

HOSPITAL DEPARTMENT

G. G. DOWDALL, M. D., Chief Surgeon
Office, Room 207 Central Station. Telephone, Wabash 2200.

L. L. ISEMAN, M. D., Assistant Surgeon
Office, Illinois Central Hospital, 5744 Stony Island Ave.,
Telephone, Midway 9200, Cicero

R. W. MORRIS, M. D., Assistant Surgeon
Residence, 4335 Greenwood Ave. Tel. Oakland 255.
Office I. C. Infirmary (Rear) S. E. Cor. 12th & Mich. Ave. Tel. Wabash 2200.

BOHUMIL SLADEK, M. D., Local Surgeon
Cicero, Ill., Residence 5002 W. 30th St. Telephone Cicero 47.

Elmhurst.....	F. H. BATES, M. D.....	Local Surgeon
Coleman, So. Elgin P. O.....	CARL P. STRUVE, M. D.....	"
Genoa.....	A. M. HILL, M. D.....	"
Rockford.....	GEO. P. GILL, M. D.....	District
Seward.....	J. A. DAGNAULT, M. D.....	Local
	CHAS. E. MARTIN, M. D.....	Local
Freeport.....	E. F. SNYDER, M. D.....	Division Surgeon
	D. C. L. MEASE, M. D.....	District
	J. J. GRANT, M. D.....	"
	N. C. PHILLIPS, M. D.....	Local

Drs. Mease and Snyder's jurisdiction extends from La Salle to Madison and Dodgeville, also from West Junction to Nora, on Minnesota Division.

Forreston.....	J. C. AKINS, M. D.....	Local Surgeon
Polo.....	L. M. GRIFFIN, M. D.....	"
Dixon.....	W. R. PARKER, M. D.....	"
Amboy.....	C. A. WILCOX, M. D.....	District Surgeon
	E. A. SULLIVAN, M. D.....	Local
Mendota.....	E. P. COOK, M. D.....	"
La Salle.....	P. M. BURKE, M. D.....	District
	J. F. CROWLEY, M. D.....	Local

Dr. Burke or Dr. Crowley may be called to any point between La Salle and El Paso.

Wenona.....	S. G. PETERSON, M. D.....	Local Surgeon
Rutland.....	"	"
Minonk.....	F. W. WILCOX, M. D.....	"
El Paso.....	R. E. GORDON, M. D.....	"
Hudson.....	GEO. R. MCGEE, M. D.....	"
Bloomington.....	F. C. VANDERVORT, M. D.....	District
Heyworth.....	F. L. WAKEFIELD, M. D.....	Local
Wapella.....	V. DAVIS, M. D.....	"
Clinton.....	GEO. S. EDMONSON, M. D.....	District Surgeon

Dr. Edmonson's jurisdiction extends from El Paso to Clinton.

Orangeville, Ills.....	JOHN N. DALY, M. D.....	Local Surgeon
Monroe, Wis.....	R. B. CLARK, M. D.....	"
Madison.....	H. E. PURCELL, M. D.....	"
Winslow, Ill.....	P. J. BURRELL, M. D.....	"
Argyle, Wis.....	HARRY E. SCOTT, M. D.....	"
Dodgeville.....	W. J. PEARCE, M. D.....	"

When passengers or employees are injured and require treatment, the nearest Company surgeon will be called. When absolutely necessary outside surgeons may be called, but, as far as practicable, only to give first aid. They must be so informed at the time.

When tramps, boys or other persons, climbing on or jumping from moving trains, or persons walking or lying on the tracks, are injured or killed, they should be sent to their homes or placed in charge of the county, city or village authorities, and no expense should be incurred on the part of the Railroad in the matter.

Surgeons whose names shown in heavy type are authorized to conduct physical examinations of all applicants for employment. Other Surgeons are only authorized to examine applicants for employment according to form 1333-A.

LOCATION OF HOSPITALS

CHICAGO

Illinois Central Hospital, 5744 Stony Island Ave., Telephone, Midway 9200

ROCKFORD	FREEPORT	BLOOMINGTON	MADISON
City Hospital	St. Francis Hospital	St. Joseph Hospital	City Hospital

DIXON	AMBOY	LA SALLE	CLINTON
City Hospital	City Hospital	St. Marys Hospital	JOHN Warner Hospital

CLAIM DEPARTMENT

H. B. HULL, General Claim Agent,
818 Central Station, Chicago, Telephone Wabash 2200
Residence, 5304 Cornell Ave., Chicago, Telephone, Midway 2797

A. L. WILLIAMSON, Claim Agent, Chicago, Ill.
Chicago to South Addison, Inc.

ROY W. CONDIT, Claim Agent, Freeport
Madison and Dodgeville Districts, Freeport District to South Addison,
Amboy District.

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

Illinois Central Railroad

WISCONSIN DIVISION

INCLUDING

CHICAGO TERMINAL

BETWEEN

CHICAGO and ADDISON

TIME TABLE No. 7

Taking Effect at 12.01 A. M.

SUNDAY, JUNE 13, 1920

Superseding Time Table No. 6

Of June 22, 1919

FOR THE GOVERNMENT OF EMPLOYES ONLY

Not intended for the information of the public, nor
as an advertisement of the time of trains.

The right is reserved to vary
therefrom as circumstances
may require.

C. M. KITTLE, Federal Manager

A. E. CLIFT, General Manager

L. A. DOWNS, Ass't General Manager

J. F. PORTERFIELD, Gen. Supt. of Transportation

W. S. WILLIAMS, General Superintendent

J. F. DIGNAN, Superintendent

[illegible]

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[illegible]

CHICAGO TERMINAL—Westward

Sidings, Standing Room, Cars	Miles from Chicago	STATIONS	SECOND CLASS				THIRD CLASS			
			71	51			91	95		
			Time Freight	Omaha-Sioux City Denver Manifest			Local Freight	Local Freight		
			Daily	Daily			Except Sunday	Except Sunday		
		CHICAGO	L 12 20PM	L 6 55PM						
	.83	VAN BUREN STREET								
	.62	N. CENTRAL STATION	12 35							
	.59									
	2.04	CLARK STREET	12 45	7 13						
	.61									
	2.65	P. F. W. & O. CROSSING								
	.69									
	3.84	HALSTED STREET								
	1.06									
	4.40	DRAW BRIDGE								
	1.25									
	5.65	ASH STREET								
	.92									
	6.57	KEDZIE AVENUE								
	.62									
	7.19	LAWNDALE AVENUE								
	.42									
	7.61	CRAWFORD AVENUE								
	.73									
	8.84	BELT CROSSING								
	.24									
	8.58	HYMAN AVENUE								
	.13									
	8.71	RACE TRACK JUNCTION								
	.34									
	9.05	HAWTHORNE	1 35	8 10			L 7 35AM			
	1.12									
	10.17	OGDEN AVENUE								
	1.02									
	11.19	BERWYN								
	.76									
	11.95	PARKWAY	2 00	8 35			7 45			
	1.39									
64	13.84	HARLEM RACE TRACK	6							
	.79									
	14.18	HARLEM JUNCTION								
	.80									
	12.75	NORTH RIVERSIDE	2 05	8 40			7 50			
	.42									
	18.17	TUXEDO PARK								
	1.81									
82	14.48	N. BROADVIEW	2 30 35	8 55 16			f 7 55 12			
	1.68									
	16.16	OAKRIDGE								
	1.34									
	17.50	D. HILLSIDE	2 42	9 10			f 8 10			
	1.85									
	19.85	ELMHURST					f 8 15			
	.35									
80	19.70	N. C. G. W. CROSSING	2 50 92	9 20			8 20			
	.54									
	20.24	ST. CHARLES ROAD								
	2.05									
95	22.29	SOUTH ADDISON	A 3 15PM	A 9 30PM			A 8 41 27 19 00AM	L 8 41AM		
	1.83									
	24.12	D. ADDISON						A 8 46AM		
			Daily	Daily			Except Sunday	Except Sunday		

