8.31	s 10.46	s 1.26	s 4.01	s 6.00		s 8.55
ITASCA 2.0	s 7.13	s 7.41	8.27 ¹²⁶	8.28 ¹⁰³ 8.25	s 10.42	s 1.22	s 3.58	s 5.57		s 8.52
MEDINAH 1.4	7.10	f 7.38		f 8.23	s 10.39	f 1.19	s 3.55	s 5.54		f 8.49
ROSELLE 4.0	s 7.08	s 7.36		s 8.21	s 10.36	s 1.16	s 3.52	s 5.51		s 8.46
ONTARIOVILLE 1.7	7.01	s 7.29	8.21	s 8.15	s 10.30	s 1.10	s 3.45	s 5.45		s 8.40
BARTLETT 2.6	s 6.58	s 7.26	8.19	s 8.12	s 10.27	s 1.07	s 3.42	s 5.42		s 8.37
(E. J. & E. Crossing)										
SPAULDING 2.5	6.54	s 7.22	8.16	f 8.07	s 10.22	f 1.02	f 3.37	s 5.38	8.26	f 8.33
(C. & N. W. Crossing)										
TOWER B 35 1.4	6.51	7.18	8.13	8.03	10.18	12.58	3.33	5.34		8.29
ELGIN	L 6.48AM	L 7.15AM	L 8.10AM	L 8.00AM	L 10.15AM	L 12.55PM	L 3.30PM	L 5.30PM	L 8.21PM ¹⁵⁸	L 8.25PM ¹⁰²

No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

- Nos. 128, 142, 146 and 150 stop at Roundhouse, Bensenville.
- No. 146 stops at Repair Track, Bensenville.
- Nos. 122, 124, 126, 128, 142, 146, 150 and 158 stop at National Street, Elgin.
- No. 150 stops at Mars to pick up passengers for Western Ave., and Chicago.
- No. 122 stops at Ontarioville to pick up passengers for Western Ave., and Chicago.
- No. 102 stops at Elgin to let off revenue passengers from Savanna and beyond.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	SECOND CLASS							
	66	62	86	60	72	64	68	
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	
	Daily	Daily	Daily	Sunday only	Daily Except Sunday	Daily	Daily	
CHICAGO 14.1								
BENSENVILLE YARD 2.9 (O. M. St. P. & P. Crossing)	A 5.40AM	A 11.35AM	A 4.00PM	A 4.05PM	A 8.20PM	A 10.40PM	A 2.10AM	
TOWER B 17 0.2	5.30	11.20	3.45	3.50	7.55	10.30	2.00	
BENSENVILLE 1.9								
WOODDALE 1.9								
ITASCA 2.0								
MEDINAH 1.4								
ROSELLE 4.0								
ONTARIOVILLE 1.7								
BARTLETT 2.6 (E. J. & E. Crossing)								
SPAULDING 2.6 (O. & N. W. Crossing)	4.20	10.45	2.50	3.10	7.00	10.00	1.15	
TOWER B 35 1.4								
ELGIN	L 4.05AM	L 10.35AM	L 2.45PM	L 3.00PM	L 6.50PM	L 9.50PM	L 1.05AM	

No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

Chicago, Ill.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

§§Dr. A. R. Metz, Chief Surgeon.....	Union Station, Central 7600
	240 E. Superior St., Delaware 6500
§§Dr. R. Householder, Asst. to Chief Surgeon.....	240 E. Superior St., Delaware 6500
§§Dr. J. F. DePree, Asst. to Chief Surgeon.....	240 E. Superior St., Delaware 6500
*§Drs. Westcott & Westcott (Oculists).....	30 N. Michigan Ave., Dearborn 3127
Dr. L. F. McBride (Aurist).....	122 S. Michigan Ave., Wabash 2272
Dr. H. A. Hooper (Dentist).....	63 E. Washington St., State 0509

Name of Surgeon	Residence Phone No.	Office Phone No.	Name of Surgeon	Residence Phone No.	Office Phone No.	
Bensenville..... Dr. F. Oakes.....	72	72	Joliet..... *Dr. L. J. Heintz.....	6986	28508	
Elgin..... *Dr. S. L. Gabby.....	254	5500	Aurora..... Dr. E. S. Denney.....	20515	4601	
Genoa..... Dr. G. Suttie.....	...	...	Dr. W. H. Milbacher.....	20466	4601
Kirkland.....	...	...	Rockford..... Dr. C. A. Cibelius.....	Main 2040	Main 601
Stillman Valley.... *Dr. I. Radeff.....	33	33	Dr. Warren Miller.....			
Byron..... Dr. A. H. Beebe.....	StillmanValley,ring2		(Oculist)	Main 3239	Main 3451	
Forreaston..... Dr. J. S. Moffatt.....	190-2	190-3	*Dr. S. R. Catlin.....	Main 195	Main 601	
Lanark..... Dr. J. C. Akins.....	171-B	171-A	Moline..... Dr. H. S. Bennett.....	135	57	
Mt. Carroll..... Dr. MacHarper Seyfarth.....	95-B	95-A	Rock Island..... Dr. C. P. O'Neill.....	R. I. 232	R. I. 433	
Savanna..... Dr. S. P. Colehour.....	Black 210	Black 210	Davenport..... §§Dr. W. G. Bessmer.....	3-6142	3-3665	
Sabula..... §Dr. J. B. Schreiter.....	1335	3151	§§Dr. G. M. Middleton...	2-0403	3-3665	
	§Dr. E. C. Turner.....	3335	1865	Clinton..... *Dr. R. G. Mellen.....	4065	1811
	*Dr. K. R. Sorenson.....	33	33	DeKalb..... Dr. D. J. Ladd.....	221-R	221

