

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

WATCH INSPECTORS

National Railway Time Service, Co.		
Chief Watch Inspectors.....	55 E. Washington St.....	Chicago
Blackhawk Jewelers.....	165 N. Cicero Ave.....	Chicago
S. Rosenau.....	3240 W. Madison St.....	Chicago
R. L. Scott.....	5929 W. Chicago Ave.....	Chicago
A. Heas & Son.....	2220-2222 W. Madison St.....	Chicago
F. M. Padgett.....	3637 W. Chicago Ave.....	Chicago
Walter Heurich.....	4026 Milwaukee Ave.....	Chicago
M. J. Heegn.....	29 E. Madison St.....	Chicago
C. H. Ander.....	3004 N. Cicero Ave.....	Chicago
Edward Kirohberg, Inc.....	104 N. State St.....	Chicago
C. H. Bern.....	Union Station Bldg.....	Chicago
Davalle Jewelers.....	6520 Belmont Ave.....	Chicago
Theodore H. Byhring.....	5946 W. North Ave.....	Chicago
John A. Wallace.....	3912 W. Diversey Ave.....	Chicago
M. Miller.....	C. & N. W. Station.....	Chicago
London Jewelers.....	7135 W. Grand Ave.....	Chicago
E. M. Hagel.....	140 S. York St.....	Elmhurst
Daniel Lutz.....	9602 Franklin Ave.....	Franklin Park
Walker Jewelers.....		Bensenville
Schneff Bros.....	176 Chicago St.....	Egin
S. B. Wickler.....	Depot.....	Davis Jct.
C. Jansen.....	217 Harrison St.....	Davenport
C. I. Josephson.....	1514 5th Ave.....	Moline
Comay's.....	125 W. State St.....	Rockford
E. Winkler.....	Main St.....	Savanna
G. A. Brummer, Jr.....		Cilnton

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

**DUBUQUE & ILLINOIS
DIVISION**

First District

**TIME
TABLE
No. 44**

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

Sunday, April 28, 1957

For the government and information
of employes only

J. J. NENTL,
Assistant Superintendent.

A. O. THOR,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

P. J. WEILAND,
Assistant General Manager.

J. H. STEWART,
General Manager.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS						Capacity in cars	TIME TABLE No. 44 April 28, 1957 STATIONS	Distance from Chicago	Telegraph calls	FIRST CLASS					
205	209	107	211	215	217					221	223	225	227	229	231
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sidings	Other tracks			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily	Daily	Daily	Saturday only	Saturday only					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily
L A. M. 5.30	L A. M. 8.17	L A. M. 9.15	L A. M. 11.20	L P. M. 12.15	L P. M. 12.24					L P. M. 2.40	L P. M. 3.32	L P. M. 4.10	L P. M. 4.12	L P. M. 4.18	L P. M. 4.27
L A. M. 5.38	L A. M. 8.25	L A. M. 9.22	L A. M. 11.28	L P. M. 12.23	L P. M. 12.32			2.9		L P. M. 2.48	L P. M. 3.40	L P. M. 4.18	L P. M. 4.20	L P. M. 4.26	L P. M. 4.35
5.42	8.29	9.26	11.32	12.27	12.36			5.4	CJ	2.52	3.44	4.22	4.24	4.30	4.38
5.44	8.30		11.34		12.38			5.9		2.54	3.46				4.41
5.45	8.31		11.35	12.29	12.39			6.4		2.55	3.47	4.25	4.28	4.35	4.43
5.46	8.33		11.37		12.41			7.0		2.57	3.49				4.45
5.47	8.35		11.39		12.43			7.7		2.59	3.52				4.47
5.49	8.37	9.31	11.41	12.32	12.45			8.6		3.01	3.55	4.27	4.31	4.39	4.50
5.51	8.39		11.43		12.47			9.1		3.03	3.57				4.53
5.53	8.41		11.45		12.49			9.5		3.05	3.59			4.43	4.56
5.55	8.43		11.47		12.52			10.2		3.07	4.02			4.46	4.59
5.58	8.46		11.49		12.55			11.4		3.09	4.05			4.50	5.03
6.00	8.48	9.35	11.51	12.36	12.57			12.7	WR	3.11	4.07	4.31	4.37	4.51	5.05
6.04	8.50		11.53		12.58			13.2		3.13	4.09		4.39	4.52	5.07
6.07	8.52		11.55	12.38	1.00			14.0		3.15	4.11	4.33	4.41	4.56	5.09
6.11	8.56	9.38	11.59	12.42	1.03			17.0	BN	3.19	4.15	4.37	4.45	5.01	5.14
6.17	8.58	9.39	P. M. 12.02	12.44	A 1.05			17.2		3.21	4.17	4.38	4.47	A 5.02	5.16
6.21	9.02		12.05	12.49	P. M.		6	19.1		3.24	4.21	4.40	4.50	P. M.	5.19
6.25	9.06		12.09	12.51			43	21.0	SC	3.27	4.25		4.54		5.23
6.29	9.10		12.12	12.54				23.0		3.30	4.28		4.58		5.27
6.33	9.14	9.45	12.16	12.56			40	24.4	RO	3.33	4.31		5.02		5.30
6.38	9.20		12.22	1.00			12	28.4		3.38	4.37		5.09		5.35
6.42	9.23		12.25	1.04			22	30.1	B	3.41	4.40		5.13		5.39
6.46	9.27	9.51	12.29	1.08		E-62 W-31	Yard	32.7	SG	3.44	4.44	4.53	5.16		5.43
6.50	9.30	9.53	12.33	1.13				35.2	FR	3.48	4.48	4.57	5.20		5.47
A 7.05	A 9.37	A 9.55	A 12.40	A 1.20			Yard	36.6	G	A 4.01	A 4.55	A 5.03	A 5.30		A 5.53
A. M.	A. M.	A. M.	P. M.	P. M.						P. M.	P. M.	P. M.	P. M.		P. M.

Passenger trains must not exceed maximum speed of 79 miles per hour.

This time table confers no authority between Western Ave. and Alton Junction (160 ft. south of South Branch bridge). Chicago Union Station Company time table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and Alton Junction.

C. T. C. is in use between Tower B-17 and Tower B-35.

Two main tracks are in use between Bensenville and Tower B-35. Beginning at the north the main tracks are numbered No. 1 and No. 2 main tracks.

Double track is in use between Tower B-35 and Elgin except across Fox River bridge. See Special Instruction X-12.

Automatic Block System is in use on No. 1, No. 2 and No. 3 main tracks between Western Ave. and Tower B-12 and on No. 1 and No. 2 main tracks between Tower B-12 and Bensenville (Tower B-17). Also on No. 1 and No. 2 main tracks between Bensenville (Tower B-17) and Elgin.

Rules 251, 253 and 254 are in effect on No. 1 and No. 2 main tracks between Western Ave. and Tower B-12 and on No. 3 main track between Tower A-5 and Tower B-12 for movement with the current of traffic.

Rules 261, 263 and 264 are in effect on No. 3 main track between Western Ave. and Tower B-12 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17.

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

No. 221 stops at Repair Track Bensenville.

Nos. 205, 209, 211 and 221 stops at Roundhouse and Yard office Bensenville.

Nos. 205, 209, 215, 221, 225, 227 and 231 stops at National Street, Elgin.

No. 211 stops at National Street Elgin daily except Saturdays.

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

No. 223 Saturdays only, stops at National Street, Elgin.

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

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

No. 229 will not exceed 30 MPH between Mars and Mont Clare.