CHICAGO TERMINAL—Eastward

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Stops, Standing Room, Cars	Miles from Addison	STATIONS	SECOND CLASS				THIRD CLASS			
			58	62	52		92	96		
			District Manifest	Through Stock	Chicago and Southern Manifest		Local Freight	Local Freight		
			Daily	Except Sunday	Daily		Except Sunday	Except Sunday		
	24.12	CHICAGO	A 2 00AM		A 4 00PM					
	.83									
	23.29	VAN BUREN STREET								
	.62									
	22.67	N. CENTRAL STATION								
	.59									
	22.08	CLARK STREET								
	.61									
	21.47	P. F. W. & C. CROSSING								
	.69									
	20.78	HALSTED STREET								
	1.06									
	19.72	DRAW BRIDGE								
	1.25									
	18.47	ASH STREET								
	.92									
	17.55	KEDZIE AVENUE								
	.62									
	16.93	LAWDALE AVENUE								
	.42									
	16.51	CRAWFORD AVENUE								
	.73									
	15.78	BELT CROSSING								
	.24									
	15.54	HYMAN AVENUE								
	.13									
	15.41	RACE TRACK JUNCTION								
	.34									
	15.07	HAWTHORNE	1 15	A 2 00AM	1 00		A 4 25PM			
	1.12									
	13.95	OGDEN AVENUE								
	1.02									
	12.93	BERWYN								
	.76									
	12.47	PARKWAY	1 05	1 50	12 45		4 00			
	1.39									
64	13.56	HARLEM RACE TRACK								
	.79									
	14.35	HARLEM JUNCTION								
	.80									
	11.37	NORTH RIVERSIDE	1 00	1 45	12 40		3 53			
	.42									
	10.95	TUXEDO PARK								
	1.31									
82	9.64	N. BROADVIEW	12 55	1 40	12 30		3 40			
	1.68									
	7.96	OAKRIDGE								
	1.34									
	6.62	D. HILLSIDE	12 45	1 30	12 18		f 3 09			
	1.85									
	4.77	ELMHURST					f 2 55			
	.35									
80	4.42	N. C. G. W. CROSSING	12 40	1 21 15	12 08PM 30		{ 2 50 71 2 38 35			
	.54									
	3.88	ST. CHARLES ROAD								
	2.05									
95	1.83	SOUTH ADDISON	L 12 30AM	L 1 05AM	L 11 50AM		L 2 08PM	A 8 56AM		
	1.83									
	D.	ADDISON						L 8 50AM		
			Daily	Except Sunday	Daily		Except Sunday	Except Sunday		

FREEPORT DISTRICT—Westward

	Miles from Chicago.	STATIONS	FIRST CLASS							
			15	27	45	35	29	11	37	
			Fast Mail	Ft. Dodge Day Express	Rockford-Freeport Limited	Milk Train	Dubuque-Dodgeville Express	Omaha-Sioux City Limited	Dubuque Local	
			Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
22.3	.....	SOUTH ADDISON	L 1 25AM	L 8 41AM ⁹¹	L 10 25AM	L 2 43PM	L 4 41PM	L 5 41PM		
29.6	D.....	CLOVERDALE ^{7.3}	1 36	b 8 51	10 35	s 3 03	b 4 51 ²⁸	5 51		
34.9	D.....	MUNGER ^{5.3}	1 44	b 9 01	10 42	f 3 22	4 59	5 58		
39.0	N.....	COLEMAN ^{4.1}	1 52	f 9 10 ³⁶	10 47 ^{91 52}	s 3 30	b 5 05 ⁷¹	6 04		
41.7	.....	YOUNGSDALE ^{2.7}	1 57	b 9 15	10 51	f 3 36	5 09	6 07		
44.4	.....	BOWES ^{2.7}	2 01	f 9 19	10 54	s 3 48	5 13	6 10		
46.9	D.....	PLATO CENTER ^{2.5}	2 05	f 9 23	10 57	s 4 12 ²⁸	5 17	6 13		
53.2	D.....	BURLINGTON ^{6.3}	2 14	f 9 33 ⁵²	11 06	s 4 27	b 5 26	6 22		
57.7	.....	CHARTER GROVE ^{4.5}	2 21	b 9 40	11 13 ^{30 92}	s 4 35	5 34	6 29		
61.5	D.....	GENOA ^{3.8 10}	s 2 28	f 9 46	11 18	s 4 42	b 5 40	6 35		
63.0	.....	HART ^{1.5}	2 30	9 48	11 19	4 45	5 42	6 37 ⁷¹		
65.9	NO..C.&N.W.	CROSSING ^{2.9}								
67.3	D.....	COLVIN PARK ^{1.4}	2 37	b 9 55	11 24	f 4 53	5 50	6 44		
73.8	D.....	IRENE ^{6.5}	2 46	s 10 05 ⁹²	11 34	f 5 03	6 00	6 53		
79.2	D.....	PERRYVILLE ^{5.4}	2 55	b 10 15	11 43	f 5 10	6 08	7 00		
84.7	.....	BUCKBEE ^{5.5}	3 03	10 31 ³⁰	11 50	5 19	6 17	7 09 ¹⁶		
85.0	.....	EAST ROCKFORD ^{0.3 10}	3 04	b 10 32	11 51	f 5 20	b 6 18	7 10		
86.7	N.....	ROCKFORD ^{1.7 10}	s 3 08 3 20	s 10 40	s 12 01PM	A 5 25PM	s 6 25 ⁵⁸	s 7 15 ⁵⁸		
94.5	D.....	ALWORTH ^{7.8}	3 32	10 55	f 12 25		s 6 40 ¹⁶	7 30		
100.3	N.....	SEWARD ^{5.8}	3 40	f 11 05	f 12 35		s 6 55	7 39		
106.2	D.....	EVARTS ^{5.9}	3 48	11 15	f 12 45		s 7 10	7 48		
113.5	N.....	EAST JUNCTION ^{7.3}	3 59	11 26	12 57		7 25	8 01 ⁴⁶		
114.4	N.....	FREEPORT ^{0.9 10}	s 4 03 4 13	s 11 30 11 35	A 1 00PM		s 7 30 7 40	s 8 05 8 10	L 7 30AM	
116.8	N.....	WEST JUNCTION ^{2.4}	A 4 18AM	A 11 40AM			A 7 45PM	A 8 15PM	A 7 35AM	
			Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
510.0		SIoux CITY	A 4 50PM					A 8 30AM		
519.0		OMAHA						A 8 10AM		

FREEPORT DISTRICT—Eastward

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Miles from Omaha	STATIONS	FIRST CLASS							
		12	36	30	28	16	46	38	
		Chicago Limited Daily	Milk Train Daily	Chicago Express Daily	Chicago Day Express Daily	Chicago Express Daily	Milk and Express Daily	Freeport Local Except Sunday	
493.6	SOUTH ADDISON	A 7 45AM	A 10 00AM	A 12 04PM	A 5 03PM	A 8 46PM	A 10 59PM		
486.3	CLOVERDALE	7 35	s 9 34 91	11 56	d 4 51 29	c 8 35	10 48		
481.0	MUNGER	7 28	s 9 19	11 49	d 4 35 71	8 27	10 38		
476.9	COLEMAN	7 23	s 9 10 27	n 11 44	f 4 27	c 8 21	g 10 31 51		
474.2	YOUNGSDALE	7 19	f 9 02	11 39	d 4 21	c 8 17	10 27		
471.4	BOWES	7 15	s 8 58	11 35 91	f 4 17	c 8 13	10 22		
468.9	PLATO CENTER	7 12	s 8 50	11 30	f 4 12 35	c 8 09	d 10 17		
462.6	BURLINGTON	7 03	s 8 31	n 11 20	f 4 04	c 7 59	d 10 06		
458.1	CHARTER GROVE	6 56	s 8 00	11 13 45 92	d 3 53	c 7 53	9 58		
454.3	GENOA	6 50	s 7 50	j 11 05	f 3 47	c 7 47	s 9 51		
452.8	HART	6 48	7 43	11 01	3 43	7 45	9 48 58		
449.9	NO. C. & N. W. CROSSING								
448.5	COLVIN PARK	6 42	s 7 36	10 56	d 3 35	c 7 37 71	h 9 40		
442.0	IRENE	6 32	s 7 26	10 46	d 3 25	c 7 27	h 9 28		
436.6	PERRYVILLE	6 24	f 7 18	10 39	d 3 13	c 7 19	9 19		
431.1	BUCKBEE	6 16	7 10	10 31 27	3 03	7 09 11	9 10		
430.8	EAST ROCKFORD	6 15	s 7 09	f 10 29	f 3 02	f 7 08	s 9 09		
429.1	ROCKFORD	s 6 10	L 7 05AM	s 10 24	s 2 58	s 7 00 58 6 53	s 9 00 71 8 50		
421.3	ALWORTH	5 54		f 10 07	f 2 45 91	c 6 40 29	f 8 37		
415.5	SEWARD	5 46		f 9 59	f 2 37	c 6 32	f 8 27		
409.6	EVARTS	5 38		f 9 50	f 2 28	c 6 23	f 8 17		
402.3	EAST JUNCTION	5 27		9 38	2 18	6 13	8 05 11		
401.4	FREEPORT	s 5 25 5 20		s 9 35 9 30	s 2 15 2 10	s 6 10 6 05	L 8 00PM	A 6 40PM	
399.2	WEST JUNCTION	L 5 15AM		L 9 25AM	L 2 05PM	L 6 00PM		L 6 35PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
	SIoux CITY	L 5 55PM				L 6 15AM			
	OMAHA	L 5 01PM							