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

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

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

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors... 55 E. Washington St.	Chicago	J. H. Hennes..... 5946 W. North Ave.....	Chicago
Louis Trocky Jewelry Co. 3209 W. Madison St.	Chicago	John A. Wallace..... 1134 N. California Ave.....	Chicago
E. C. Olson..... 5138 W. Chicago Ave.....	Chicago	M. Miller..... C. & N. W. Station.....	Chicago
A. Hess & Son..... 2220-2222 W. Madison St.	Chicago	Schneff Bros..... 176 Chicago St.	Elgin
F. M. Padgett..... 3637 W. Chicago Ave.....	Chicago	F. Allen..... Depot.....	Davis Jct.
Walter Heurich..... 4026 Milwaukee Ave.....	Chicago	C. Jansen..... 217 Harrison St.	Davenport
M. J. Heegn..... 29 E. Madison St.	Chicago	C. I. Josephson..... 1514 5th Ave.....	Moline
C. H. Ander..... 3004 N. Cicero Ave.....	Chicago	John McQuire..... 320 Van Buren St.	Joliet
Edward Kirchberg, Inc. 104 N. State St.	Chicago	Comay's..... 125 W. State St.	Rockford
C. H. Bern..... Union Station Bldg.	Chicago	E. Winkler..... Main St.	Savanna
E. M. Hagel..... 140 S. York St.	Elmhurst	G. A. Brummer, Jr.....	Clinton

SECOND SUBDIVISION—WESTWARD

9

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Elgin	Telegraph code	Capacity in cars		FIRST CLASS			SECOND CLASS						
					Sittings	Other Trucks	103	25	107	81	63	65	73	67	61
			Passenger	Passenger			Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	
			Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
ELGIN		G		Yard	L 1.30 ^{PM}		L 7.08 ^{PM}	L 8.45 ^{AM}	L 11.15 ^{AM}	L 7.15 ^{PM}	L 9.30 ^{PM}	L 10.35 ^{PM}	L 10.45 ^{PM}	
PINGREE GROVE 7.8	7.8	GR		10			7.19							
HAMPSHIRE 6.5	14.3	HS	W-86	44			s 7.29							
NEW LEBANON 3.8	18.1		E-110	7			7.33							
GENOA 4.5	22.6	GN		45	1.50		f 7.40							
KINGSTON 3.4	26.0	KN		17			7.44							
KIRKLAND 4.7	30.7	KD	E-100 W-132	Yard			f 7.50	9.55	12.05 ^{PM}	8.20	10.20	11.30	11.45	
FAIRDALE 4.4	35.1	FE		15			7.55							
MONROE CENTER 3.5	38.6	MO		24			7.59							
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	43.4	DJ	E-105 W-83	Yard	s 2.09		s 8.14	10.55	12.25	9.30	10.45	12.01 ^{AM}	12.30 ^{AM}	
STILLMAN VALLEY 4.5	48.0	SV		35			8.20							
BYRON 0.3	52.5	BY	E-76	42			f 8.28							
BYRON TOWER (C. G. W. Crossing) 7.3	52.8	WD			2.19		8.29	11.15	12.40	9.45	11.00	12.20	12.50	
LEAF RIVER 4.6	60.1	RV	W-70	25			f 8.39							
ADELINE 5.5	64.7			15			8.45							
FORRESTON 3.0	70.2	FN	W-38	49	2.32		f 8.53	11.50	1.05	10.25	11.30		1.25	
HARPER 7.4	73.2	RC		22			8.59							
KITTREDGE 3.0	80.6				2.42	L 9.00 ^{PM}	9.09	12.15 ^{PM}	1.20	10.45	11.50	12.55	1.45	
LANARK 4.9	83.6	RK	E-84 W-30	248			9.05	s 9.16	12.55	1.25	10.55	11.55	1.00	1.55
ASHDALE 2.6	88.5						9.10	9.21	1.15	1.30	11.05	12.10 ^{AM}	1.05	2.05
MT. CARROLL 2.5	91.1	MT	E-90	44	2.53		9.14	s 9.29						
RED BARN 7.7	93.6						9.18	9.32						
SAVANNA YARD 0.2	101.3	SY		Yard			9.26	9.42	A 1.45 ^{PM}	A 2.00 ^{PM}	A 12.15 ^{AM}	A 12.45 ^{AM}	A 1.45 ^{AM}	A 2.45 ^{AM}
SAVANNA	101.5	SA		Yard	As 3.10 ^{PM}	As 9.30 ^{PM}	As 9.48 ^{PM}							

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

Two main tracks are in use between Elgin and Savanna.

Automatic block system is in use between Elgin and Savanna. At Savanna the west limits of the automatic block system on eastward and westward tracks are at the end of station platform about 600 feet east of passenger station.

No. 103 may register by register ticket at Savanna.