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

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

FIRST SUBDIVISION—WESTWARD

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FIRST CLASS					Time Table No. 44 April 28, 1957 STATIONS	SEE RULE 6-A	FIRST CLASS				
111	105	233	253	19			101	255	103	257	259
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily			Daily	Daily Ex. Sat. and Sunday	Daily	Daily	Daily
L P.M. 4.30	L P.M. 4.45	L P.M. 4.47	L P.M. 5.25	L P.M. 5.50	CHICAGO 2.9	BLJKOPRV	L P.M. 6.30	L P.M. 6.35	L P.M. 6.45	L P.M. 8.15	L P.M. 11.10
L P.M. 4.37	L P.M. 4.52	L P.M. 4.55	L P.M. 5.33	L P.M. 5.57	WESTERN AVE. (C. & N. W. Crossing) 2.5	BLJKOTVWXX	L P.M. 6.37	L P.M. 6.43	L P.M. 6.52	L P.M. 8.23	L P.M. 11.18
4.41	4.56	4.59	5.36	6.01	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	IJPXY	6.41	6.47	6.56	8.27	11.22
		5.01	5.39		HERMOSA 0.5	X		6.50		8.28	11.24
		5.02	5.40		CRAGIN JCT. (C. & N. W. Crossing) 0.6	IPVX		6.51		8.29	11.25
		5.04	5.42		CRAGIN 0.7	PWX		6.53		8.32	11.27
		5.06	5.44		HANSON PARK 0.9	XZ	f 6.55			8.34	11.29
4.46	5.01	5.08	5.46	6.06	GALEWOOD 0.5	BPTWX	6.46	f 6.57	7.01	8.36	11.31
		5.10	5.48		MARS 0.4	PX		f 6.59		8.38	11.33
		5.12	5.50		MONT CLARE 1.2	PX		7.01		8.40	11.35
		5.15	5.52		ELMWOOD PARK 0.7	X		7.03		8.42	11.37
		5.18	5.54		RIVER GROVE 1.3	X		7.06		8.45	11.40
4.50	5.05	5.20	5.56	6.10	TOWER B 12 (Soo Line Crossing) 0.5	IPX	6.50	7.08	7.05	8.47	11.42
		5.22	5.58		FRANKLIN PARK 0.8	FVX		7.09		8.48	11.43
		5.24	6.00		MANNHEIM 3.0	PX		7.11		8.50	11.45
4.53	5.08	5.27	6.05	6.13	(C. M. St. P. & P. Crossing) TOWER B 17 0.2	BLJKOPTVWXX	6.53	7.15	7.08	8.54	11.49
4.54	5.09	5.29	6.07	6.14	BENSENVILLE 1.9	PX	6.54	7.17	7.09	8.56	11.51
		5.33	6.10		WOODDALE 1.9			f 7.20		f 8.59	f 11.55
		5.36	6.13		ITASCA 2.0	P		7.24		9.02	11.59
		5.39	6.17		MEDINAH 1.4			7.28		9.06	12.02
5.00	5.15	5.42	6.20	6.20	ROSELLE 4.0	P	7.00	7.31	7.15	9.09	12.05
		5.47	6.26		ONTARIOVILLE 1.7	P		f 7.36		9.15	12.12
		5.50	6.29		BARTLETT 2.6	P		7.39		9.18	12.15
5.06	5.21	5.54	f 6.33	6.26	(E. J. & E. Crossing) SPAULDING 2.5	IPVWXYZ	7.06	f 7.43	7.21	f 9.22	f 12.19
5.08	5.23	5.57	6.37	6.28	(O. & N. W. Crossing) TOWER B 35 1.4	IPVX	7.08	7.47	7.23	9.26	12.24
^A 5.10 P.M.	^A 5.25 P.M.	^A 6.05 P.M.	^A 6.45 P.M.	^A 6.41 P.M.	ELGIN	BKPBTWX	^A 7.10 P.M.	^A 7.55 P.M.	^A 7.25 P.M.	^A 9.35 P.M.	^A 12.30 A.M.

Passenger trains must not exceed maximum speed of 79 miles per hour.

Nos. 233, 253, 255, 257 and 259 stops at National Street, Elgin.

Nos. 253, 257 and 259 stop at Yard Office and Roundhouse, Bensenville.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS							TIME TABLE No. 44 April 28, 1957 STATIONS	FIRST CLASS						
204	206	260	210	212	214	216		218	220	108	224	20	112	226
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Saturday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Sunday only	Daily	Daily	Daily Ex. Sunday
A A.M. 5.18 S 6.17	A A.M. 6.17 S 6.16	A A.M. 6.27 S 6.27	A A.M. 6.44 S 6.44	A A.M. 6.57 S 6.57	A A.M. 7.08 S 7.08	A A.M. 7.11 S 7.11	A A.M. 7.33 S 7.33	A A.M. 7.39 S 7.39	A A.M. 7.55 S 7.55	A A.M. 8.30 S 8.30	A A.M. 8.50 S 8.50	A A.M. 8.45 S 8.45	A A.M. 9.25 S 9.25	
A A.M. 5.06 S 5.06	A A.M. 6.06 S 6.06	A A.M. 6.16 S 6.16	A A.M. 6.33 S 6.33	A A.M. 6.43 S 6.43	A A.M. 6.56 S 6.56	A A.M. 6.58 S 6.58	A A.M. 7.24 S 7.24	A A.M. 7.26 S 7.26	A A.M. 7.43 S 7.43	A A.M. 8.20 S 8.20	A A.M. 8.40 S 8.40	A A.M. 8.33 S 8.33	A A.M. 9.14 S 9.14	
5.03 S 5.01	6.03 S 6.01	6.13 S 6.11	6.30 S 6.28	6.40 S 6.38	6.53 S 6.51	6.55	7.21 S 7.19	7.23 S 7.23	7.40 S 7.40	8.17 S 8.15	8.37 S 8.37	8.30 S 8.30	9.11 S 9.10	
4.59 S 4.57	5.58 S 5.56	6.08 S 6.07	6.25 S 6.24	6.36 S 6.35	6.47 S 6.46	6.52	7.17 S 7.16	7.20 S 7.20	7.40 S 7.40	8.14 S 8.13	8.37 S 8.37	8.30 S 8.30	9.08 S 9.07	
4.54 S 4.51	5.54 S 5.52	6.04 S 6.01	6.21 S 6.18	6.33 S 6.31	6.43 S 6.40	6.50	7.13 S 7.10	7.20 S 7.17	7.43 S 7.35	8.11 S 8.09	8.37 S 8.31	8.33 S 8.25	9.05 S 9.03	
4.49 S 4.48	5.50 S 5.48	5.59 S 5.57	6.16 S 6.14	6.29 S 6.27	6.38 S 6.36	6.45	7.06 S 7.04	7.23 S 7.23	7.40 S 7.40	8.07 S 8.05	8.34 S 8.34	8.31 S 8.31	9.01 S 8.59	
4.48 S 4.44	5.48 S 5.41	5.57 S 5.50	6.14 S 6.07	6.27 S 6.21	6.36 S 6.29	6.43	7.04 S 6.57	7.21 S 7.21	7.38 S 7.38	8.05 S 8.01	8.32 S 8.32	8.31 S 8.31	8.56 S 8.53	
4.41 S 4.40	5.37 S 5.36	5.48 S 5.47	6.05 S 6.04	6.19 S 6.17	6.26 S 6.25	6.46	6.55 S 6.54	7.12 S 7.11	7.30 S 7.30	7.59 S 7.58	8.22 S 8.22	8.20 S 8.20	8.50 S 8.49	
4.38 S 4.33	5.34 S 5.29	5.45 S 5.41	6.02 S 5.58	6.14 S 6.10	6.22 S 6.17	6.44	6.52 S 6.48	7.09 S 7.06	7.27 S 7.26	7.55 S 7.50	8.28 S 8.17	8.26 S 8.16	8.46 S 8.41	
4.32 S 4.29	5.28 S 5.24	5.40 S 5.35	5.57 S 5.52	6.09 S 6.04	6.16 S 6.12	6.39	6.47 S 6.47	7.04 S 7.00	7.25 S 7.25	7.49 S 7.44	8.16 S 8.16	8.15 S 8.15	8.40 S 8.34	
4.26 f 4.23	5.19 S 5.16	5.30 S 5.27	5.47 S 5.43	6.00 S 5.56	6.09 f 6.07	6.30	6.57 S 6.52	7.06 S 7.04	7.26 S 7.25	7.50 S 7.49	8.17 S 8.16	8.16 S 8.15	8.41 S 8.40	
4.20 S 4.14	5.14 S 5.08	5.25 S 5.19	5.40 S 5.34	5.54 S 5.48	6.04 S 5.58	6.25	6.49 S 6.43	7.20 S 7.20	7.36 S 7.36	8.08 S 8.08	8.10 S 8.10	8.19 S 8.19	8.24 S 8.24	
4.11 S 4.07	5.05 S 5.01	5.16 S 5.12	5.31 S 5.27	5.45 S 5.41	5.54 S 5.51	6.16	6.39 S 6.36	7.06 S 7.13	7.26 S 7.22	7.50 S 7.57	8.17 S 8.03	8.16 S 8.03	8.41 f 8.12	
4.03 L 4.00	4.56 S 4.53	5.08 S 5.05	5.23 S 5.20	5.38 S 5.35	5.48 S 5.45	6.08	6.33 S 6.30	7.10 S 7.08	7.18 S 7.15	7.53 S 7.50	8.00 S 7.50	8.00 S 7.58	8.08 S 8.05	

Passenger trains must not exceed maximum speed of 79 miles per hour.