FREEPORT DISTRICT—Westward

Stages, Standing Room, Cars	Miles from Chicago	STATIONS	SECOND CLASS				THIRD CLASS			
			71	51			91			
			Time Freight	Omaha-Sioux City, Denver Manifest			Local Freight			
			Daily	Daily			Except Sunday			
95	22.3	... SOUTH ADDISON ...	L 3 15PM	L 9 30PM	.....	.....	L { 8 41AM 27 9 00	.....	.....	.....
95	29.6	7.3 D... OLOVERDALE	3 50	9 50	.....	.....	f 9 34 36	.....	.....	.....
85	84.9	5.3 ... MUNGER	4 35 28	10 05	.....	.....	f 10 05	.....	.....	.....
85	89.0	4.1 N... COLEMAN	5 05 29	10 31 46	.....	.....	f 10 47 45 52	.....	.....	.....
...	41.7	2.7 ... YOUNGSDALE	5 14	10 40	.....	.....	f 10 55	.....	.....	.....
68	44.4	2.7 ... BOWES	5 23	10 50	.....	.....	f 11 35 30	.....	.....	.....
85	46.9	2.5 D... PLATO CENTER	5 32	11 00 58	.....	.....	f 11 55 92	.....	.....	.....
112	53.2	6.8 D... BURLINGTON	5 50	11 32 62	.....	.....	f 12 15PM	.....	.....	.....
122	57.7	4.5 ... CHARTER GROVE	6 03	11 45	.....	.....	f 12 30	.....	.....	.....
...	61.5	3.8 10 D... GENOA	6 15	11 57	.....	.....	f 12 40	.....	.....	.....
93	63.0	1.5 ... HART	6 37 11	12 05AM	.....	.....	12 45	.....	.....	.....
...	65.9	2.9 NO... C. & N. W. CROSSING .....			.....	.....		.....	.....	.....
125	67.3	1.4 D... COOLVIN PARK	7 37 16	12 20	.....	.....	f 1 00	.....	.....	.....
95	73.8	6.5 D... IRENE	7 55	12 40	.....	.....	f 1 25	.....	.....	.....
88	79.2	5.4 D... PERRYVILLE	8 15	1 00	.....	.....	f 1 45	.....	.....	.....
125	84.7	5.5 ... BUCKBEE	8 30 58	1 28	.....	.....	2 05	.....	.....	.....
...	85.0	0.3 10 ... EAST ROCKFORD .....			.....	.....		.....	.....	.....
45 80	86.7	1.7 10 N... ROCKFORD	8 50 46	1 50	.....	.....	s 2 15	.....	.....	.....
95	94.5	7.8 D... ALWORTH	9 25 62	2 20	.....	.....	f 2 45 28	.....	.....	.....
98	100.8	5.8 N... SEWARD	9 45	2 40	.....	.....	f 3 05	.....	.....	.....
95	106.2	5.9 D... EVARTS	10 05	3 02	.....	.....	f 3 25	.....	.....	.....
...	113.5	7.3 N... EAST JUNCTION	10 35	3 30	.....	.....	3 50	.....	.....	.....
...	114.4	0.9 N... FREEPORT	11 00	3 45	.....	.....	A 4 00PM	.....	.....	.....
...	116.8	2.4 N... WEST JUNCTION	A 12 05AM	A 5 15AM	.....	.....		.....	.....	.....
			Daily	Daily			Except Sunday			
...	510.0	... SIOUX CITY		A 5 00AM						
...	519.0	... OMAHA		A 2 00PM						

FREEPORT DISTRICT—Eastward

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Stations, Standing Room, Cars	Miles from Omaha	STATIONS	SECOND CLASS				THIRD CLASS			
			58	62	52		92			
			District Manifest	Through Stock	Chicago and Southern Manifest		Local Freight			
			Daily	Except Sunday	Daily		Except Sunday			
95	493.6	 SOUTH ADDISON	A 12 30AM	A 1 05AM	A 11 50AM	.....	A 2 08PM	.....	.....	.....
95	486.8	D..... CLOVERDALE	11 59	12 45	11 22	.....	f 1 35	.....	.....	.....
85	481.0	D..... MUNGER	11 40	12 28	10 58	.....	f 1 10	.....	.....	.....
85	476.9	N..... COLEMAN	11 30	12 06	10 47 ⁴⁵ / ₉₁	.....	f 12 40	.....	.....	.....
...	474.2	 YOUNGSDALE	11 19	12 01AM	10 22	.....	f 12 15	.....	.....	.....
68	471.4	 BOWES	11 10	11 55	10 10	.....	f 12 05PM	.....	.....	.....
85	468.9	D..... PLATO CENTER	11 00 ⁵¹	11 50	9 55	.....	f 11 55 ⁹¹	.....	.....	.....
112	462.0	D..... BURLINGTON	10 35	11 32 ⁵¹	9 33 ²⁷	.....	f 11 30	.....	.....	.....
122	458.1	 CHARTER GROVE	10 20	11 20	9 15	.....	f 11 13 ³⁰ / ₄₅	.....	.....	.....
...	454.3	D..... GENOA	10 05	11 10	8 55	.....	f 10 50	.....	.....	.....
98	452.8	 HART	9 48 ⁴⁶	11 05	8 45	.....	10 45	.....	.....	.....
...	449.94	NO... C. & N. W. CROSSING	.....	.....	.....	.....	.....	.....	.....	.....
125	448.5	D..... OOLVIN PARK	9 20	10 50	8 25	.....	f 10 33	.....	.....	.....
95	442.0	D..... IRENE	9 00	10 30	8 05	.....	f 10 05 ²⁷	.....	.....	.....
82	436.6	D..... PERRYVILLE	8 45	10 15	7 45	.....	f 9 25	.....	.....	.....
125	431.1	 BUCKBEE	8 30 ⁷¹	9 57	7 25	.....	9 06	.....	.....	.....
...	430.8	 EAST ROCKFORD .....	.....	.....	.....	.....	.....	.....	.....	.....
45 80	429.1	N..... ROCKFORD	7 45 ^{11,16-16 25 29}	9 50	7 15	.....	s 9 00	.....	.....	.....
95	421.3	D..... ALWORTH	5 50	9 25 ⁷¹	6 45	.....	f 8 30	.....	.....	.....
98	415.5	N..... SEWARD	5 30	9 05	6 25	.....	f 8 10	.....	.....	.....
95	409.6	D..... EVARTS	5 10	8 45	6 05	.....	f 7 55	.....	.....	.....
...	402.8	N..... EAST JUNCTION	4 40	8 15	5 35	.....	7 33	.....	.....	.....
...	401.4	N..... FREEPORT	6 L 4 15PM	8 05	5 30	.....	L 7 30AM	.....	.....	.....
...	399.2	N..... WEST JUNCTION .....	.....	L 7 20PM	L 3 40AM	.....	.....	.....	.....	.....
			Daily	Except Saturday	Daily		Except Sunday			
...		 SIOUX CITY .....	.....	.....	L 8 00PM	.....	.....	.....	.....	.....
...		 OMAHA .....	.....	.....	L 10 15PM	.....	.....	.....	.....	.....