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

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

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

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Savanna	Office open week days	SECOND CLASS						THIRD CLASS		
			69	187	165	175			91	193	
			Time Freight Daily	Time Freight Mon., Wed., Fri. only	Time Freight Daily	Time Freight Daily			Way Freight Daily Except Sunday	Way Freight Mon., Wed., Fri. only	
ELGIN 7.8	101.5	5:00 am to 2:00 pm 3:00 pm to 11:00 pm	L 12.20AM							L 5.45AM	
PINGREE GROVE 6.5	93.7	No Office								6.05	
HAMPSHIRE 3.8	87.2	7:00 am to 4:00 pm 6:00 pm to 2:00 am								6.35	
NEW LEBANON 4.5	83.4	No Office								6.45	
GENOA 3.4	78.9	7:00 am to 4:00 pm								7.10	
KINGSTON 4.7	75.5	No Office								7.25	
KIRKLAND 4.4	70.8	8:00 am to 5:00 pm	1.50	L 6.30PM						8.30	
FAIRDALE 3.5	66.4	No Office								8.45	
MONROE CENTER 4.8	62.9	7:00 am to 4:00 pm								9.00	
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	58.1	Continuous	2.40 4.30	A 7.15PM						9.30	
STILLMAN VALLEY 1.5	53.5	7:00 am to 4:00 pm								9.40	
BYRON (C. G. W. Crossing) 7.3	49.0	No Office								9.55	
BYRON TOWER 4.6	48.7	Continuous	4.55							10.00	
LEAF RIVER 5.5	41.4	7:00 am to 4:00 pm								10.15	
ADELINE 3.0	36.8	No Office								10.25	
FORRESTON 7.4	31.3	8:00 am to 5:00 pm	5.50							10.35	
HARPER 3.0	28.3	No Office								10.45	
KITTREDGE 4.9	20.9	No Office	6.30		L 2.20AM	L 11.30AM				10.55	L 7.00PM
LANARK 2.6	17.9	Continuous	6.45		2.25	11.35 ⁹¹				11.10 ¹⁷⁵ 12.20PM	7.13
ASHDALE 2.5	13.0	No Office	7.00		2.30	11.40				12.30	7.30
MT. CARROLL 7.7	10.4	No Office								12.50	7.40
RED BARN 0.2	7.9	No Office									
SAVANNA YARD 0.2	0.2	No Office	A 8.00AM		A 3.00AM	A 12.15PM				A 1.30PM	A 8.20PM
SAVANNA		Continuous									

No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

Rules 83 (B) will not apply at Kittredge.

SECOND SUBDIVISION—EASTWARD

11

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	SEE RULE 6-A	FIRST CLASS			SECOND CLASS					
		26	108	102	66	62	186	86	72	60
		Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Sunday only
ELGIN 7.8	BCKPRTWX		A 8.10AM	A 8.21PM	A 4.05AM	A 10.35AM		A 2.45PM	A 6.50PM	A 3.00PM
PINGREE GROVE 6.5	P		7.55							
HAMPSHIRE 3.8	P		s 7.47							
NEW LEBANON 4.5	P		7.39	8.03						
GENOA 3.4	P		f 7.32							
KINGSTON 4.7			7.26							
KIRKLAND 1.4	RELJWY		f 7.21	7.54	3.05	9.25		1.40	5.10	2.10
FAIRDALE 3.6	P		7.14							
MONROE CENTER 4.8	P		7.11							
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	BOEHKPRV WXY		s 7.05	s 7.44	2.30	9.00		1.00	4.30	1.50
STILLMAN VALLEY 1.5	P		6.44							
BYRON 0.3			f 6.39							
BYRON TOWER (C. G. W. Crossing) 7.3	PIV		6.38	7.28	2.05	8.35		12.15PM	2.40	1.30
LEAF RIVER 4.6	HPW		f 6.29							
ADELINE 5.5	P		6.23							
FORRESTON 3.0	VP		f 6.17	7.11	1.45	8.15			2.00	1.10
HARPER 7.4	P		6.14							
KITTREDGE 3.0	PIJX	A 5.55AM	6.06	7.03	1.10	8.00	A 8.40AM	10.55	1.40	12.55
LANARK 4.9	WPX	5.51	s 6.02		12.50	7.50	8.35	10.50	1.30	12.50
ASHDALE 2.6	IPJ	5.45	5.53		12.40	7.40	8.25	10.40	12.45	12.40
MT. CARROLL 2.5	P	5.42	s 5.50	6.51		7.35			12.30PM	
RED BARN 7.7	P	5.37	5.40							
SAVANNA YARD 0.2	BCHPRXZ	5.26	5.29		L 12.01AM	L 7.15AM	L 7.55AM	L 10.00AM	L 11.30AM	L 12.15PM
SAVANNA	BCDNHEJKMPR OTVWXYZ	L 5.25AM	L 5.28AM	L 6.39PM						

No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

No. 102 may register by register ticket at Savanna.

No. 28 stops at Mt. Carroll to let off passengers from points beyond Savanna and to take on for Freeport and beyond; also stops at Lanark to let off passengers from beyond Savanna, and take on for Beloit and beyond.

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

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

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

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	SECOND CLASS						THIRD CLASS	
	64	68	188	168			194	
	Time Freight	Time Freight	Time Freight	Time Freight			Way Freight	
	Daily	Daily	Tues., Thur. & Saturday only	Daily			Tues., Thur. & Saturday only	
ELGIN 7.8	A 9.50PM	A 1.05AM						
PINGREE GROVE 6.5								
HAMPSHIRE 3.8								
NEW LEBANON 4.5								
GENOA 3.4								
KINGSTON 4.7								
KIRKLAND 4.4	9.01	12.15AM	A 8.45AM					
FAIRDALE 3.6								
MONROE CENTER 4.8								
DAVIS JUNCTION (C. B. & Q. Crossing) 4.6	8.40	11.55	L 8.00AM					
STILLMAN VALLEY 4.5								
BYRON 0.3 (O. G. W. Crossing)								
BYRON TOWER 7.3	8.20	11.25						
LEAF RIVER 4.6								
ADELINE 5.5								
FORRESTON 3.0	8.00	11.05						
HARPER 7.4								
KITTREDGE 3.0	7.45	10.45		A 11.30PM			A 3.00PM	
LANARK 4.9	7.40	10.40		11.20			2.45	
ASHDALE 2.6	7.30	10.30		11.05			2.30	
MT. CARROLL 2.5								
RED BARN 7.7								
SAVANNA YARD 0.2	L 7.10PM	L 10.00PM		L 10.30PM			L 2.00PM	
SAVANNA								