Rules 261, 263 and 264 are in effect on No. 1 and No. 2 main tracks between Western Ave. and Tower B-12 and on No. 3 main track between Tower A-5 and Tower B-12 for movement with the current of traffic.

Rules 261, 263 and 264 are in effect on No. 3 main track between Western Ave. and Tower B-12 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17.

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

Nos. 204, 206, 260, 210, 212, 214, 216, 220, 224 and 226 stop at National Street, Elgin.

Nos. 204, 224 and 260 stop at Roundhouse, Bensenville.

Nos. 216, 224, 226 and 260 stop at Yard Office, Bensenville.

No. 210 stops at Yard Office and at Roundhouse Bensenville Sundays and holidays.

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

No. 216 stops at Ontarioville Saturday Only.

No. 220 stops at Spaulding on flag to pick up and let off passengers and stops Ontarioville to pick up passengers for Western Ave. and Chicago.

Eastward suburban trains scheduled to stop at stations Mannheim to Galewood, inclusive, will arrange to wait five (5) minutes for any passengers that approach the station from the south and are unable to get to the train because of being blocked by moving eastward or westward transfers.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS				TIME TABLE No. 44 April 28, 1957 STATIONS	Distance from Elgin	Office Hours Also See Page 14	FIRST CLASS			
104	102	106	228				242	246	250	258
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
A A.M. S 11.00	A A.M. S 11.15	A A.M. S 11.30	A A.M. S 11.58	CHICAGO 2.0	36.6	Continuous	A P.M. S 2.15	A P.M. S 4.41	A P.M. S 6.40	A P.M. S 9.45
A A.M. 10-48	A A.M. 11-03	A A.M. 11-18	A A.M. s11-43	WESTERN AVE. (C. & N. W. Crossing) 2.5	33.7	Continuous	A P.M. S 2-00	A P.M. S 4-25	A P.M. S 6-30	A P.M. S 9-32
	10-45	11-00	11-15	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	31.2	Continuous	1.57	4.22	6.27	9.29
			s11-37	HERMOSA 0.5	30.7	No Office	S 1.54	S 4.20	S 6.25	S 9.28
			11-36	CRAGIN JCT. (C. & N. W. Crossing) 0.6	30.2	No Office	1.53	4.18	6.24	9.27
			s11-35	CRAGIN 0.7	29.6	No Office	S 1.52	S 4.17	S 6.23	S 9.26
			s11-33	HANSON PARK 0.9	28.9	No Office	S 1.50	S 4.15	f 6.21	f 9.24
10-40	10-55	11-10	s11-31	GALEWOOD 0.5	28.0	No Office	S 1.48	S 4.13	S 6.19	f 9.22
			s11-30	MARS 0.4	27.5	No Office	f 1.47	f 4.11	f 6.17	f 9.20
			s11-29	MONT CLARE 0.7	27.1	No Office	S 1.46	S 4.09	S 6.16	S 9.18
			s11-27	ELMWOOD PARK 1.2	26.4	No Office	S 1.44	S 4.07	S 6.14	S 9.16
			s11-25	RIVER GROVE 1.3	25.2	No Office	S 1.42	S 4.05	S 6.10	S 9.14
10-35	10-50	11-05	11-23	TOWER B 12 (Soo Line Crossing) 0.5	23.9	Continuous	1.40	4.03	6.08	9.11
			s11-22	FRANKLIN PARK 0.8	23.4	No Office	S 1.39	S 4.02	S 6.07	S 9.10
			s11-19	MANNHEIM 3.0	22.6	No Office	S 1.36	S 4.00	S 6.05	S 9.08
10-31	10-46	11-01	11-14	(C. M. St. P. & P. Crossing) TOWER B 17 0.2	19.6	Continuous	1.31	3.31	6.00	9.01
10-30	10-45	11-00	s11-13	BENSENVILLE 1.9	19.4	No Office	S 1.30	S 3.30	S 5.59	S 9.00
			s11-09	WOODDALE 1.9	17.5	No Office	S 1.26	S 3.27	S 5.53	f 8.55
			s11-05	ITASCA 2.0	15.6	No Office	S 1.22	S 3.24	S 5.50	S 8.52
			s11-02	MEDINAH 1.4	13.6	No Office	f 1.19	S 3.21	S 5.47	f 8.49
10-20	10-35	10-50	s10-59	ROSELLE 4.0	12.2	No Office	S 1.16	S 3.18	S 5.44	S 8.46
			s10-53	ONTARIOVILLE 1.7	8.2	No Office	S 1.10	S 3.13	S 5.38	S 8.40
			s10-50	BARTLETT 2.6	6.5	No Office	S 1.07	S 3.10	S 5.35	S 8.37
10-10	10-25	10-40	s10-45	(E. J. & E. Crossing) SPAULDING 2.5	3.9	Continuous	f 1.02	f 3.07	S 5.31	f 8.33
10-07	10-22	10-37	10-41	(C. & N. W. Crossing) TOWER B 35 1.4	1.4	Continuous	12-58	3.03	5-27	8-29
L 10-05 A.M.	L 10-20 A.M.	L 10-35 A.M.	L 10-38 A.M.	ELGIN		3:45 am to 11:45 pm 12:30 pm to 8:30 pm	L 12-55 P.M.	L 3.00 P.M.	L 5.23 P.M.	L 8-25 P.M.

Passenger trains must not exceed maximum speed of 79 miles per hour.

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

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

Nos. 228, 242, 246, 250 and 258 stop at Yard Office Bensenville.

No. 242 stops at Roundhouse Western Ave.

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

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

WESTWARD—FIRST SUBDIVISION—EASTWARD

THIRD CLASS		SECOND CLASS					TIME TABLE No. 44 April 28, 1957 STATIONS	SECOND CLASS				
91		75	63	71	65	68		66	62	72	64	
Way Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	
Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	
						CHICAGO 8.6						
						GALEWOOD 5.6						
L A.M. 3.15		L A.M. 10.30	L P.M. 3.55	L P.M. 6.45	L P.M. 9.55	BENSENVILLE YARD 2.9	A A.M. 2.10	A A.M. 7.15	A A.M. 11.35	A P.M. 4.55	A P.M. 10.55	
L A.M. 3.30		L A.M. 10.40	L P.M. 4.05	L P.M. 7.20	L P.M. 10.07	(C. M. St. P. & P. Crossing) TOWER B 17 0.2	A A.M. 2.00	A A.M. 7.05	A A.M. 11.20	A P.M. 4.40	A P.M. 10.50	
						BENSENVILLE 1.9						
						WOODDALE 1.3						
						ITASCA 2.0						
						MEDINAH 1.4						
						ROSELLE 4.0						
						ONTARIOVILLE 1.7						
						BARTLETT 2.6						
						(E. J. & E. Crossing) SPAULDING 2.5	1.15	6.30 6.00	10.45 10.35	4.05	10.00	
						(C. & N. W. Crossing) TOWER B 35 1.4						
A 5.00 A.M.		A 11.15 A.M.	A 4.45 P.M.	A 7.50 P.M.	A 11.00 P.M.	ELGIN	L 1.05 A.M.	L 5.45 A.M.	L 10.30 A.M.	L 3.55 P.M.	L 9.50 P.M.	

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

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

WESTWARD—SECOND SUBDIVISION—EASTWARD

7

FIRST CLASS							TIME TABLE No. 44 April 28, 1957	FIRST CLASS						
107	111	105	19	101	103	25		26	20	108	112	104	102	106
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
L A.M. 9:55	L P.M. 5:10	L P.M. 5:25	L P.M. 6:41	L P.M. 7:10	L P.M. 7:25		ELGIN	A A.M. 7:50	A A.M. 7:08	A A.M. 7:58	A A.M. 10:05	A A.M. 10:20	A A.M. 10:35	
			s 7:00				7.8 PINGREE GROVE							
							6.5 HAMPSHIRE							
							3.8 NEW LEBANON							
10-14	5-29	5-45	f 7:09	7-29	7-44		4.5 GENOA	f 7:14	6-49	7-39	9-46	10-01	10-16	
			f 7:19				3.4 KINGSTON							
							4.7 KIRKLAND	f 7:03						
							4.4 FAIRDALE							
			7-26				3.5 MONROE CENTER							
10-33	s 5-46	6-04	101-103- s 7:32 8:03	19 7-48	19 8-01		4.8 DAVIS JUNCTION (C. B. & Q. Crossing)	s 6:47	6-30	f 7:20	9-27	9-42	f 9-57	
							4.6 STILLMAN VALLEY							
10-43	5-55	6-14	8-18	7-55	8-10		4.5 BYRON		6-30	6-20	7-10	9-18	9-33	
							0.3 (C. G. W. Crossing)							
			8-26				7.3 LEAF RIVER			6-21				
							4.6 ADELINE							
91 10-58	6-10	6-29	8-36	8-10	8-25		5.5 FORRESTON			6-03	6-53	9-01	9-16	
							3.0 HARPER							
			8-46			L P.M. 8-40	7.4 KITTREDGE	A A.M. 5:40	5-59					
			s 8:55			f 8:42	3.0 LANARK	f 5:36	s 5:54					
11-15	6-27	6-45	s 9:08	8-27	8-42	f 8:50	7.5 MT. CARROLL	f 5:27	s 5:40	5-45	6-35	8-43	8-58	
						8:52	2.5 RED BARN	5-22						
							6.0 West End of Double Track PLUM							
							1.7 East End of Double Track SAVANNA YARD							
A 11-26 A.M.	A 6-38 P.M.	A 6-56 P.M.	A 9-25 P.M.	A 8-38 P.M.	A 8-53 P.M.	A 9-05 P.M.	0.2 SAVANNA	L 5:10 A.M.	L 5:20 A.M.	L 5:34 A.M.	L 6:24 A.M.	L 8:32 A.M.	L 8:47 A.M.	