AMBOY DISTRICT—Southward

Stations, Standing Room, Cars	Miles from Freeport.	STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS		
			119	131		151		191	193	195
			Local Mail and Express	Clinton Express		Panama Dispatch Manifest Freight		Local Freight	Local Freight	Local Freight
			Daily	Except Sunday		Daily		Except Sunday	Except Sunday	Except Sunday
.....	N.....	FREEPORT.....	10 L 6 00AM	L 3 45PM	.....	L 12 01PM	.....	L 6 30AM	.....	.....
.....	.84 N.....	EAST JUNCTION.....	6 03	3 48	.....	12 04	.....	6 33	.....	.....
90	4.12	DUNBAR.....	6 08	3 54	.....	12 24	.....	6 40	.....	.....
75	7.62 D.....	BAILEYVILLE.....	s 6 17	s 4 01	.....	12 34	.....	6 50	.....	.....
95	12.51 D.....	FORRESTON.....	s 6 28	s 4 10	.....	12 48	.....	7 05	.....	.....
180	17.04 N.....	HALDANE.....	f 6 40	f 4 20	.....	1 08 172	.....	7 38	.....	.....
95	22.37 D.....	POLO.....	s 6 55	s 4 32	.....	1 33 192	.....	8 30 152	.....	.....
90	28.37 D.....	WOOSUNG.....	f 7 10	f 4 43	.....	1 57	.....	8 55	.....	.....
.....	34.26 D.....	NORTH DIXON.....	s 7 22	s 4 56	.....	2 20	.....	9 35	.....	.....
75	35.65 N.....	DIXON.....	s 7 30 152	s 5 03	.....	2 30	.....	9 53 132	.....	.....
75	41.75 D.....	ELDENA.....	f 7 42	f 5 15	.....	2 55	.....	10 15	.....	.....
.....	47.48 N.....	AMBOY.....	s 7 57	s 5 30	.....	3 20	.....	A 10 40AM 172	L 7 15AM	.....
90	54.81 D.....	SUBLETTE.....	s 8 12	s 5 45 120	.....	3 45 194	.....	s 7 40	.....	.....
68	58.73	HENKEL.....	f 8 20	f 5 52	.....	4 00	.....	s 7 50	.....	.....
75	63.49 N.....	MENDOTA.....	s 8 28 193	s 6 02	.....	4 20	.....	s { 8 15 179, 132 9 50 172	.....	.....
.....	67.85	CULTON.....	f 8 36	f 6 20	.....	4 38	.....	s 10 05	.....	.....
74	70.91 D.....	DIMMICK.....	s 8 44 172 132	f 6 26	.....	4 58 120	.....	s 10 20	.....	.....
148	75.27	MIDWAY.....	8 55	6 33	.....	5 15	.....	s 10 35	.....	.....
65	79.23 N.....	LA SALLE.....	s 9 07	s 6 45	.....	5 40	.....	s 11 00	.....	.....
75	82.47 D.....	OGLESBY.....	s 9 20	s 6 56	.....	6 00	.....	s 11 30	.....	.....
75	88.31 D.....	TONICA.....	s 9 33	s 7 09	.....	6 25	.....	s 12 30PM 194	.....	.....
68	93.85 N.....	LOSTANT.....	s 9 43	s 7 20	.....	6 43	.....	s 1 00	.....	.....
75	99.51 D.....	WENONA.....	s 10 02 194	s 7 33	.....	7 08	.....	s 1 25	.....	.....
67	104.34 D.....	RUTLAND.....	s 10 13	s 7 43	.....	7 25	.....	s 1 50	.....	.....
65	110.02 N.....	MINONK.....	s 10 28	s 7 55 151 166	.....	7 55 131 166	.....	A 2 20PM	L 11 30AM	.....
.....	111.64	MINONK JUNC.....	10 30	8 00	.....	8 15	.....	.....	.....	11 40
75	113.88	WOODFORD.....	f 10 37 196	f 8 06	.....	8 25	.....	.....	s 11 47	.....
75	118.20 D.....	PANOLA.....	f 10 46	f 8 15	.....	8 40	.....	.....	s 12 01PM	.....
70	121.31 N.....	EL PASO.....	s 10 54	s 8 22	.....	8 55	.....	.....	s 12 15	.....
90	125.68 D.....	KAPPA.....	f 11 03	f 8 31	.....	9 10	.....	.....	s 12 35	.....
95	130.28 D.....	HUDSON.....	s 11 12	f 8 41	.....	9 25	.....	.....	s 12 55	.....
70	134.17 D.....	KERRICK.....	f 11 20	f 8 50	.....	9 40	.....	.....	s 1 15	.....
.....	137.27 N.....	NORMAL.....	s 11 28	s 8 58	.....	9 50	.....	.....	s 1 25	.....
.....	137.85	NORMAL JUNC.....	11 30	9 00	.....	9 55	.....	.....	.....	1 27
125	139.33 N.....	BLOOMINGTON.....	s 11 37	s 9 05	.....	10 58 152	.....	.....	s 1 35	.....
.....	143.48	HENDRIX.....	f 11 47	f 9 15	.....	11 15	.....	.....	f 1 50	.....
95	146.57 D.....	RANDOLPH.....	f 11 55	f 9 23	.....	11 30	.....	.....	s 2 07 120	.....
75	150.67 D.....	HEYWORTH.....	s 12 04PM	f 9 33	.....	11 45	.....	.....	s 2 20	.....
67	157.17 D.....	WAPPELLA.....	s 12 18	f 9 45 152	.....	12 10AM	.....	.....	s 2 50 166	.....
.....	161.77 N.....	CLINTON.....	A 12 30PM	A 9 55PM	.....	A 12 30AM	.....	.....	A 3 10PM	.....
			Daily	Except Sunday		Daily		Except Sunday	Except Sunday	Except Sunday

AMBOY DISTRICT—Northward

11

Stations, Standing Room, Cars	Miles from New Orleans	STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS		
			132	120	172	166	152	192	194	196
			Ft. Dodge Day Express	Local Mail and Express	Time Freight	Local Stock Train	Panama Dispatch Manifest Freight	Local Freight	Local Freight	Local Freight
			Except Sunday	Daily	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday
935.10	N.....	FREEPORT.....	10 A 11 10AM	A 7 45PM	A 2 30PM	.....	A 10 15AM	A 3 15PM	.....	.....
934.26	N.....	EAST JUNCTION.....	11 04	7 42	2 15	.....	10 10	3 05	.....	.....
930.98	.....	DUNBAR.....	10 58	7 35	2 00	.....	9 55	2 50	.....	.....
927.48	D.....	BAILEYVILLE.....	s 10 52	s 7 27	1 45	.....	9 40	s 2 30	.....	.....
922.59	D.....	FORRESTON.....	s 10 43	s 7 17	1 25	.....	9 20	s 2 10	.....	.....
918.06	N.....	HALDANE.....	f 10 33	s 7 07	1 08 151	.....	8 55	s 1 50	.....	.....
912.73	D.....	POLO.....	s 10 22	s 6 55	12 40	.....	8 30 191	s 1 33 151	.....	.....
906.73	D.....	WOOSUNG.....	f 10 10	s 6 42	12 10PM	.....	8 05	s 1 00	.....	.....
900.84	D.....	NORTH DIXON.....	s 9 58	s 6 30	11 40	.....	7 35	s 12 35	.....	.....
899.45	N.....	DIXON.....	s 9 53 191	s 6 25	11 30	.....	7 30 119	s 12 30PM	.....	.....
893.35	D.....	ELDENA.....	f 9 41	s 6 12	11 00	.....	6 50	s 11 50	.....	.....
887.62	N.....	AMBOY.....	s 9 30	s 6 00	10 40 191	A 11 55PM	6 30	L 11 20AM	A 4 25PM	.....
880.29	D.....	SUBLETTE.....	s 9 16	s 5 45 131	9 55	11 25	6 05	s 3 45 151	.....	.....
876.37	.....	HENKEL.....	f 9 07	f 5 30	9 40	11 10	5 50	f 3 10	.....	.....
871.61	N.....	MENDOTA.....	s 8 56 193	s 5 15	9 20 193	10 47	5 25	s 2 40	.....	.....
867.25	.....	CUITON.....	f 8 49	f 5 03	9 00	10 30	5 05	f 2 20	.....	.....
864.19	D.....	DIMMICK.....	f 8 44 119 172	s 4 58 151	8 44 132 119	10 20	4 50	s 2 05	.....	.....
859.83	.....	MIDWAY.....	8 35	4 50	8 05	10 05	4 30	f 1 40	.....	.....
855.87	N.....	LA SALLE.....	s 8 23	s 4 40	7 45	9 45	4 05	s 1 15	.....	.....
852.15	D.....	OGLESBY.....	s 8 11	s 4 29	7 10	9 30	3 40	s 12 58	.....	.....
846.79	D.....	TONICA.....	s 8 00	s 4 17	6 45	9 10	3 10	s 12 30PM 193	.....	.....
841.75	N.....	LOSTANT.....	s 7 50	s 4 07	6 15	8 50	2 50	s 11 20	.....	.....
835.59	D.....	WENONA.....	s 7 35	s 3 52	5 55	8 30	2 20	s 10 02 119	.....	.....
830.76	D.....	RUTLAND.....	s 7 26	s 3 43	5 35	8 15	1 55	s 9 20	.....	.....
825.08	N.....	MINONK.....	s 7 15	s 3 30	5 10	7 55 131 151	1 30	L 8 45AM	A 11 10AM	.....
823.46	.....	MINONK JUNO.....	7 10	3 25	4 50	7 00	1 10	.....	.....	11 00
821.22	.....	WOODFORD.....	f 7 05	f 3 21	4 40	6 45	1 00	.....	s 10 37 119	.....
816.90	D.....	PANOLA.....	f 6 56	s 3 12	4 20	6 20	12 40	.....	s 10 15	.....
813.79	N.....	EL PASO.....	s 6 49	s 3 05	4 05	6 00	12 25	.....	s 9 55	.....
809.42	D.....	KAPPA.....	f 6 40	s 2 55	3 45	5 35	12 05 AM	.....	s 9 35	.....
804.82	D.....	HUDSON.....	f 6 30	s 2 45	3 25	5 15	11 45	.....	s 9 15	.....
800.93	D.....	KERRICK.....	f 6 22	s 2 37	3 10	4 55	11 30	.....	s 8 55	.....
797.83	N.....	NORMAL.....	s 6 15	s 2 28	2 52	4 30	11 10	.....	s 8 40	.....
797.25	.....	NORMAL JUNO.....	6 12	2 23	2 50	4 25	11 05	.....	.....	8 35
795.77	N.....	BLOOMINGTON.....	s 6 10 18 00	s 2 20	2 45	4 10	10 58 151	.....	s 8 25	.....
791.62	.....	HENDRIX.....	f 5 51	2 12	2 25	3 45	10 40	.....	f 7 55	.....
788.53	D.....	RANDOLPH.....	f 5 44	f 2 07 195	2 10	3 30	10 25	.....	s 7 42	.....
784.43	D.....	HEYWORTH.....	f 5 35	s 2 00	1 45	3 15	10 10	.....	s 7 20	.....
777.93	D.....	WAPPELLA.....	f 5 23	s 1 48	1 20	2 50 195	9 45 131	.....	s 6 50	.....
773.33	N.....	CLINTON.....	L 5 15AM	L 1 40PM	L 1 00AM	L 2 30PM	L 9 15PM	.....	.....	L 6 30AM
			Except Sunday	Daily	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday

MADISON DISTRICT—Westward, continued

Stages Standing Room, Cais.	Miles from Chicago	STATIONS	FIRST CLASS					SECOND CLASS	THIRD CLASS	
			215	245	315	329		253	393	291
			Madison Passenger	Madison Passenger	Dodgeville Passenger	Dodgeville Passenger		Manifest Freight	Local Freight	Local Freight
		N..... CHICAGO	L 12 40AM	L 9 45AM	L 12 40AM	L 4 00PM		L 6 55PM	L 6 55PM	.....
			Daily	Except Sunday	Except Sunday	Except Sunday		Except Sunday	Except Sunday	Except Sunday
		N..... FREEPORT 10	L 7 45AM	L 4 15PM	L 8 45AM	L 7 45PM	.....	L 5 00AM	L 6 15AM	L 6 25AM
	2.3	N..... WEST JUNCTION.....	7 50	4 20	8 50	s 7 50	.....	5 30	6 25	6 45
	3.4	D..... SCIO TA MILLS	s 7 58	s 4 30	f 8 58	s 7 58	.....	5 40	6 33	f 6 55
	2.6	D..... RED OAK	s 8 05 330	s 4 40 316	A 9 05AM	A 8 05PM	.....	5 50	A 6 45AM	s 7 05
	2.3	D..... BUENA VISTA.....	s 8 11	s 4 45 216				5 58		f 7 13
57	3.6	D..... ORANGEVILLE.....	s 8 20	s 4 55				6 08		s 7 25
	3.5	D..... CLARNO	s 8 29	s 5 05				6 20		s 7 35
	7.3	D..... MONROE.....	s 8 50	s 5 20				6 50		s 7 55
	3.8	D..... STEARNS	f 9 01	f 5 28				7 10		f 8 40
	2.3	D..... SCHULTZ	f 9 10	f 5 33				7 25		f 8 50
	4.1	D..... MONTICELLO... 6	s 9 20 291	s 5 43				7 45		s { 9 20 215 10 05 228
	3.1	D..... EXETER.....	f 9 30	f 5 50				8 00		f 10 20
	5.5	D..... BELLEVILLE..... 6	s 9 45 228	s 6 04				8 25		s 10 50
	3.9	D..... BASCO	f 9 59	s 6 13				8 45		s 11 05
	4.3	D..... FITCHBURG.....	f 10 09	f 6 23				9 05		s 11 20
	5.0	D..... SUMMIT	f 10 20	f 6 35				9 20 228		f 11 40
	4.6	D..... MADISON	A 10 35AM	A 6 45PM				A 10 00AM		A 12 01PM 262
			Daily	Except Sunday	Except Sunday	Except Sunday		Except Sunday	Except Sunday	Except Sunday

DODGEVILLE DISTRICT—Westward, continued

Miles from Chicago	STATIONS	FIRST CLASS					THIRD CLASS		
		315	329				393		
		Dodgeville Passenger	Dodgeville Passenger				Local Freight		
	N..... CHICAGO	L 12 40AM	L 4 00PM				L 6 55PM		
	N..... FREEPORT 10	L 8 45AM	L 7 45PM				L 6 15AM		
	8.3	Except Sunday	Except Sunday				Except Sunday		
	D..... RED OAK	L 9 05AM	L 8 05PM				L 6 45AM		
5.1	D..... M'CONNELL.....	s 9 17	s 8 17				s 7 05		
5.3	D..... WINSLOW.....	s 9 30	s 8 29				s 7 36 330		
11.6	D..... MARTINTOWN.....	s 9 35	s 8 34				s 7 50		
17.6	D..... DILL	s 9 50	s 8 53				s 8 10		
22.8	D..... WOODFORD.....	s 10 03	s 9 10				s 8 30		
27.8	D..... ARGYLE.....	s 10 15	s 9 27				s 9 05		
36.9	D..... BLANCHARDVILLE. 6	s 10 35	s 9 55				s 9 45		
44.1	D..... HOLLANDALE.....	s 10 55	s 10 15				s 10 10		
48.9	D..... JONESDALE.....	s 11 10	s 10 30				s 10 39		
57.3	D..... DODGEVILLE..... 6	A 11 30AM	A 10 55PM				A 11 20AM		
		Except Sunday	Except Sunday				Except Sunday		

MADISON DISTRICT—Eastward

13

Stings. Standing Room. Cars.	Miles from Madison.	STATIONS	FIRST CLASS				SECOND CLASS	THIRD CLASS	
			228	216	330	316	262	394	292
			Chicago Express	Chicago Passenger	Chicago Express	Chicago Express	Local Stock	Local Freight	Local Freight
178.0	N	CHICAGO	A 5 50PM	A 9 30PM	A 12 50PM	A 9 30PM	A 2 00AM	A 2 00AM	.....
			Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday
61.6	N	FREEPORT	A 11 30AM	A 5 20PM	A 8 25AM	A 5 00PM	A 4 05PM	A 4 15PM	A 4 35PM
59.3	N	WEST JUNCTION	11 22	5 10	8 20	4 55	3 55	4 05	4 25
55.9	D	SCIOTA MILLS	s 11 12	5 03	f 8 13	f 4 48	3 45	3 55	f 4 15
53.3	D	RED OAK	s 11 07	s 4 58	L 8 05AM ²¹⁵	L 4 40PM ²⁴⁵	3 20	L 3 46PM	s 4 05
51.0		BUENA VISTA	s 11 01	f 4 45 ²⁴⁵			3 05		f 3 55
47.4	D	ORANGEVILLE	s 10 53	s 4 39			2 50		s 3 40
43.9		OLARNO	s 10 44	s 4 28			2 30		s 3 20
36.6	D	MONROE	s 10 29	s 4 08			2 05		s 2 55
32.8		STEARNS	f 10 18	f 3 59			1 50		f 2 33
30.5		SCHULTZ	f 10 13	f 3 54			1 40		f 2 25
26.4	D	MONTICELLO	s 10 05 ²⁹¹	s 3 46			1.25		s 2 10
23.8		EXETER	f 9 55	f 3 38			1 15		f 1 50
17.8	D	BELLEVILLE	s 9 45 ²¹⁵	s 3 26			12 55		s 1 35
13.9	D	BASCO	s 9 37	s 3 17			12 43		s 1 20
9.6		FITCHBURG	s 9 29	f 3 07			12 30		s 1 05
4.6		SUMMIT	f 9 20 ²⁵³	f 2 55			12 15		f 12 50
	D	MADISON	L 9 10AM	L 2 45PM			L 12 01PM ²⁹¹		L 12 35PM
			Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday

DODGEVILLE DISTRICT—Eastward

Miles from Dodgeville.	STATIONS	FIRST CLASS				THIRD CLASS	
		330	316			394	
		Chicago Express	Chicago Express			Local Freight	
180.0	N	CHICAGO	A 12 50PM	A 9 30PM		A 2 00AM	
65.6	N	FREEPORT	A 8 25AM	A 5 00PM		A 4 15PM	
		Except Sunday	Except Sunday			Except Sunday	
57.3	D	RED OAK	A 8 05AM ²¹⁵	A 4 40PM ²⁴⁵		A 3 46PM	
52.2	D	M'CONNELL	s 7 48	s 4 28		f 3 26	
46.9	D	WINSLOW	s 7 36 ³⁹³	s 4 15		s 3 06	
45.7		MARTINTOWN	s 7 31	s 4 08		s 3 01	
39.7	D	DILL	s 7 16	s 3 53		s 2 40	
34.5	D	WOODFORD	s 7 04	s 3 40		s 2 23	
29.5	D	ARGYLE	s 6 53	s 3 28		s 2 05	
20.4	D	BLANCHARDVILLE	s 6 36	s 3 07		s 1 25	
13.2	D	HOLLANDALE	s 6 19	s 2 47		s 1 00	
8.4	D	JONESDALE	s 6 08	s 2 35		s 12 40	
	D	DODGEVILLE	L 5 50AM	L 2 15PM		L 12 10PM	
		Except Sunday	Except Sunday			Except Sunday	

SPECIAL INSTRUCTIONS

1. Eastward and Northward trains are superior to trains of the same class in opposite direction.

2. Train No. 40 wait at Addison for No. 39.
 Train No. 96 wait at Addison for No. 95.
 Train No. 316 wait at Dodgeville for No. 315.
 Train No. 394 wait at Dodgeville for No. 393.
 Train No. 330 wait at Dodgeville for No. 329.
 Train No. 292 wait at Madison for No. 291.
 Train No. 262 wait at Madison for No. 253.
 Train No. 216 wait at Madison for No. 215.

3. Train Register:

Randolph Street.	Addison.	Minonk.
Jackson Street.	South Addison.	Bloomington.
Central Station,	Rockford.	Clinton.
telegraph office.	Freeport.	West Junction.
Hawthorne	Amboy.	Red Oak.
Broadview.	La Salle.	Madison.
		Dodgeville.

First class trains may register at following stations by register ticket form 905 except when signals are displayed:

West Junction
 Broadview

The following trains ONLY will register at South Addison and Addison: Nos. 38, 39, 40, 41, 95 and 96.

4. Trains in same direction must be spaced ten (10) minutes apart, except where movements are controlled by some form of block signal.