No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—50 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Ebner	Telegraph calls	Office open week days	SEE RULE 6-A	SECOND CLASS	
365		Siding	Other tracks	Distance from Savanna						368	
Time Freight	Daily									Time Freight	Daily
L 6.00AM		Yard			SAVANNA (C. B. & Q. Crossing) 3.1	11.6	SA	Continuous	BCEHMKOPRV TWYZZ	A 8.30PM	
A 6.10AM				3.1	AYRES JUNCTION 6.5	8.5		No Office	JP	L 8.20PM	
Via C. B. & Q. R. R. A 6.35AM				11.6	THOMSON 2.0 EBNER (C. B. & Q. Crossing)		BR	Continuous	CHLJWX	Via C. B. & Q. R. R. L 8.00PM	

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

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

This time-table confers no authority between Ayres Junction and Ebner; C. B. & Q. time-table and rules govern.

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

WESTWARD—THIRD SUBDIVISION—EASTWARD

13

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Joliet	TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Kirkland	SEE RULE 6-A	Office open week days	SECOND CLASS	
		87		Sidings	Other tracks								88
		Time Freight										Time Freight	
		Mon., Wed., Fri. only										Tues., Thur. & Saturday only	
	L	11.45AM	Yard	Yard	JO			JOLIET	61.8	BCLJKPR VWXY	7:00 am to 4:00 pm	A	3.00PM
		Via E.J. & E.R.R.										Via E.J. & E.R.R.	
	L	1.45PM				22.2		AURORA JUNCTION	39.5	J	No Office	A	12.15PM
						0.2		(C. B. & Q. Crossing)			No Office		
		2.15	Yard	Yard	RA	22.5		AURORA	39.3	PRWVX	8:00 am to 5:00 pm		11.35
		3.20		25		37.3		TROXEL	24.5	P	No Office		10.50
		3.40		6		42.2		CHASE	19.6		No Office		10.30
		5.00	46	Yard		48.1		DEKALB (C.&N.W. and C.G.W. Cross.)	13.7	CMVPWX	No Office		10.00
		5.10		4		51.2		BRADT	10.6		No Office		9.45
		5.20				53.7		WILKINSON (O. G. W. Crossing)	8.1	M	No Office		9.40
	A	5.55PM	Yard		ED	61.8		KIRKLAND		RHPWJYX	8:00 am to 6:00 pm	L	9.15AM

Trains must not exceed speed of 25 miles per hour.

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

This time-table confers no authority between Aurora Junction and Joliet; E. J. & E. time-table and rules govern.

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Ashdale	TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Nahant	SEE RULE 6-A	Office open week days	SECOND CLASS	
		365		Sidings	Other tracks								368
		Time Freight										Time Freight	
		Daily										Daily	
	L	6.35AM	82	12	BR	14.6		ASHDALE	62.0	IJ	No Office		
		6.55	45	28	DU	19.8		FAY	53.7		No Office		
						21.4		(C. B. & Q. Crossing)					
		7.30	83	33	CA	26.6		EBNER	47.4	CHJWXM	Continuous	A	8.00PM
		8.01	93	14	DO	36.1		FULTON	42.2	VI	7:00 am to 4:00 pm		7.50
		8.25	91	28	RE	41.5		(C. & N. W. Crossing)	40.6		No Office		
		9.15AM	138	Yard	DZ	50.4		(C. B. & Q. Crossing)	40.1	M	No Office		
					NI	54.1		ALBANY	35.4		7:00 am to 4:00 pm		7.25
					Z	67.6		CORDOVA	25.9	HW	No Office		7.05
					Yard	DN	60.5	PORT BYRON	20.5		6:00 am to 3:00 pm		6.50
						59.5		EAST MOLINE	11.6	VRX	8:00 am to 5:00 pm	L	6.30PM
						62.0		MOLINE	7.9	VWZX			
								ROCK ISLAND	4.4	VX			
								DAVENPORT	4.5	BCEJKRV TWYXZ			
								WEST DAVENPORT	2.5	VWYXZJI			
	A	10.45AM	Yard	NA		62.0		NAHANT		BCRBXTWX	Continuous	L	4.30PM

Passenger trains must not exceed maximum speed of 55 miles per hour—other trains 50 miles per hour.