Passenger trains must not exceed maximum speed of 79 miles per hour.

Double track is in use between Elgin and Plum and between the west end of C. T. C. and Savanna.

C. T. C. is in use between Plum and the east end of double track at Savanna Yard.

Automatic block system is in use between Elgin and Savanna.

Nos. 101, 103, 105 and 111 may register by register ticket at Savanna.

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

Rule D-97 is in effect on Second Subdivision.

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

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

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

No. 20 stops at Elgin to let off revenue passengers from Savanna and beyond; also to let off revenue passengers from Hampshire.

Nos. 102, 104, 106 and 112 may register by register ticket at Savanna.

Nos. 106 and 112 stop at Davis Jct. to let off revenue passengers from Omaha and west.

SECOND SUBDIVISION—WESTWARD

THIRD CLASS		SECOND CLASS				Distance from Elgin	TIME TABLE No. 44 April 28, 1957 STATIONS	SEE RULE 6-A	SECOND CLASS			
91		165	175	75	187				63	71	65	
Way Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight			
Daily Ex. Sunday		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily			
L A.M. 5.00				L A.M. 11.15	7.8	ELGIN	BKPTWX	L P.M. 4.45	L P.M. 7.50	L P.M. 11.00		
5.20					14.3	PINGREE GROVE	P					
5.50					18.1	HAMPSHIRE	P					
6.15					22.6	NEW LEBANON	P					
6.35					26.0	GENOA	P					
6.50				P.M. 12.01	30.7	KINGSTON	P					
7.20					35.1	KIRKLAND	HJPWY	-P.M.- L 2.50	5.20	8.35		
7.35					38.6	FAIRDALE	P					
7.50					43.4	MONROE CENTER	P					
8.15				12.20	48.0	DAVIS JUNCTION (C. B. & Q. Crossing)	BHKRY WXY	A 3.15 P.M.	5.35	8.55		
9.30					52.5	STILLMAN VALLEY	P			A.M. 12.05		
9.40					52.8	BYRON	PV		5.45	9.05		
9.55				12.30	60.1	(C. G. W. Crossing)	IP			12.15		
10.10					64.7	LEAF RIVER	P					
10.18					70.2	ADELINE	P					
10.25				12.55	73.2	FORRESTON	PV		6.05	9.30		
11.01					80.6	HARPER	P			12.30		
11.10					83.6	KITTREDGE	LJP		6.15	9.45		
11.20		L A.M. 1.05	L A.M. 11.00	1.05	91.1	LANARK	PW		6.20	9.55		
P.M. 12.40		1.10	11.05	1.10	93.6	MT. CARROLL	P			12.50		
12.55					99.6	RED BARN	P					
					101.3	West End of Double Track PLUM	IP					
A 1.50 P.M.		A 2.30 A.M.	A 12.30 P.M.	A 1.55 P.M.	101.5	East End of Double Track SAVANNA YARD	BHPRXZ	A 6.50 P.M.	A 11.15 P.M.	A 1.45 A.M.		
						SAVANNA	BKOPRT VWXYZ					

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

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

Rule D-97 is in effect on Second Subdivision.

Rule 83 (B) does not apply at Kirkland to No. 187 when operator not on duty
If Train Order Signal indicates proceed as per Rule 200-C.

SECOND SUBDIVISION—EASTWARD

SECOND CLASS				TIME TABLE No. 44 April 28, 1957 STATIONS	Distance from Savanna	Telegraph calls	Capacity in cars		Office Hours Also See Page 14	SECOND CLASS			
66	62	186	188				Sittings	Other tracks		72	64	68	168
Time Freight	Time Freight	Time Freight	Time Freight							Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily	Daily	Daily Ex. Sunday										
A A.M. 5-45	A A.M. 10-30			ELGIN	101.5	G		Yard	3:45 am to 11:45 am 12:30 pm to 8:30 pm	A P.M. 3-55	A P.M. 9-50	A A.M. 1-05	
				PINGREE GROVE	93.7			10	No Office				
	10-08 9-40			HAMPSHIRE	87.2	HS	W-81	44	6:00 am to 2:00 pm 4:00 pm to 12:00 pm Except Sat. & Sun.				
				NEW LEBANON	83.4		E-106	7	No Office				
				GENOA	78.9	GN		45	6:00 am to 3:00 pm Except Sat. & Sun.				
				KINGSTON	75.5			17	No Office				
4-45	9-08 8-55		A A.M. 11-55	KIRKLAND	70.8	KD	E-90 W-131	Yard	6:00 am to 3:00 pm Except Sat. & Sun.	3-10 2-45	9-05	12-15 A.M.	
				FAIRDALE	66.4			15	No Office				
				MONROE CENTER	62.9	MO		24	6:00 am to 3:00 pm Except Sat. & Sun.				
4-05	8-40		L 11-30 A.M.	DAVIS JUNCTION (C. B. & Q. Crossing)	58.1	DJ	E-108 W-73	Yard	Continuous	2-05	8-45	11-55	
				STILLMAN VALLEY	53.5	SV		35	6:00 am to 3:00 pm Except Sat. & Sun.				
3-35	8-30			BYRON	49.0	BY	E-66	42	6:00 am to 3:00 pm Except Sat. & Sun.	1-35	8-25	11-25	
				(O. G. W. Crossing)	48.7				No Office				
				LEAF RIVER	41.4		W-57	22	No Office				
				ADELINE	36.8			15	No Office				
3-15	8-10			FORRESTON	31.3	FN	W-31	49	6:00 am to 3:00 pm Except Sat. & Sun.	1-15	8-00	11-05	
				HARPER	28.3			15	No Office				
2-40	7-55	A A.M. 9-45		KITTREDGE	20.9				No Office	12-40	7-40	10-45	A P.M. 11-35
2-30	7-50	9-35		LANARK	17.9	RK	E-74 W-67	146	Continuous	12-30 P.M.	7-35	10-40	11-30
	7-35			MT. CARROLL	10.4	MT		44	6:00 am to 3:00 pm Except Sat. & Sun.	11-50			
				RED BARN	7.9				No Office				
				West End of Double Track PLUM	1.9				No Office				
L 1-30 A.M.	L 7-15 A.M.	L 9-05 A.M.		East End of Double Track SAVANNA YARD	0.2			Yard	No Office	L 11-30 A.M.	L 7-00 P.M.	L 10-00 P.M.	L 10-30 P.M.
				SAVANNA		SA		Yard	Continuous				

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

Rule D-97 is in effect on Second Subdivision.

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

Eastward trains starting at Savanna Yard will secure clearance Form A at Savanna.

WESTWARD—THIRD SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from DeKalb	TIME TABLE No. 44 April 28, 1957 STATIONS	Distance from Kirkland	SEE RULE 6-A	Office Hours Also See Page 14	SECOND CLASS							
			87	Sidings	Other tracks							Time Freight				88			
			L P.M. 2:00	46	Yard			DEKALB (C. & N. W. Crossing) 3.1	13.7	PRVX	No Office								
			2:10		4		3.1	BRADT 2.5	10.6		No Office								
			2:20				5.6	WILKINSON (C. G. W. Crossing) 8.1	8.1	I	No Office								
			A 2:45 P.M.	Yard		KD	13.7	KIRKLAND		HJPRWXY	7:00 am to 4:00 pm Except Sat. & Sun.								L 12:01 P.M.

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

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

Rule 83 (B) does not apply at DeKalb.