Third class and extra trains may run ahead of overdue second class trains without train orders, but will keep advised of their movements so far as possible, and allow them to pass without delay.

5. Double Track Operated as Follows:

Broadview to Indiana Avenue.
 East Junction to West Junction.
 Mendota between Rochelle and Southern Junctions.

Trains are not required to have running orders to use double track.

When passenger trains approach a station on double track about same time, superior train will go to station platform first.

Trains must use caution when passing a train receiving or discharging passengers at a station, and must not pass between it and platform at which passengers are being received or discharged.

Normal position Junction switch;

Broadview..... for Eastward trains.

6. Block Signals:

Three position upper quadrant, absolute-permissive automatic block signals are in service between La Salle and Oglesby and between West Junction and Broadview.

Block signals between West Switch Rockford and East Switch Buckbee are of permissive type only. When a train is stopped by a signal in this territory, proper observance will include possibility of block being occupied by an opposing train and further movements will be governed accordingly, speed not to exceed six (6) miles per hour.

The normal indication of signals is Proceed, See Rule 322A and 322B.

Automatic semaphore block signals are in service between Broadview and Clark Street. Normal indication at proceed.

Automatic home block signals govern trains on the single track between Weldon Tower and Michigan Avenue, leading to and from Central Station. The signal for westward trains is of the semaphore type and signals for eastward trains are of the dwarf semaphore type. If, for any reason, these signals cannot be cleared trains may proceed under protection of flag or by instructions of Train Master.

An automatic home disc block signal is located at Indiana Avenue south of eastward track, its indication being clear when there is no obstruction on eastward freight track between signal and bridge over southward main tracks.

7. Yard Limit Stations:

Hawthorne.	Monroe.	Mendota.
Harlem Branch (Parkway to Harlem Junction).	Madison.	Midway.
South Addison.	Dodgeville.	La Salle.
Coleman.	Forreston Gravel pit.	Oglesby.
Buckbee.	Forreston.	Minonk.
Rockford.	North Dixon,	Normal.
Freeport.	Dixon	Bloomington.
Red Oak.	Amboy.	Clinton.

Rockford yard limits extend from a point one mile east of Buckbee to a point one mile west of Rockford.

Forreston yard limits extend from a point one mile south of Forreston to a point 2623 feet north of north switch at Forreston Gravel pit.

Dixon yard limits extend from a point one mile south of Dixon to a point 1,000 feet north of Switch leading to Epileptic Colony Spur track.

La Salle and Oglesby yard limits extend from a point one mile south of Oglesby to a point one mile north of La Salle.

Minonk yard limits extend from a point one mile north of Minonk to a point 1,000 feet south of Switch to south leg of Wye at Minonk Jct.

Bloomington yard limits extend from a point one mile south of Bloomington to a point one mile north of Normal.

8. Following signs in Station Column indicate location Train Order Stations:

D—Day. N—Day and Night. NO—Night.

9. The following signs, placed before figures in schedules for trains, indicate:

b Stop to discharge passengers from Chicago and receive passengers for Rockford and points west.

c Stop to discharge passengers from Ft. Dodge and points west.

d Stop to discharge passengers from East Rockford and points west and receive passengers for Chicago.

g Stop to discharge passengers from Genoa and points west and receive passengers for Chicago.

h Stop to discharge passengers.

j Stop to discharge passengers from Freeport and points west, and receive passengers for Chicago.

k Stop to receive passengers for Rockford, Freeport and points beyond.

n Stop to discharge passengers from Freeport and points west.

w Stop to receive passengers for Cloverdale and points west.

Nos. 35 and 36 will stop to receive or discharge passengers at the following stations:

Swifts (mile 26).	Schicks (mile 32).
Zarnts (mile 28).	Granger (mile 33).
	Salina (mile 51).
	Glaw (mile 57).

No. 36, West Genoa (mile 64).

Trains 191, 192, 193, 194, 195, 196 carry passengers.

All regular passenger trains stop at Winura Park, one mile East of Madison, Stoners two and one-half miles West of Fitchburg and Ross Crossing one and one-half miles East of Belleville, on flag, to receive or discharge passengers.

10. The two sidings at Rockford are designated as east and west sidings. The west siding will be considered meeting or passing point unless otherwise directed.

The two sidings at Minonk are designated as north and south sidings.

The north siding will be considered meeting or passing point unless otherwise directed.

11. Train Order Signals:

Where Semaphore is not provided, a flag by day and a lantern by night displayed in a fixed location at train order station is used for train order signal,—red indicating stop; green, proceed.

12. Railroad Crossings.—Interlocked:

Weldon.....	I. C. R. R. Crossing and Junction.
Clark Street.....	L. S. & M. S. Ry.
	C. R. I. & P. Ry.
Ashland Avenue.....	Chicago & Alton R. R.
	A. T. & S. F. Ry.
	Bridgeport draw-bridge.
33d Street.....	Illinois Northern Ry.
	C. & I. W. R. R.
One-half mile East of Hawthorne Belt Ry.	
C. G. W. Ry. crossing.....	C. G. W. Ry.
One and one-quarter miles east of Colvin Park.....	C. & N. W. Ry.
Between Rockford and East Rockford.....	C. B. & Q. R. R.
East Junction.....	Amboy District.
Mendota.....	C. B. & Q. R. R.
Normal.....	C. & A. R. R.
Lostant.....	C. I. & S. R. R.
Bloomington.....	C. C., C., & St. L. Ry.
	L. E. & W. R. R.

At interlocking plants trains must not exceed 35 miles per hour when using main route or 12 miles per hour when using diverging route.

In addition to home main route on diverging route interlocking semaphore signals, a lower short arm slow speed home signal is being installed at interlocking plants within automatic block signal territory. Signalmen must not use this slow speed signal when main or diverging route signals can be cleared. Trains or engines receiving "Proceed" indication of such slow speed signal must pass the same and proceed at a slow speed under control.

Not Interlocked:

Ash Street.....	Chicago Junction Ry.
	B. & O. C. T. R. R.
	P. C. C. & St. L. Ry.
21st Street.....	P. F. W. & C. Ry.
	C. & W. I. R. R.
Amboy.....	C. B. & Q. R. R.
Mendota.....	C. M. & St. P. R. R.
Dimmick.....	C. & N. W. Ry.
Wenona.....	C. & A. R. R.
Minonk.....	A. T. & S. F. Ry.
Minonk Junction.....	Pontiac District
El Paso.....	T. P. & W. Ry.
Normal Junction.....	Bloomington District
West Junction.....	Madison District
One-half mile East of Monticello.....	C. M. & St. P. R. R.
Madison.....	C. M. & St. P. R. R.
Dill.....	C. M. & St. P. R. R.

Crossings at Minonk, El Paso, Dill and Madison are protected by gates which will be handled by trainmen.

Stops for P. F. W. & C. Ry. and C. & W. I. R. R. crossings at 21st Street, must be made as follows:

Eastward trains must stop at signal governing intersection of I. C. R. R. and A. T. & S. F. Ry. tracks. Westward trains must stop at signal governing intersection of I. C. R. R. and A. T. & S. F. R. R. main tracks and C. & A. R. R. crossover tracks.

13. Southward trains must stop before passing Rochelle & Southern Junction north of passenger station Menota, and not proceed unless switches and signals are right and track clear.

14. Trains must stop within 300 feet of, and before passing, system of crossovers, between Peck Court and Park Row, and not proceed until signaled to do so by switch tenders, and way is known to be clear.

15. Overhead clearances and side clearances, between Bridgeport drawbridge at 33d Street and South Water Street Chicago, are such as to make it unusually dangerous to ride on top of roofed or highly loaded cars, and to ride on the sides of, or lean out from locomotives, tenders or cars. Employees are enjoined to exercise exceptional care to avoid injury from the causes.

16. The speed of trains and engines without trains is limited to SIX miles per hour between south line of train shed and north line of suburban platform at Central Station.

17. Trains or engines must not exceed twelve miles per hour when going to or from Riverside & Harlem R. R. at Parkway.

18. Trains using main tracks between East Junction and West Junction must run prepared to stop, keeping sharp lookout for trains ahead. Eastward trains must approach West Junction prepared to stop, keeping sharp lookout for Madison District trains crossing over. Enginemen must know switches and signals are right and track is clear before fouling junction switches.

Eastward trains from Madison District must stop facing semaphore signal, located 1,000 feet west of West Junction and not start until signal is changed to proceed and the way known to be clear.

19. Freeport district trains Eastward approaching East Junction will call for Switch by sounding one long blast of the whistle; Amboy District trains, Eastward two long blasts.

Minnesota Division trains westward approaching West Junction will call for switch by sounding, one long blast of the whistle; Madison District trains, westward two long blasts.

The upper arm on semaphore located just east of West Junction governs Madison District trains. The lower arm governs Minnesota Division trains.

20. Water Stations:

27th Street Shops.	Rockford.	Amboy.
Randolph Street.	Seward.	Mendota.
Hawthorne.	Freeport.	La Salle.
Coleman.	Haldane.	
Hart.	Dixon.	

Three miles north of Wenona.