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

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

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Savanna	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office open week days	FIRST CLASS				
			Sidings	Other tracks			35	103	33	25	107
							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
SAVANNA (C. B. & Q. Crossing) 2.6		SA		Yard	BCEHJKMPR TVWXYZ	Continuous	L 4.20AM	L 3.18PM	L 10.10PM	L 10.15PM	L 10.20PM
SABULA DRAWBRIDGE 0.2	2.6	B			IP	Continuous					
SABULA 0.2	2.8	SB		51	JPX	8:00 am to 5:00 pm	As 4.40AM	A 3.23PM	As 10.16PM	L 10.21	A 10.26PM
SABULA JCT. 5.1	4.2			27	JX	No office				10.23	
ELK RIVER JCT. 6.8	9.3			4	JP	No office				10.32	
(C. & N. W. Crossing) 1.1	16.1				M	No office					
LYONS 2.3	17.2	K		76	PVX	7:30 am to 3:30 pm 4:30 pm to 12:30 am				10.43	
(C. & N. W. Crossing) 0.2	19.5				MX	No office					
(C. & N. W. Crossing) 0.1	19.7				IX	No office					
(C. B. & Q. Junction Switch) 0.1	19.8				X	No office					
CLINTON 5.3	19.9	WA CN		Yard	CHKPRWZX	Continuous				As 10.50 10.58PM	
CAMANACHE 10.1	25.2										
PRINCETON 6.7	35.3										
LE CLAIRE 1.9	41.0										
PLEASANT VALLEY 5.9	45.9										
BETTENDORF 2.2	51.8										
WATER WORKS 1.3	54.0										
DAVENPORT 1.9	55.3				BEJKRVXYZ					11.51	
WEST DAVENPORT 1.6	57.2				K						
NAHANT	58.8				BCRTWXX	Continuous					

Between Savanna and Sabula No. 103 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 90 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 and S-3 engines—70 miles per hour maximum speed. Between Sabula and Clinton passenger trains must not exceed maximum speed of 60 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Two main tracks are in use between Savanna and Sabula.

Automatic Block System is in use between Savanna and Sabula.

At Savanna, the east limits of the automatic block system on the eastward and westward tracks is at the CB&Q crossing.

The track between Clinton and CB&Q Junction switch is used jointly by CB&Q and CM&P&P. Trains between these points must proceed at restricted speed.

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

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

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

Trains moving to Iowa Division at Sabula will not be required to obtain Clearance Form-A if the train order signal at Sabula Drawbridge indicates proceed, as per Rule 200-C.

SIXTH SUBDIVISION—WESTWARD

TIME TABLE
No. 14
Sept. 30, 1945
STATIONS

	Distance from Nahant	SECOND CLASS								THIRD CLASS	
		189	73	65	61	167	75	163	63	91	99
		Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Mon. Wed. & Friday only	Way Freight Daily Except Sunday
SAVANNA (C. B. & Q. Crossing)	58.8	L 2.00AM	L 2.25AM	L 4.30AM	L 6.30AM	L 9.30AM	L 3.30PM	L 4.30PM	L 6.30PM	L 6.45AM	L 9.50AM
SABULA DRAWBRIDGE	56.2									6.55	9.59
SABULA	56.0	A 2.10AM	A 2.34AM	4.40 ²⁶	A 6.40AM	A 9.40AM	3.40	A 4.40PM	A 6.40PM	7.05	10.00
SABULA JCT.	54.6			4.45			3.45			7.23	10.10
ELK RIVER JCT.	49.5			4.55			3.55			As 7.40AM	10.20
(C. & N. W. Crossing)	42.7										
LYONS	41.6			5.10			4.10				11.05
(C. & N. W. Crossing)	39.3										
(C. & N. W. Crossing)	39.1										
(C. B. & Q. Junction Switch)	39.0										
CLINTON	38.9			A 5.20 ⁸⁶ AM			A 4.20 ¹⁶⁴ PM				As 11.30AM
CAMANACHE	33.6										
PRINCETON	23.5										
LE CLAIRE	17.8										
PLEASANT VALLEY	12.9										
BETTENDORF	7.0										
WATER WORKS	4.8										
DAVENPORT	3.5										
WEST DAVENPORT	1.6										
NAHANT				A 7.00AM			A 6.00PM				

Freight trains must not exceed maximum speed of 60 MPH between Savanna and Sabula and must not exceed maximum speed of 45 MPH between Sabula and Clinton.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 91 will carry passengers.

TIME TABLE
No. 14
Sept. 30, 1945
STATIONS

STATIONS	Distance from Nahant	FIRST CLASS				SECOND CLASS					
		26	108	102	38	162	62	86	160	178	64
		Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
		Daily	Daily	Daily	Daily	Daily Except Monday	Daily Except Monday	Daily	Sunday only	Daily	Daily
SAVANNA (O. B. & Q. Crossing)	58.8	As 4.45AM	As 5.00AM	As 6.32PM	As 9.00PM	A 5.30AM	A 5.45AM	A 6.25AM	A 10.30AM	A 11.45AM	A 2.00PM
SABULA DRAWBRIDGE	56.2								10.21		
SABULA	56.0	S 4.38 ⁶⁵	L 4.54AM	L 6.27PM	f 8.50PM	L 5.20AM	L 5.35AM	6.18	L 10.20AM	L 11.35AM	L 1.45PM
SABULA JCT.	54.6	4.31						6.15			
ELK RIVER JCT.	49.5	4.23						6.08			
(C. & N. W. Crossing)	42.7										
LYONS	41.6	4.12						5.57			
(O. & N. W. Crossing)	39.3										
(O. & N. W. Crossing)	39.1										
(C. B. & Q. Junction Switch)	39.0										
CLINTON	38.9	Ls 4.00AM						L 5.50 ⁶⁵ AM			
CAMANACHE	33.6										
PRINCETON	23.5										
LE CLAIRE	17.8										
PLEASANT VALLEY	12.9										
BETTENDORF	7.0										
WATER WORKS	4.8										
DAVENPORT	3.5	3.05AM									
WEST DAVENPORT	1.6										
NAHANT								3.45AM			

Between Savanna and Sabula No. 102 must not exceed maximum speed 90 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 75 miles per hour—other trains 60 miles per hour. Class A, F-7 and F-3 engines when operated on No. 102 or No. 103's schedule, or sections thereof, will be permitted to operate in accordance with that schedule, which provides for a maximum speed of 80 miles per hour, with restrictions now in effect for the trains referred to. Other classes of power operating on Nos. 102 and 103's schedule, or sections thereof, must have speed regulated as indicated: F-5 and F-6 engines—75 miles per hour maximum speed, L-2, L-3 engines—60 miles per hour maximum speed, S-2 engines—70 miles per hour, S-3 engines—75 miles per hour maximum speed. Between Sabula and Clinton passenger trains must not exceed maximum speed of 60 miles per hour and freight trains must not exceed maximum speed of 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Two main tracks are in use between Savanna and Sabula.