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

WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Savannah	TIME TABLE No. 44 April 28, 1957 STATIONS	Distance from Nahant	SEE RULE 6-A	Office Hours Also See Page 14	THIRD CLASS								
			365	Sidings	Other tracks							Time Freight				368				
			L P.M. 5:05	Yard		SA		SAVANNA (C. B. & Q. Crossing) 3.1	58.0	BHJKOPRT VWXYZ	Continuous									
			A 5:35 P.M. Via C.B. & Q.				3.1	AYRES 6.5	54.9	IJP	No Office									L 9:35 P.M. Via O.B. & Q.
			L P.M. 5:50	82	12	BR	11.6	THOMSON (C. B. & Q. Crossing) 2.0	48.4											A P.M. 9:15
			6:01	25			16.8	EBNER 5.2	46.4	IJP	Continuous									9:05
			6:20				18.4	FULTON 1.6	41.2	PV	No Office									
			6:40				18.9	(C. & N. W. Crossing) 0.5	39.6	I	No Office									
			7:01				23.6	(C. B. & Q. Crossing) 4.7	39.1	M	No Office									
			A 7:30 P.M.	83	33	CA	23.6	ALBANY 9.5	34.4	P	7:00 am to 4:00 pm Except Sat. & Sun.									8:55
				93			33.1	CORDOVA 5.4	24.9	PW	No Office									8:40
				91	28	RH	38.5	PORT BYRON 8.9	19.5	P	7:00 am to 4:00 pm Except Sat. & Sun.									8:30
				130	Yard	DZ	47.4	EAST MOLINE 3.2	10.6	RPVX	6:30 am to 3:30 pm Except Sat. & Sun.									L 8:15 P.M.
							50.6	MOLINE 3.6	7.4	VWXX										
							54.2	ROCK ISLAND 2.2	3.8	VX										
							56.4	WEST DAVENPORT 1.6	1.6	LJVWXYZ	Continuous									
					Yard	NA	58.0	NAHANT		BHKORTWX	7:00 am to 3:00 pm									

Trains must not exceed maximum speed of 40 miles per hour between Ebner and Nahant and 30 miles per hour between Savannah and Ayres.

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

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

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

Rule 83 (B) does not apply at East Moline when operator not on duty if Train Order Signal indicates proceed as per Rule 200-C.

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.

Rule 83 (B) does not apply at Ayres. (See Special Instruction X-66).

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Fay.....	6.3 miles east of Ebner on former Ashdale Line.....	12 cars

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

BLOCK TELEPHONES

Tower B-35.....In box at St. Charles Road, and Raymond St.
 ".....In Shelter House at E. B. Home Signal.
 Elgin Depot.....In Conductors Room.
 Kimball Street...In flagman's shanty.
 National Street...In flagman's shanty.
 Roundhouse.....In roundhouse office.
 Signal 37/2.....In Box.
 McQueens.....In box on bridge Z-126.
 Pingree Grove.....Station building.
 New Lebanon.....Station building.
 Hampshire.....In freight room.
 Genoa.....Freight room.
 Kingston.....In box at east end crossover.
 Kirkland.....Sheep Yard Office.
 ".....In freight room.
 ".....In box on pole 200 feet west DeKalb Jct. switch.
 DeKalb.....In box on pole at old Pump House.
 Fairdale.....In box at derail house track.
 Davis Jct.....In box at crossovers 1 mile east and 1 mile west of Davis Jct.
 Stillman Valley....In freight room.
 Byron.....In box on signal relay house near R. R. Crossing.
 Forreton.....Freight room.
 Adeline.....In station building.
 Harper.....Station building.
 Kittredge.....Westward Home signal (Milwaukee Division).
 ".....Eastward Home signal.
 Lanark.....East switch of eastward siding.
 ".....West end of westward siding.
 W. Davenport.
 Bridge Switch...In shanty.
 West Wye Switch..In box on pole.
 Sabula Drawbridge..In bridge cabin. Home signal. E. end bridge.
 Sabula.....Signal bridge. West of depot.
 ".....In depot.
 Sabula Jct.....In box. Sabula Jct. switch.
 Clinton.....In box at 9th Ave. to C&NW Tower 2nd St.
 Wooddale.....Station Waiting Room.

DISPATCHERS' PHONES

Elgin.....In box Chgo. leather goods switch.
 McQueens.....In box on bridge Z-126.
 Pingree Grove.....Station building.
 Hampshire.....Freight room.
 New Lebanon.....Station Bldg.
 Genoa.....Freight room.
 Kingston.....In box at east end crossover.
 Kirkland.....Freight room.
 ".....In box on pole 200 feet west DeKalb Jct. switch.
 Fairdale.....In box at derail House track.
 Monroe Center....Freight room.
 Stillman Valley....Freight room.
 Byron.....In box on signal relay house near R. R. Crossing.
 Leaf River.....In box on pole at signal 96-7.
 Adeline.....In station building.
 Forreton.....Freight room.
 Harper.....Station building.
 Kittredge.....In section shelter house.
 Mt. Carroll.....In box on pole east of depot.
 Red Barn.....In shelter house near crossover.
 Hickory Grove....In box attached to pole.
 Plum.....In box on pole at first road crossing east.
 ".....Eastward and Westward Home signals.
 Savanna.....Flexonics Corp. Spur.
 ".....In box on Relay House at end of Double Track.
 Fulton.....Freight room.
 Albany.....Freight room.
 Cordova.....In box on pole.
 Port Byron.....Freight room.
 E. Moline.....In box at 13th St.
 E. Moline (City)...In box outside of depot.
 Sabula Drawbridge..In bridge cabin.
 Savanna Tower....In interlocking tower.
 Elk River Jct.....In Shelter house.
 Deer Creek.....Each end of siding in box on pole.
 Lyons.....In box at west end of siding.
 Clinton.....In box on pole at East Alley Track Switch.
 ".....Union Station office.
 ".....2nd St. Tower.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

Chicago, Ill.

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

	Name of Surgeon	Residence Phone No.	Office Phone No.
Bensenville.....	Dr. Joseph P. McKay...	981	72
	Dr. Kenneth L. Fisk.....	600	600
Elgin.....	†Dr. S. L. Gabby.....	254	5500
	†Dr. John C. Schmidtke..	685	1343
	†Dr. Paul G. Tobin.....	449	1343
Kirkland.....	*Dr. Paul L. Bergstrom..	51	51
Stillman Valley....	Dr. A. H. Beebe.....	Stillman Valley, ring2	
Byron.....	*Dr. Robt. F. Dearborn..	190-3	190-2
	Dr. Edw. A. Glenn.....	72	190
Lanark.....	Dr. MacHarper Seyfarth.	95	95
Savanna.....	†Dr. J. B. Schreiter.....	1335	3151
	†Dr. E. C. Turner.....	3335	1685
	Dr. L. B. Hussey.....	4343	7121

	Name of Surgeon	Residence PhoneNo.	Office PhoneNo.
Sabula.....	*Dr. K. R. Sorenson.....	33	33
Aurora.....	Dr. W. H. Milbacher....	20466	4601
	Dr. Elliott Denney.....	2-0515	4601
Rockford.....	Dr. C. A. Cibelius.....	Main 2040	Main 601
	Dr. Warren Miller.....	Main 3239	Main 3451
	(Oculist)		
	*Dr. S. R. Catlin.....	Main 195	Main 601
Moline.....	Dr. Benton Holm.....	9008	9044
Rock Island.....	Dr. C. P. O'Neill.....	6-2914	8-2231
Davenport.....	§†Dr. W. G. Bessmer.....	3-6142	3-3665
Clinton.....	*Dr. R. G. Mellen.....	1866	1811
Sycamore.....	*Dr. C. E. Clark.....	3836	3836

(§) 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.

LOCATION OF TRAIN DIRECTORS TELEPHONES IN THE CHICAGO TERMINALS

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

LOCATION OF BLOCK LINE PHONES

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

LOCATION OF TELEPHONES CONNECTED WITH TOWER A-5

Phones are on signal relay cases

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

YARD LIMITS AT

Chicago Terminal.....	Extend from 2000 feet west of Bensenville Depot to Tower A-2 at Western Avenue.	DeKalb.....	Extend from 4100 feet west of C. & N. W. crossing to 3740 feet east of C. & N. W. crossing.
Elgin.....	Extend from 5768 feet west of Elgin Depot to 2600 feet east of Tower B-35.	East Moline....	Extend from 3400 feet east of east switch of siding to connection with D. R. I. & N. W. tracks at depot.
Kirkland.....	On Third subdivision only, extend from East Wye switch to Second subdivision main track connection switch.	Clinton.....	Extend from 200 feet east of east switch Deer creek to passenger depot at Clinton.
Davis Jct.....	Extend from 5360 feet west of C. B. & Q. crossing to 5300 feet east of East Crossover Switch.	Water Works...	Extend from the junction switch to 3,000 feet east of the junction switch on the Sixth subdivision.
Savanna.....	Extend from 5100 feet east of Plum River Bridge, on the Second Subdivision, to 1560 feet west of the CB&Q crossing on the Fifth Subdivision, and to a point 1000 feet west of Plum River Bridge on the Fourth Subdivision.	Sabula.....	Extend from 50 feet west of Mississippi River Bridge to 5,000 feet west of junction switch at Samos on Iowa Division, and to 2,640 feet west of junction switch at Sabula Junction.