One and one-half miles north of Panola.	Orangeville.	Martintown.
Bloomington.	Monticello.	Blanchardville.
Clinton.	Madison.	Dodgeville.

Coal Stations:

Hart.	Freeport.	Amboy.	Minonk.
Clinton.	Madison.	Dodgeville.	

Bulletin Boards.

Randolph Street.	27th Street Shops,	La Salle.
Jackson Street.	Enginemen's Room.	Bloomington.
Central Station.	Rockford.	Clinton.
Conductor's Room.	Freeport.	Madison.
	Amboy.	Dodgeville.

21. Standard Clocks:

Randolph Street, telegraph office.		
Central Station, telegraph office.		
Jackson Street, scale office		
27th Street Shops, Enginemen's Room.		
Rockford ticket office.		
Freeport telegraph office and engine house.		
Amboy.	Bloomington.	La Salle.
Clinton.	Minonk.	

22. Telephones connected with Dispatchers circuit are located as follows: Booth—South Addison near center of siding.

Munger—Conductor's Room.
 Coleman—West switch in Booth.
 Bowes—In Depot.
 Charter Grove—In Depot.
 Hart—East switch.
 Buckbee—East switch.
 East Rockford—In Depot.
 Rockford—West switch.
 Dunbar—Car Repairer's Bldg.
 Haldane—Conductor's Room.
 Forrester Pit—Booth.
 Colony Switch—Booth.
 Henkel—In Depot.
 Dimmick—In Depot.
 Midway—In Depot.
 North Switch La Salle—In Booth.
 North Switch Oglesby—In Booth.
 Tonica—Conductor's Room.
 Wenona—Conductor's Room.
 Woodford—In Depot.
 Hudson—In Depot.
 Randolph—Conductor's Room.
 Wapella—Conductor's Room.

23. Minonk Block:

Between Minonk and Minonk Junction trains will be governed by Disc Block Signal at Minonk Junction and Block Cards issued by operator Minonk. The normal position of the signal is stop.

Northward trains must approach Minonk Junction prepared to stop clear of intersecting track, if signal is not changed to proceed.

Northward trains on Amboy district in passing over track instrument, 1,000 feet south of signal, sound electric bell in telegraph office Minonk, and will enter block if signal is changed to proceed.

Conductors of northward trains from Pontiac District will call operator Minonk on telephone from Minonk Junction for block. If block is clear, operator Minonk will immediately change signal to proceed; if block is occupied by a train, operator will so inform conductor and train must not enter upon Amboy District main track until signal is changed to proceed.

There is a telephone located at north leg and south leg of "Wye" Minonk Junction.

Conductors of northward trains will report immediately to operator Minonk their arrival at that station.

Conductors and enginemen of southward trains must get Block Cards from operator Minonk before leaving that station.

Trains must be prepared to stop when running within limits of block.

If block signal is not in proper working order trains must not proceed through block except by authority of Chief Train Dispatcher or under protection as required by Rule 99.

24. Bloomington Block:

Between Bloomington and Normal Junction, trains will be governed by Disc Block Signal Normal Junction, and Block Cards issued by operator Bloomington.

The normal position of signal is stop.

Southward trains must approach Normal Junction prepared to stop clear of intersecting track, if signal is not changed to proceed.

Amboy District southward trains in passing over track instrument 1,000 feet north of signal, sound electric bell in telegraph office, Bloomington, and will enter block if signal is changed to proceed.

Conductors of Bloomington District Southward trains will call operator Bloomington on telephone for block. If block is clear, operator Bloomington will immediately change signal to proceed; if block is occupied by a train operator will so inform Conductor and train must not enter upon Amboy district main track until signal is changed to proceed.

Conductors of southward trains will report immediately to operator Bloomington their arrival at that station.

Conductors and enginemen of northward trains must get Block Cards from operator Bloomington before leaving that station.

Trains must be prepared to stop when running within limits of block

If block signal is not in proper working order trains must not proceed through block except by authority of Chief Train Dispatcher or under protection as required by Rule 99.

25. Inferior trains should avoid delay to Illinois Division first-class trains as follows: Leave Bloomington, No. 302, 3:45 P. M.; No. 326, 6:45 A. M.; Leave Normal Junction No. 305, 11:10 A. M.; No. 325, 9:58 P. M.; Leave Minonk, No. 426, 6:55 A. M.; No. 442, 3:15 P. M.; Leave Minonk Junction, No. 405, 10:45 A. M.; No. 425, 9:35 P. M.

26. Business Tracks not shown as Stations on Time Tables:

Swift, between South Addison and Cloverdale.....	mile 26
Schick's Crossing, between Cloverdale and Granger.....	mile 32
Elgin Junction, between Coleman and Munger.....	mile 37
Forrester Gravel Pit, between Forrester and Baileyville.....	mile 925
Colony Switch between Woosung and North Dixon.....	mile 903
Milk Factory, between Dixon and North Dixon.....	mile 900
Fuller Spur between Amboy and Sublette.....	mile 885
Ill. Val. Coal Co., between La Salle and Oglesby.....	miles 854-855
Wiley Spur between West Junction and Sciota Mills.....	mile 4
Pickett, between Dill and Woodford.....	mile 18

SPECIAL RULES OF THE ST. CHARLES AIR LINE RAILROAD

The tracks of St. Charles Line extend from the west end of draw-bridge, over Chicago River, to junction with freight tracks of Illinois Central Railroad at Indiana Avenue.

Projection on First Regiment Armory, at alley between Wabash and Michigan avenues, will not clear a car over 16 feet high and 4 feet 4 inches from center of track No. 4.

27. On the two tracks, between Clark Street and west end of draw-bridge, trains will keep to right.

28. Between Clark Street and Indiana Avenue, tracks are designated as Nos. 1, 2, 3, and 4, numbering from north and used as follows:

No. 1—For switching purposes.

No. 2—For westward trains.

No. 3—For eastward trains.

No. 4—For switching purposes.

29. On tracks 1 and 4, engines or cars must be protected by display of red signals. On tracks 2 and 3, Illinois Central rules with reference to protection of trains by flag, will apply.

30. Trainmen and enginemen, of all trains using St. Charles Air Line tracks, are enjoined to be vigilant and to exercise extreme care in movement of their trains, to avoid injury to persons and damage to property. High speed over these tracks is prohibited, and when view is obscured from any cause, trains must move prepared to stop.

31. Automatic signals of fixed locations govern trains on single track between Weldon tower and Michigan Avenue, leading to and from Central Station. If, for any reason, signals cannot be cleared trains may proceed under protection of flag or by instructions of Train Master.

32. All eastward and westward trains, other than those from Central Station, must stop before reaching track intersections at Indiana Avenue, and not proceed until signaled to do so by switch-tender and way is known to be clear.

33. Trainmen must see sufficient hand brakes are set to hold cars they leave on industry tracks and such cars are left clear of other tracks.

34. The unnecessary use of locomotive bell or whistle is prohibited. Otherwise operating rules of Illinois Central Railroad will apply.

RATING OF LOCOMOTIVES OVER PRINCIPAL GRADES

17

Cars	FREEPORT DISTRICT			AMBOY DISTRICT												MADISON DISTRICT		DODGEVILLE DISTRICT	
	BETWEEN FREEPORT and HAWTHORNE			BETWEEN CLINTON and LA SALLE			BETWEEN LA SALLE and AMBOY			BETWEEN AMBOY and FREEPORT			BETWEEN FREEPORT and CLINTON			BETWEEN FREEPORT and MADISON		BETWEEN FREEPORT and DODGEVILLE	
	EASTWARD AND WESTWARD			NORTHWARD			NORTHWARD			NORTHWARD			SOUTHWARD			EASTWARD AND WESTWARD		EASTWARD AND WESTWARD	
	Class of Engines and Ratings			Class of Engines and Ratings			Class of Engines and Ratings			Class of Engines and Ratings			Class of Engines and Ratings			Class of Engines and Ratings		Class of Engine	
	1501	793	651	1501	793	651	1501	793	651	1501	793	651	1501	793	651	651	401	401	
15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1125	825	925	
20	....	....	1750	....	....	1760	....	....	1560	....	....	1460	....	....	1600	1100	800	900	
25	2750	2000	1700	2600	1980	1720	2400	1780	1520	2310	1680	1420	2375	1875	1575	1075	775	875	
30	2700	1950	1650	2560	1940	1680	2360	1740	1480	2270	1640	1380	2350	1850	1550	1050	750	850	
35	2650	1900	1600	2520	1900	1640	2320	1700	1440	2230	1600	1340	2325	1825	1525	1025	725	825	
40	2600	1850	1550	2480	1860	1600	2280	1660	1400	2190	1560	1300	2300	1800	1500	1000	700	800	
45	2550	1800	1500	2440	1820	1560	2240	1620	1360	2150	1520	1260	2275	1775	1475	975	675	775	
50	2500	1750	1450	2400	1780	1520	2200	1580	1320	2110	1480	1220	2250	1750	1450	950	650	750	
55	2450	1700	1400	2360	1740	1480	2160	1540	1280	2070	1440	1180	2225	1725	1425	....	....	....	
60	2400	1650	1350	2320	1700	1440	2120	1500	1240	2030	1400	1140	2200	1700	1400	....	....	....	
65	2350	1600	1300	2280	1660	1400	2080	1460	1200	1990	1360	1100	2175	1675	1375	....	....	....	
70	2300	1550	1250	2240	1620	1360	2040	1420	1160	1950	1320	1060	2150	1650	1350	....	....	....	
75	2250	1500	1200	2200	1580	1320	2000	1380	1120	1910	1280	1020	2125	1625	1325	....	....	....	
80	2200	1450	....	2160	1540	....	1960	1340	....	1870	1240	....	2100	1600	....	....	....	....	
85	2150	1400	....	2120	1500	....	1920	1300	....	1830	1200	....	2075	1575	....	....	....	....	
90	2100	....	....	2080	....	....	1880	....	....	1790	....	....	2050	....	....	....	....	....	
95	2050	....	....	2040	....	....	1840	....	....	1750	....	....	2025	....	....	....	....	....	
100	2000	....	....	2000	....	....	1710	....	....	1710	....	....	2000	....	....	....	....	....	
A Class	1900	1600	1300	1900	1600	1300	1900	1600	1300	1900	1600	1300	1900	1600	1300				