Automatic Block System is in use between Savanna and Sabula.

At Savanna, the east limits of the automatic block system on the eastward and westward tracks is at the CB&Q crossing.

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

Rules 261, 263 and 264 are in effect between Sabula Drawbridge and Savanna for eastward trains on eastward track.

Trains moving from Iowa Division to D&I Division at Sabula will not require clearance Form-A if train order signal at Sabula Drawbridge indicates proceed, as per Rule 200-C.

SIXTH SUBDIVISION—EASTWARD

TIME TABLE No. 14 Sept. 30, 1945 STATIONS	SECOND CLASS					THIRD CLASS				
	164	68	268	168	176	92	98			
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight			
	Daily	Daily	Sunday only	Daily Except Sunday	Daily	Tues., Thurs. & Saturday only	Daily Except Sunday			
SAVANNA (C. B. & Q. Crossing) 2.6	A 5.40 ^{PM}	A 8.30 ^{PM}	A 8.40 ^{PM}	A 8.45 ^{PM}	A 11.45 ^{PM}	As 2.35 ^{PM}	A 6.05 ^{PM}			
SABULA DRAWBRIDGE 0.2			8.26			2.21	5.56			
SABULA 1.4	5.30	L 8.15 ^{PM}	L 8.25 ^{PM}	L 8.35 ^{PM}	L 11.35 ^{PM}	2.20	5.55			
SABULA JCT. 5.1	5.25					2.06	5.50			
ELK RIVER JCT. 6.8 (C. & N. W. Crossing)	5.15					L 1.52 ^{PM}	5.35			
LYONS 1.1 (C. & N. W. Crossing)	5.00						5.15			
CLINTON 5.3 CAMANCHE 10.1 PRINCETON 5.7 LE CLAIRE 4.9 PLEASANT VALLEY 5.9 BETTENDORF 2.2 WATER WORKS 1.3 DAVENPORT 1.9 WEST DAVENPORT 1.6 NAHANT	L 4.50 ^{PM}						L 5.00 ^{PM}			
	3.00 ^{PM}									

Freight trains must not exceed maximum speed of 60 MPH between Savanna and Sabula and must not exceed maximum speed of 45 MPH between Sabula and Clinton.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 92 will carry passengers.
 Rule 83 (B) does not apply at Elk River Jct.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS				THIRD CLASS							
97		Capacity in Cars		Telegraph calls	Distance from Dixon	TIME TABLE No. 14 Sept. 30, 1945 STATIONS	Distance from Nahant	SEE RULE 6-A	Office open week days	90	
Mixed	Daily Except Sunday	Sidings	Other tracks							Mixed	Daily Except Sunday
L 11.15AM		28		DA		DIXON	26.7		8:00 am to 5:00 pm	As 10.45AM	
s 11.30		14		NA	6.5	DONAHUE	20.2		8:00 am to 5:00 pm	s 10.28	
s 11.50			20	D	12.2	ELDRIDGE	14.5		8:00 am to 5:00 pm	s 10.15	
f 12.10PM		13			15.3	MT. JOY	11.4		No office	f 9.55	
f 12.35			12		20.5	OAKTON	6.2		No office	f 9.42	
A 12.45PM					21.9	WATER WORKS	4.8	JX	No office	L 9.35AM	
A 1.00PM				DN	23.2	DAVENPORT	3.5	BEJKRV WXYZ	Continuous	L 9.30AM	
					25.1	WEST DAVENPORT	1.6	K			
As 1.30PM			Yard	NA	26.7	NAHANT		BCRTWXE	Continuous	L 9.00AM	

Passenger trains must not exceed maximum speed of 30 miles per hour—other trains 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

On the seventh subdivision, eastward trains will obtain Clearance Form A at Davenport instead of Water Works.

SEE SPECIAL INSTRUCTIONS ON PAGE 19.

TONNAGE RATING

STATIONS	S-2	S-3	L-3	L-2	K-1	C-2 C-5	G-8	STATIONS	S-2	S-3	L-3	L-2	K-1	C-2 C-4	G-8
Eastward								Westward							
Savanna to Bensenville.....	4500	3900	3250	2650	.....	.....	.....	Bensenville to Savanna.....	4500	3900	3250	2650	.....	.....	.....
Nahant to Lanark.....	.....	.....	3950	3500	.....	.....	.....	Lanark to Nahant.....	.....	.....	3950	3500	.....	.....	.....
Nahant to Savanna.....	.....	.....	3950	3500	.....	.....	.....	Savanna to Nahant.....	.....	.....	3950	3500	.....	.....	.....
Kirkland to DeKalb.....	.....	.....	.....	4700	.....	.....	.....	Joliet to DeKalb.....	.....	.....	.....	3800	.....	.....	.....
DeKalb to Joliet.....	.....	.....	.....	3800	.....	.....	.....	DeKalb to Kirkland.....	.....	.....	.....	4700	.....	.....	.....
Sabula to Savanna.....	6000	5800	5700	5500	3300	.....	.....	Savanna to Sabula.....	6000	5800	5000	4500	.....	.....	.....
Nahant to Sabula.....	.....	.....	.....	4500	2500	.....	.....	Sabula to Nahant.....	.....	.....	.....	4500	2500	.....	.....
Davenport to Dixon.....	.....	.....	.....	.....	.....	1775	1500	Dixon to Davenport.....	.....	.....	.....	.....	.....	1775	1500

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

SPECIAL INSTRUCTIONS

Before operating over the tracks of the D.R.I.&N.W.Ry. and the C.R.I.&P.Ry., all train and engine employes must pass a satisfactory examination on the rules of these companies.