OFFICE HOURS NOT OTHERWISE SHOWN

MONDAY

Clinton (Freight Office) { 7:00 am to 9:00 am
 2:30 pm to 4:30 pm

HOLIDAY AND SUNDAY

Forreston.....1:15 pm to 4:15 pm

SATURDAY

Hampshire.....7:00 am to 9:00 am
 Forreston.....1:15 pm to 3:15 pm

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G-4 Employees are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

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

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

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

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

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

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

G-12 Employees are prohibited from riding:

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

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

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

On ends of cars containing lading which may shift.

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

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

In the gangway of engines.

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

G-14 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

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

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

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

Bad order cars.
Switch rear "S.R." cars.

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

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

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

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

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

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

- (g) When the governing signal displays a Stop Indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:
 "You may proceed at restricted speed to the next signal."
 If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:
 "You may proceed under protection of a flagman to the first signal that displays a Proceed Indication."
 These instructions must be repeated by the conductor or engineer to insure correct understanding.
 See Rule 663(A).
- (h) When the governing signal displays a Stop Indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed Indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.
- (i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.
- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control Switches are located at interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

- G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.
- G-25 Diesel or Electric Engines with unobstructed view in either direction may be operated by permissible speeds in either direction.
 Diesel or Electric Engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.
- G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.
 The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.
- G-27 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel locomotive must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.
- G-28 All Diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.
- G-29 When two or more Diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.
 The number and suffix letter of the leading unit only to be used in train orders.
- G-30 Unless otherwise restricted the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dump cars (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars..... on branch lines.....	20
..... on main lines.....	25
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Also switchers 1600 to 1603, inclusive).....	45
600 H.P. Also switchers, series 1600 to 1603, inclusive.....	40
All 44-ton Diesel Engines 1699 to 1709, inclusive:	
When moved dead in train.....	30
When under own power.....	30

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

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

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

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

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

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

G-34 Spring switches:

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

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

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

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

See Rules 520 to 525 Inclusive.

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

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

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

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

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

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

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

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

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

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

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

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

G-41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

G-42 When flat spots develop enroute on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly. All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use. All other Operating Rules requiring the use of a red lantern remain in effect.

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

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

X-2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Chicago Terminals.....	20 m.p.h.	20 m.p.h.
Between Bensenville and Savanna.....	35 m.p.h.	25 m.p.h.
Between Kirkland and DeKalb.....	20 m.p.h.	15 m.p.h.
Between Ebner and East Moline.....	20 m.p.h.	15 m.p.h.
Between Savanna and Ebner.....	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula.....	35 m.p.h.	25 m.p.h.
Between Sabula and Clinton.....	30 m.p.h.	25 m.p.h.

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

Turnouts laid with long frogs are located at:

Station	Location
Tower A-4.....	Crossover between main tracks 1 and 2 west of Chicago Ave.
Tower A-4.....	Crossover between main tracks 3 and 4 west of Chicago Ave.
Tower A-4.....	First crossover west of Kedzie Ave. between main tracks 2 and 3.
Tower A-4.....	Crossover between main tracks 1 and 2 west of Kedzie Ave.
Tower A-5.....	First crossover north of Cortland Street between main tracks 1 and 2.
Franklin Park.....	Crossover between main tracks 3 and 4 IHB connection.
Mannheim.....	Crossover between main tracks 1 and 2.
Mannheim.....	Crossover between main tracks 2 and 3.
Tower B-17.....	First Crossover west of Tower B-17 between main tracks 1 and 2 on Illinois Line.
Tower B-17.....	First crossover between main tracks 1 and 2 on Tchny Cutoff north of Tower B-17.
Wooddale.....	Crossover west of depot.
Bartlett.....	Just west of depot.
Spaulding.....	West crossover.
Egin.....	Crossover west of depot.
Pingree Grove.....	Crossover just east Milwaukee crossing.
Hampshire.....	Crossover east of depot.
Genoa.....	Crossover east of depot.
Kirkland.....	Crossover.
Monroe Center.....	Crossover.
Davis Jct.....	First crossover between main tracks. West of C. B. & Q. R. R. crossing.
Stillman Valley.....	Crossover.
Byron.....	Two crossovers east of C. G. W. R. R. crossing.
Leaf River.....	Crossover.
Adeline.....	Crossover.
Forreston.....	Crossover.
Harper.....	Crossover.
Lanark.....	East and west crossovers. East and west switches of eastward and westward sidings.
Mt. Carroll.....	Crossover west of depot.
Red Barn.....	Crossover.
Savanna.....	Turnout at East end of double track East of General Yardmaster Office.
	Turnout from eastward main track to yard running track 540 feet east of C. B. & Q. R. R. crossing.
	First crossover between main tracks east of C. B. & Q. R. R. crossing.
Sabula Draw Bridge.....	Turnout at West end of double track east of draw bridge.

Sabula Draw Bridge..... Turnout at East end of double track west of draw bridge.
 Sabula..... Crossover west of the depot.
 Kittredge..... Junction switch.
 Crossover west of junction switch.

Turnouts laid with long frogs and curved points where maximum speed for all trains is 40 M.P.H. are located at:

Station	Location
Roselle.....	East and West Crossover.
Spaulding.....	Crossover within interlocking.
Tower B-35.....	Turnouts at east and west limits Fox River Interlocking.
Plum.....	Turnout west end double track.

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

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

X-4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X-5 Five minute fuseses should be used in Automatic Block System territory and 10 minute fuseses should be used in other territories.

X-6 Trains being operating with electro-pneumatic braking system, (electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, changeover to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be report to Superintendent by wire.

Incoming crews will notify relieving crews at all changeoff points when electro-pneumatic brakes are out out.

X-7 In Automatic Block Signal territory, Manual Block System Rules will apply when train are run against the current of traffic.

FIRST SUBDIVISION

X-8 Speed Restrictions (In addition to General Speed Restrictions).	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
LOCATIONS		
Nos. 1, 2 and 3 main tracks, Tower A-2 to Mars.....	60	45
Nos. 1 and 2 main tracks, Mars to Bensenville.....	79	45
No. 3 main track, Mars to Tower B-12.....	79	45
No. 3 main track, Tower B-12 to Mannheim.....	35	35
No. 4 main track, Mannheim to Western Ave.....	35	35
Western Ave. (Tower A-2) (Over C&NW crossing).....	20	20
Tower A-5 (D&I Division trains).....	15	15
Tower A-5 (Milwaukee Division trains).....	60	45
Cragin Junction (Over C&NW crossing).....	60	45
Tower B-12 (Over Soo Line crossing).....	45	30
Tower B-12 (Movements on No. 3 and 4 main tracks to and from IHB main tracks).....	15	15
Tower B-12 (Westward movement from No. 3 to No. 2 and from No. 2 to No. 1 main tracks, and westward movement from No. 1 to No. 2 main track, also eastward movement from No. 1 to No. 2, and from No. 2 to No. 3 main tracks, and from No. 2 to No. 1 main track.....	40	40
Tower B-12 (around 2 degree curve 1 mile east).....	70	45
Tower B-17.....	60	45
Tower B-17 (Westward movements from No. 1 to No. 2 main tracks and Eastward movements from No. 2 to No. 1 main tracks through third crossover east of the tower).....	40	40
Tower A-5 (around all legs of the wyes).....	15	15
Tower A-5 (around 9 degree curve).....	15	15
Galewood (around 3 degree curve).....	55	25
Tower A-2 to Tower A-4 (trains operating over tracks north of No. 1 main).....	15	15

X-8 (A) Between 8:15 A. M. and 4:00 P. M. daily except Saturdays, Sundays and Holidays, No. 4 main track between Tower A-3 and a point 1200 ft. east of Tower A-4 will be occupied by passenger equipment.

Trains and engines using this track when it is not occupied by passenger equipment must not exceed 15 M. P. H. between these points.

X-9 At Franklin Park, when the Automatic Block Signal located on the west side of Ruby Street governing eastward movement on No. 4 track or the color light dwarf signal governing eastward movement on No. 5 and No. 6 tracks displays a Stop-Indication, eastward trains or engine must stop and a trainman or the engineman must communicate by telephone with the operator at Tower B-12 and receive instructions from him before proceeding.

X-10 Rule 501EE is modified to provide for use of a flashing yellow as an additional indication.

When a flashing yellow indication is displayed on an automatic block signal, train or engine movements will be governed in accordance with Rule 501EE.

When a flashing yellow indication is displayed on an Interlocking Home Signal that is also used as an approach signal to another Interlocking Home Signal, train or engine movements will be governed in accordance with the requirements of Rule 501EE.

X-11 Trains 19, 20, 101, 102, 103, 104, 105, 106, 107, 108, 111 and 112 will display train number instead of engine number in place provided on front of engine. Other trains and engines will display engine number. Special Instructions G-29 modified accordingly.

X-12 DESIGNATION OF MAIN TRACKS

Beginning at the north the main tracks are numbered consecutively No. 1, No. 2, No. 3 and No. 4 between Western Avenue and Mannheim and No. 1 and No. 2 between Mannheim and Bensenville.

AUTOMATIC BLOCK SYSTEM IS IN USE

On No. 1 and No. 2 main tracks between Western Avenue and Bensenville and on No. 3 main track between Western Avenue and Tower B-12. On Eastward and Westward tracks between Tower B-17 and Bryn Mawr.

USE OF TRACKS

Double track is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the LEFT.

Four main tracks are in use between Western Avenue and Mannheim.

Two main tracks are in use between Mannheim and Bensenville.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-2 and Tower A-5 is controlled by the leverman at Towers A-2, A-3, A-4 and A-5.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-5 and Mannheim and No. 1 and No. 2 main tracks between Mannheim and Bensenville is controlled by the Phone Director.

Between Tower A-2 and Tower A-5 there are four main tracks.

- No. 1 is a westward track.
- No. 2 is an eastward track.
- No. 3 is an eastward and westward track.
- No. 4 is an eastward freight track.

Rules 251, 253 and 254 are in effect on No. 1 and No. 2 main tracks for movement with the current of traffic.

On No. 3 main track between Tower A-2 and Tower A-5, movement of trains and engines is governed by signal indication. Rules 251, 253 and 254 are in effect.

Between Tower A-2 and Tower A-5 trains or engines must not enter No. 3 main track unless authorized by Interlocking Signal indication or permission is obtained from the leverman.

Between Tower A-5 and Tower B-12 there are four main tracks.

- No. 1 is a westward track.
- No. 2 is an eastward track.
- No. 3 is a westward track.
- No. 4 is an eastward freight track.

Rules 251, 253 and 254 are in effect on No. 1, No. 2 and No. 3 main tracks for movement with the current of traffic.

Between Tower B-12 and Mannheim there are four main tracks.

- No. 1 is an eastward and westward track.
- No. 2 is an eastward and westward track.
- No. 3 is a westward freight track.
- No. 4 is an eastward freight track.

Between Mannheim and Bensenville there are two main tracks.

- No. 1 is an eastward and westward track.
- No. 2 is an eastward and westward track.

On No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17, movement of trains and engines will be governed by signal indications. Rules 251, 253 and 254 are in effect.

Trains or engines may enter No. 3 main track between Tower A-5 and Tower B-12 and No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17 only when authorized as follows:

- (a) At Tower A-5, Cragin Jct., Tower B-12 and Tower B-17 when authorized by signal indication.
- (b) At points where switchtenders are on duty after receiving a proceed signal given with a yellow flag or a yellow light. (Switchtender must secure permission from Phone Director for the movement to enter these tracks.)
- (c) At other locations, after receiving permission from the Phone Director.

Switchtenders will not permit any movement to enter No. 1, No. 2 and No. 3 tracks between Tower A-5 and Tower B-12 or No. 1 and No. 2 tracks between Tower B-12 and Tower B-17 without permission from the Phone Director.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements against the current of traffic must not be made without permission of the Phone Director or authority conferred by Interlocking Signal Indication.

When an Interlocking Signal displays an indication for movement against the current of traffic such movement may be made as follows:

On No. 1 and No. 2 tracks between Towers A-2 and A-3, Towers A-3 and A-4 and Towers A-4 and A-5.

On No. 1, No. 2 and No. 3 tracks between Tower A-5 and Cragin Jct. and Cragin Jct. and Tower B-12.

First class trains must not be operated against the current of traffic on these tracks unless the movement is made between Interlocking Stations where the movement is governed by signal indication.

EXCEPTION:—If, in emergency, a first class train is required to make a crossover movement from one main track to the other at locations where switchtenders are on duty, the train must be brought to a stop before the crossover movement is made.

First class trains operating against the current of traffic on any track between Tower A-5 and Tower B-12, will approach crossovers at Galewood and Cragin at restricted speed and know that switches are properly lined for their movement. At Galewood, at West End of Yard when Switchtenders are on duty such movements must also receive a proceed signal from Switchtender given with a yellow flag or yellow light.

First class trains running against the current of traffic will not be permitted to enter an occupied block. Following movements will not be permitted to enter until preceding first class train has cleared the block.

X-13 C. T. C. System between Tower B-17 and Tower B-35 is controlled by the Operators at Tower B-17, Spaulding and Tower B-35 under the supervision of the Train Dispatcher at Savanna.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains within this territory.

Between Tower B-17 and Tower B-35, when a train or engine enters a siding or other track where the switches are not interlocked or equipped with electric locks and the entire train is reported clear of the main track, such train or engine must not again enter the main track without a train order from the Train Dispatcher in the following form:

(Train) may enter (track) at (station) and will proceed from _____ to _____ in compliance with Rules 513 and 514.

X-14 Trains originating at and moving out of Western Avenue freight or coach yard for the Dubuque and Illinois Division or for the Milwaukee Division will receive their train orders and be cleared by the operator on duty at Tower A-4. Such trains must not leave Western Avenue coach or freight yard without a clearance Form A from the operator at Tower A-4 as required by Rule 83 (B).

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

X-15 Train orders for movements between Chicago and Tower A-5, will be issued over the signature of the Superintendent of the Milwaukee Division. Train orders for movements between Chicago and Bensenville will be issued over the signature of Superintendent of the D. & I. Division.

X-16 Union Pacific locomotives must not be run in or out of Tracks 1 and 3, Chicago Union Station, because of insufficient clearance.

X-16 (A) At Western Avenue Coach Yard, color light type signals are in service on each side of the track at the east and west ends of the car washing plant. When these signals display a yellow indication, movement may be made through the car washer. When a red indication is displayed, or when one long blast of the air whistle is sounded at the plant, movement must be stopped at once.

A color light type signal, located on the side of Tower A-4, will repeat the indications displayed by the signals at the east and west ends of the car washing plant.

X-16 (B) At Western Avenue Coach Yard, because of restricted clearance, employees are prohibited from riding on top or side of engines or cars or from extending any part of their bodies out of doors or windows and doors and windows closed while they are moving through the Diesel Engine Washer track located just east of California Avenue.

These instructions also apply when engines or cars are moving through the car washing plant.

X-17 At Tower B-12, the switches at the junction with the I. H. B. are interlocked and operated from the tower. When the signal displays a Stop-Indication for an approaching train or engine and no conflicting movement is evident, a trainman or the engineman must communicate with the signalman and be governed by instructions from him.

X-18 The switches of the crossover between 1 and 2 main tracks and at the east end of crossover between 2 and 3 main tracks east of Mannheim are equipped with electric locks.

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

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

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

X-19 Steam heat lines on eastward passenger trains must be blown out between Cragin and Tower A-5 except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 ft. east of Tower A-2. When operating steam heat valves located underneath the sills, employees must guard against injury due to close clearance at bridge girders at various subways in this territory.

X-20 Within the yard limits of Tower A-2 and Bensenville, the officials of the Chicago Terminal Division have jurisdiction.

X-21 Flagmen on all passenger trains in both directions between Tower A-5 and Union Station, Chicago, will ride on rear platform of rear car. In event of blind cars on rear of the train, he will ride in accordance with Rule 854.

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

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

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

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

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

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

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

X-24 At Bensenville Roundhouse the switch at the east end of the Coach tracks is to be lined and locked for the inbound and outbound steam engine tracks immediately after use.

X-25 At Tower B-35 a light will not be displayed on train order signal until interlocking route is lined for movement of a train. The westward train order signal has two arms. The lower arm or light governs westward trains terminating at Elgin. The upper arm or light governs other westward trains.