Rule G-11 is hereby modified. Five minute fuses should be used in the following territory: Water Works to Dixon.

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

	On Tangent Track	On Curves
Between Savanna and Sabula.....	40 M.P.H.	30 M.P.H.
Between Sabula and Clinton.....	30 M.P.H.	25 M.P.H.
Between Davenport and Dixon.....	20 M.P.H.	15 M.P.H.

Trains handling steam derricks will not exceed the 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.

	On Tangent Track	On Curves
Between Savanna and Sabula.....	40 M.P.H.	30 M.P.H.
Between Sabula and Clinton.....	30 M.P.H.	25 M.P.H.
Between Davenport and Dixon.....	20 M.P.H.	15 M.P.H.

At Clinton, the City Ordinance reads: "The blowing of locomotive whistles, except in cases to sound alarm of fire or to avoid an impending accident, is prohibited. Any person violating any of the provisions hereof shall be guilty of misdemeanor and punished accordingly."

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

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

Trains entering or leaving the sixth subdivision will not exceed 10 miles per hour through crossover just west of Sabula depot.

At Lyons, Automatic signals located on the left hand side of the track, govern movements over the C.&N.W. crossing located 1.1 mile east of the station. Trains must approach the Home signal prepared to stop and must not exceed 20 miles per hour over the crossing. See Rule 672.

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

Trains using the following sidings will move expecting to find them occupied by cars: Eastward siding—Sabula Jct.

The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the Sixth subdivision or 15 miles per hour on Seventh subdivision.

Turnouts with long frogs are located at the end of two main tracks east of drawbridge at Sabula.

At Sabula, trains must not exceed 30 miles per hour over the drawbridge.

At Sabula Jct., trains must not exceed 40 miles per hour around the curve. Speed control signs will indicate permissible speeds through this territory for Nos. 102 and 103 only.

At Lyons, trains must not exceed 30 miles per hour on the 7° reverse curves just east of U. S. Highway 30.

Location of Spring switches, normal position and signals governing:

Station	Location	Normal position	Signal Governing
Sabula Drawbridge	End of two main tracks east of drawbridge	For eastward track	Automatic block signal 2-2 Indicates the position of the switch for eastward trains. Eastward trains may pass over this switch at normal speed providing this signal displays a Proceed-Indication. Westward trains must not exceed 30 miles per hour through the switch.

Class S-2 and S-3 engines are permitted to operate on all tracks in Chicago Terminal territory between Cragin Station and Union Station with the following exceptions. The 6th paragraph of Rule X-820 of Chicago Terminal Division Special Rules No. 4 is cancelled.

CLASS S-2 AND CLASS S-3 ENGINES:

Trains operating with S-2 or S-3 power cannot be detoured between Union Station and Tower A-5 via the Blommingdale Road or the C.&E. Line."

Must not be used on No. 3 and No. 4 main tracks between Cragin Station and Spaulding Avenue (Tower A-4).

Must not be used around Northwest and Southeast legs of Wye at Tower A-5.

On westward track only (No. 1 main) reduce speed to 10 miles per hour at Pulaski Road (Crawford Ave.) 1250 ft. east of Hermosa Station.

Must not exceed speed of 45 miles per hour, when running light.

CLASS S-2 ENGINES:

Must not be used on joint tracks Western Avenue to Union Station.

All Trains handled by S-2 Type engines will change engines at top of Galewood Hill unless otherwise instructed.

CLASS S-3 ENGINES:

Must not exceed speed of 10 miles per hour around curve at Canal Street and through the slip switches at north end of Union Station.

All other existing time table and special instructions covering speed restrictions for other classes of power remain in effect.

On joint tracks between Western Avenue and Union Station, Union Station Company rules will govern.

The Four main tracks between Western Avenue and Mannheim will be known as follows: Nos. 1, 2, 3 and 4 and will be numbered consecutively from the north side of right-of-way.

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Avenue and Mars, and westward freight main track between Mars and Mannheim. This track will be used by D.&I. Division eastward passenger trains daily except Sunday between 7 A. M. and 9 A. M. from 770 feet west of Tower A-5 to Tower A-2.

No. 4—Westward freight main track between Western Avenue and Mars and eastward freight main track between Mars and Mannheim.

F-7 engines must not exceed 50 miles per hour between Tower A-5 and Cragin.

Trains 102, 103, 107 and 108 must not exceed 45 miles per hour over R. R. Crossing at Tower-B-12, Franklin Park.

The perpendicular clearance of Government Bridge over tracks at Twenty-fourth St., Rock Island, is 16 feet 7 inches.

Rule D-97 applies on First and Second Subdivisions.