X-26 At Tower B-17 the train order signal has 2 arms, the upper arm or light governs westward D&I Division trains on the main track. The lower arm or light governs D&I Division Westward trains starting from Bensenville Yard.

X-27 Rule 83-(B) does not apply at Tower B-17 to westward trains starting at Tower B-17 when train order signal indicates proceed as per Rule 200 C.

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

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

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

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

X-32 At Elgin, the train order signal applies only to trains operating through in either direction between the First and Second Subdivisions and Rule 83-(B) does not apply to such through trains if the train order signal indicates proceed as per Rule 200 C.

X-33 Trains which do not start or terminate at Elgin will not be required to register at that station. Operators at Elgin will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start their trip at that station.

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

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

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

X-36 Trainmen on suburban trains (between Elgin and Chicago) (between Walworth and Chicago) that are equipped with portable Emergency Red Rear End Lights will be governed by the provisions of Special Instructions G-1 of the current time table.

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

Station	Location	Normal Position	Signal Governing
Citybourn Jct. Interlocking	End of double track.	For westward track.	Mounted on mast of eastward home signal reading in westerly direction.
Franklin Park	No. 4 main track 1400 ft. west of station.	For No. 5 yard lead track.	Dwarf signal.
Franklin Park	East end of No. 5 lead 1450 ft. west of Franklin Park Station.	For No. 5 yard lead track.	Dwarf signal.
Galewood	No. 4 yard running track east of Narragansett Ave.	No. 4 yard running track Galewood.	Dwarf signal.
Bensenville	West end coach track at rdhse.	For inbound engine track.	Dwarf signal.
Bensenville	Just west of coach track crossover from inbound to outbound engine track.	East end of crossover for crossover movement. West end of crossover for outbound track.	Dwarf signal.
Bensenville	Engine lot east end to steam engine tracks.	Diesel House lead.	Dwarf signal.
Bensenville	Engine lot east end to in and outbound engine lead.	Outbound engine lead.	Dwarf signal.
Bensenville	Divideswitch between pullback track & repair track.	For pullback track.	Dwarf signal.
Western Ave. Coach Yard	Mad Line track 200 ft. east of California Ave.	For Coach Yard lead.	Dwarf signal.
Western Ave. Coach Yard	East of California Ave. west divide switch between outbound and inbound diesel track.	For outbound diesel track.	Dwarf signal.
Western Ave. Coach Yard	Diesel House tracks 270 ft. west of safety walk east end Coach Yard.	For Inbound Diesel House track.	Dwarf signal.
C&E Line	C&E Junction Switch.	For Bloomingdale Line.	Dwarf signal located on left hand side of track.
Spaulding	West end of Westward siding.	For Westward Main Track.	Dwarf signal.

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

X-38 (A) Switchtenders at following locations will use yellow flag by day and yellow light by night to give hand signals; East end Western Ave. Coach Yard and Freight Yard. Galewood (except switchtender on Staker Lead). Northwest Bridge, Bensenville Yard.

Switchtenders at west end of "B" and "C" Yards, Bensenville Yard, will use the yellow flag and yellow light only to comply with the provisions of Special Instruction X-39.

Electric lanterns may be used by switchtenders for displaying yellow lights.

X-39 At Bensenville yard, Switchtenders at West End of "B" and "C" Yards are authorized to use a Yellow Flag by day and a Yellow Light by night only to signal Milwaukee Division and D&I Division trains entering the yard.

After switches have been lined for the inbound train and conflicting movements controlled switchtender will then give a proceed signal to the inbound train with a Yellow Flag or a Yellow Light from a location West of the car checker shanty where it can be plainly seen and understood and which must be acknowledged as per Rule 14-(G). Train then may proceed in accordance with the rules.

All freight trains including terminal transfers entering Bensenville "C" Yard will maintain a speed of 10 MPH passing the train checkers building located at the east end and west end of receiving yard "C".

X-40 At Elgin, a car spotted opposite the Fox River Supply Co. building on trestle track just east of the connection to eastward main track, will not clear man on side of car moving through connection.

SECOND SUBDIVISION

X-41 Speed restrictions (In addition to General speed restrictions). LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Davis Jct., when moving around East, West and North Wyes.....	13	13
Davis Jct. C. B. & Q. R. R. Crossing.....	79	60
Byron—C. G. W. R. R. Crossing.....	70	45
Between Pingree Grove and Elgin, when moving on Westward track: Eastward Passenger Trains.....	40
Eastward Freight Trains.....	25
Between 3 miles east of Red Barn and Plum when moving on Eastward Track: Westward Passenger Trains.....	40
Westward Freight Trains.....	25
Savanna—C. B. & Q. Crossing.....	20	20
Kittredge		
Crossover between Eastward and Westward Main Tracks.....	30	30
Madison Division—2nd District turnout to and from D. & I. Division.....	30	30

X-43 Davis Jct. is a register station only for trains originating or terminating at that point.

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

X-45 At east end Savanna Yard, Westward freight trains and engines entering yard, will be governed by a light signal located on the Eastward semaphore-type home signal.

When a yellow light is displayed, Westward freight trains and engines may proceed into the yard. When no light is displayed, Westward freight trains and engines will stop and remain until yellow light is displayed, or permission to proceed is received from the switch tender. In case a light is not displayed, a member of crew will immediately contact the switch-tender for authority to proceed.

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

X-47 At Kirkland, the whistle must not be sounded while passing the stock yards except in cases of emergency.

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

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

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

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

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

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

X-49 Kittredge is a register station for Madison Division Second District, trains only. Kittredge train register will be located at Lanark and all Madison Division Second District, trains when not displaying signals for a following section, will register at Lanark by Register Ticket.

Your attention is called to Rule 83 (A) and that part of this rule applying to registering by register ticket must be compiled with by Conductors and Operators.

X-50 REMOTE CONTROL INTERLOCKING

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
Kittredge	All switches.	Signalman at Lanark.

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

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Madison Division at Kittredge. The upper arm, or light, governs all eastward trains.

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

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

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

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

X-51 C. T. C. system between Plum and the east end of double track at Savanna Yard is controlled by the train dispatcher at Savanna.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions, will govern the movement of trains within this territory.

THIRD SUBDIVISION

X-53 Speed restrictions (In addition to General speed restrictions). LOCATION	Maximum Speed M.P.H.
	All Trains
Wilkinson—C. G. W. R. R. Crossing.....	20
DeKalb—C. & N. W. Crossing (after stopping).....	20
Kirkland—Both Legs of Wye.....	10

FOURTH SUBDIVISION

X-58 Speed restrictions (In addition to General speed restrictions). LOCATION	Maximum Speed M.P.H.
	All Trains
EBNER—C. B. & Q. R. R. Crossing.....	20
Fulton—C. B. & Q. R. R. Crossing.....	15
Fulton—C. & N. W. R. R. Crossing.....	40
Moline—17th St. Crossing.....	10

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

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

X-62 REMOTE CONTROL INTERLOCKING:

Location of Remote Control Interlocking and by whom operated:

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

X-66 Eastward trains moving from Ebner to Savanna will procure two clearances at Ebner—one a C. B. & Q. clearance authorizing movement from Ebner to Ayres, and the other, a Milwaukee clearance authorizing the movement from Ayres to Savanna. When the Milwaukee clearance is so obtained the train need not procure another clearance at Ayres. Westward trains will receive C. B. & Q. R. R. train orders and clearances at Dispatchers office, Savanna, for movement Ayres to Ebner.

FIFTH SUBDIVISION

X-67 Speed restrictions (In addition to General speed restrictions). LOCATION	Maximum Speed M.P.H.
	All Trains
Savanna—C. B. & Q. Ry. Crossing.....	20
Sabula—Thru crossover just west of Sabula depot.....	20
Sabula Drawbridge.....	30
Lyons—7 degree curve East of Highway 30.....	30
Clinton—C. & N. W. R. R. Gated Crossing 0.4 miles East of Union Depot.....	10
Clinton—C. & N. W. R. R. Interlocked Crossing.....	20

X-69 REMOTE CONTROL INTERLOCKING

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

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

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

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

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

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

X-74 At Clinton, in order to avoid blocking street crossings, westward freight trains will be governed by a light signal located at 9th Avenue about 1.6 miles east of the Union Station. When yellow light is displayed, westward freight trains may proceed being governed by interlocking signals at both C&NW Crossings. When no light is displayed westward freight trains must stop east of 9th Avenue and remain until yellow light is displayed, or permission to proceed is obtained from the leverman at 2nd St. Tower Clinton. Telephone for communicating with 2nd St. Tower is located at 9th Avenue.

SIXTH SUBDIVISION

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