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

BLOCK TELEPHONES

Itasca..... Section foreman's residence and depot office.
 Roselle..... In depot office.
 Bartlett..... In depot office.
 Spaulding..... Opposite water plug.
 "..... Giffords Road in shanty. South side.
 Elgin Depot..... In box in waiting room.
 Kimball Street..... In flagman's shanty.
 National Street..... (Short Line Depot—Round House). In flag-
 man's shanty.
 Roundhouse..... In roundhouse.
 Hampshire..... Freight room.
 New Lebanon..... Station building.
 Genoa..... Freight room.
 Kingston..... Depot office.
 Kirkland..... Sheep Yard Office.
 "..... In freight room.
 Fairdale..... Station building.
 Davis Jct..... West end west siding.
 "..... In box at crossover 1 mile east of Davis Jct.
 Stillman Valley..... In freight room.
 Forreton..... Freight room.
 Adeline..... In station building.
 Harper..... Station building.
 Kittredge..... In section shelter house.
 Lanark..... East switch of eastward siding.
 "..... West end of westward siding.
 Ashdale..... Section-man's shelter house.
 "..... East crossover.
 "..... West Home signal on eastward track.
 "..... West Home signal on Fourth subdivision.
 Fay..... In box on Section Tool House.
 W. Davenport.
 Bridge Switch..... In shanty.
 West Wye Switch..... In box on pole.
 Kirkland..... At west wye switch.
 Wilkinson..... In depot.
 DeKalb..... In switch shanty.
 DeKalb..... In depot.
 Troxel..... In elevator.
 Chase..... In depot.
 Aurora..... In depot.
 Joliet..... In depot (T. H. Division).
 Sabula Drawbridge..... In bridge cabin. Home signal. E. end bridge.
 Sabula..... Signal bridge. West of depot.
 "..... In depot.
 Sabula Jct..... In box. Sabula Jct. switch.

DISPATCHERS' PHONES

Bensenville..... In box at west end of depot.
 Itasca..... Freight room.
 Roselle..... Freight room.
 Ontarioville..... Freight room.
 Bartlett..... Freight room.
 Almora..... In shanty.
 Pingree Grove..... Freight room.
 Hampshire..... Depot office.
 Genoa..... Depot office.
 Kingston..... Freight room.
 Kirkland..... Freight room.
 Fairdale..... Station building.
 Monroe Center..... Freight room.

Stillman Valley..... Freight room.
 Leaf River..... Freight room.
 Adeline..... In station building.
 Forreton..... Freight room.
 Harper..... Station building.
 Kittredge..... In section shelter house.
 Mt. Carroll..... In box on pole east of depot.
 Ashdale..... In section shelter house.
 Red Barn..... In box near crossover.
 Hickory Grove..... In box attached to pole.
 Fulton..... Freight room.
 Albany..... Freight room.
 Cordova..... Freight room.
 Port Byron..... Freight room.
 E. Moline..... In box by flagman's shanty at 13th St.
 E. Moline (City)..... In box outside of depot.
 Sabula Drawbridge..... In bridge cabin.
 Savanna Tower..... In interlocking tower.
 Elk River Jct..... Box outside station.
 "..... Section Foreman's house.
 Lyons..... In box on pole—West end of siding.
 Clinton..... In box at coal shed.
 "..... Union Station office.

YARD LIMITS AT

Chicago..... Extend from 2500 feet west of Bensenville Depot to
 Terminal..... Tower A-2 at Western Avenue.
 Spaulding..... For Eastward track only: Extend from 2000 feet
 west of west switch of westward siding to 2000 feet
 east of east switch of gravel pit track east of E. J.
 & E. crossing.
 Elgin..... Extend from 5768 feet west of Elgin Depot to 2600
 feet east of Tower B-35.
 Kirkland..... On Third subdivision only, extend from 4500 feet
 east of East Wye switch to Second subdivision main
 track connection switch.
 Davis Jct..... Extend from 5360 feet west of C. B. & Q. crossing to
 5300 feet east of East Crossover Switch.
 Lanark..... For westward track only, extend from 3700 feet east
 of depot to west switch of siding.
 Savanna..... Extend from 2000 feet east of east switch, to a point
 on Iowa Division 1452 feet west of C. B. & Q. cross-
 ing, and to a point 1000 feet west of Plum River
 Bridge on the Fifth subdivision.
 DeKalb..... Extend from 9000 feet west of C. & N. W. crossing
 to 3740 feet east of C. & N. W. crossing.
 Aurora..... Extend from 6000 feet west of water tank to Aurora
 Junction.
 Joliet..... Extend from connection with E. J. & E. Ry. just
 north of depot to 11500 feet south of depot.
 Ebner..... Extend from 4000 feet west of eastward Home signal
 to 4000 feet east of westward Home signal.
 East Moline..... Extend from 3400 feet east of east switch of siding to
 connection with D. R. I. & N. W. tracks at depot.
 Clinton..... Extend from the C. & N. W. Crossing 1.1 mile east
 of Lyons to the passenger depot at Clinton.
 Water Works..... Extend from the junction switch to 3,000 feet east
 of the junction switch on the Twelfth subdivision.
 Sabula..... Extend from 50 feet west of Mississippi River Bridge
 to 5,000 feet west of junction switch at Samoa, and
 to 2,640 feet west of junction switch at Sabula
 Junction.

H. W. BROWN,
 H. P. BUSWELL,
 Z. G. REIFF,

L. A. CARTER,
 G. A. DEAN,

Train Dispatchers.

H. J. THAYER,
 Chief Dispatcher.

L. CALLOWAY,
 Night Chief Dispatcher.

J. J. VAN BOCKERN,
 Terminal Trainmaster.
 Davenport, Ia.

P. BRIDENSTINE,
 Asst. Trainmaster.