35. Agents and Yard Masters at District Terminals must, unless otherwise instructed, know trains are forwarded with full tonnage.

Conductors must know their trains contain full tonnage over principal grades and conductors of dead freight trains must, unless otherwise instructed, haul additional tonnage, when offered, between following points:

WESTWARD Between		EASTWARD Between	
Cloverdale and Coleman		Freeport and Rockford	
Burlington " Rockford		Plato Center " Hawthorne	
Alworth " Freeport		Monroe " Freeport	
Freeport " Clarno			
Belleville " Madison			
Freeport " Jonesdale			
NORTHWARD Between		SOUTHWARD Between	
Clinton and Bloomington		Forreston and Dixon	
Kerrick " Mendota		Sublette " La Salle	
Sublette " Dixon		Tonica " Clinton	
Woosung " Freeport			

36. Conductors will show actual gross tonnage, on wheel reports, detail reports, switch lists and registers, filing a report showing actual tonnage of their train at following stations:

West and North:		
C. G. W. Crossing.	Bloomington.	Amboy.
Coleman.	Minonk.	Dixon.
Rockford.	La Salle.	Freeport.
Clinton.	Mendota.	Orangeville.
		Monroe.
East and South:		
Freeport.	Monroe.	Amboy.
Rockford.	Madison.	Minonk.
Coleman.	Dixon.	Bloomington.
Broadview.	La Salle.	

37. When an engine is unable to handle rating, Enginemen must wire Train Master number of tons to be reduced, and why such reduction is necessary. Conductor will also fill out blank Form 479 which must be signed by Conductor and Engineman.

Train Masters will determine tonnage to be handled when weather or other conditions are unfavorable.

Instructions Governing Number of Air Brake Cars in Freight Trains

38. At least eighty-five per cent of cars in the train must be equipped with air breaks and in use.

Enginemen must be notified by trainmen and know before commencing trip total number of cars in trains and number of air brake cars in use.

Yard engines handling cars between Wallace Yard and Freeport, Rockford and Buckbee, La Salle and Oglesby, Bloomington and Normal, Dixon and Cement Mills must comply with above instruction.

SPEED TABLE**RUNNING TIME**

1 Mile		Miles per Hour	1 Mile		Miles per Hour	2 Miles		3 Miles		4 Miles		5 Miles		Miles per Hour
Minutes	Seconds		Minutes	Seconds		Minutes	Seconds	Minutes	Seconds	Minutes	Seconds	Minutes	Seconds	
12		5	1	30	40	12		18		24		30		10
6		10	1	20	45	6		9		12		15		20
4		15	1	12	50	4		6		8		10		30
3		20	1	5	55	3		4	30	6		7	30	40
2	24	25	1		60	2	40	4		5	20	6	40	45
						2	24	3	36	4	48	6		50
						2	10	3	15	4	20	5	25	55
						2		3		4		5		60

PERMISSIBLE SPEED IN MILES PER HOUR OVER BRIDGES INDICATED

* Indicates No Speed Limit † Indicates Must Not Cross ‡ Indicates May Cross only upon special authority
 § Indicates May Cross singly without train at speed not to exceed five (5) miles per hour

CHICAGO TERMINAL

Bridge Number and Location	PASSENGER ENGINES				FREIGHT ENGINES			YARD ENGINES	
	1201 CI 1901 CI 2100 CI	2001 CI	1000 to 1138	1139 to 1178	2274 to 2370 2708 to 2884 401 to 519 600 to 638	541 to 598 641 to 644 651 to 993 1 to 64	1501 to 1882 3811 to 3837 2601 to 2603	65 to 209	210 to 319
St. Charles Air Line Subways....	6	6	6	6	6	6	6	6	6
W 2-43 N, So. Br. Chicago River	12	12	10	10	12	12	10	10	10
W 5-07, I. & M. Canal.....	*	45	25	20	*	35	20	35	20
W 5-41, Western Blvd.....	*	45	25	20	*	35	20	35	20
W 5-50, Western Ave.....	*	45	25	20	*	35	35	35	20

FREEPORT DISTRICT

Bridge Number and Location	PASSENGER ENGINES			FREIGHT ENGINES						YARD ENGINES	
	1901 C1	2001 C1	1000	401	1	541	651	793	1501	101	210
	2100 C1		to 1178	to 519	to 64	to 549	to 783	to 993	to 1882	to 209	to 316
W 62-21, Viaduct C.M.&St.P.Ry..	25	25	25	25	25	25	25	25	25	25	25
W 86-31 NA, Kent Creek.....	15	15	†	15	15	15	15	15	†	15	† (Industry Track)
W 86-31 NB, Kent Creek.....	15	15	†	15	15	15	15	15	†	15	† (Industry Track)

AMBOY DISTRICT

	PASSENGER ENGINES				FREIGHT ENGINES					YARD ENGINES		
	1901 CI 2100 CI	2001 CI	1001 to 1026	1000 and 1027 to 1178	401 to 519	1 to 64	541 to 599	651 to 993	1501 to 1882	101 to 161	201 to 209	201 to 316
A 785-41, Kickapoo Creek.....	*	*	*	25	*	*	45	40	25	*	40	25
A 818-43, N. Panther Creek.....	*	*	45	25	*	*	45	40	25	*	40	25
A 855-45, Illinois River.....	*	45	30	12	*	45	30	25	12	45	25	12
A 856-OE, E. Vermillion River...	15	15	15		15	15	15	15		15	15	6 (Industry Track)
A 900-00, Rock River.....	*	45	30	12	*	45	30	25	12	45	25	12
A 900-21, N. Dixon-Roadway....	*	45	30	12	*	45	30	25	12	45	25	12

MADISON DISTRICT

Bridge Number and Location	PASS. ENGINES		FREIGHT ENGINES				YARD ENGINES	
	1901 to 1989 and 2100 CI	2001 to 2044	401 to 519	1 to 64	541 to 599	651 to 785	101 to 161	
R 2-88, Pecatonica R.....	*	*	*	*	40	35	*	
R 23-98, Monroe-Roadway.....	*	*	*	*	45	40	*	
R 24-05, Monroe-Roadway.....	*	*	*	*	45	40	*	
R 24-27, Monroe-Roadway.....	*	*	*	*	45	40	*	
R 43-94, Sugar Creek.....	*	45	*	45	30	25	45	
R 56-27, Viaduct, C. & N. W. Ry.....	*	*	*	*	*	45	*	

DODGEVILLE DISTRICT

Bridge Number and Location	PASS. ENGINES		FREIGHT ENGINES				YARD ENGINES
	1901 to 1969 and 2100 C1	2001 to 2044	401 to 519	1 to 64	541 to 599	651 to 785	101 to 161
V 7-81, Pecatonica R. McConnell	*	*	*	*	40	.....	30
V 11-90 " Martintown	45	30	45	30	15	.....	30
V 12-66 " "	45	30	45	30	15	.....	30
V 15-06 " Dill	40	25	35	20	5	.....	20
V 16-78 " "	45	30	45	30	15	.....	30
V 17-77 " "	45	30	45	20	15	.....	30
V 25-27 " Argyle	*	*	*	*	40	.....	*
V 26-48 " "	45	30	45	30	15	.....	30
V 27-65 " "	45	30	45	30	15	.....	30
V 27-86 " "	*	*	*	30	30	.....	30
V 28-98 " "	*	*	*	*	40	.....	*
V 31-31 " "	25	15	20	15	†	.....	15
V 32-30 " "	40	25	40	25	15	.....	25
V 32-94 " "	*	*	*	*	40	.....	*
V 34-63 " Blanchardville	35	15	30	15	†	.....	15
V 40-14 " "	*	40	*	35	25	.....	35
V 40-57 " "	*	40	*	35	30	.....	35
V 43-03 " "	*	*	*	*	40	.....	*
V 57-04, Dodgeville-Roadway .....	*	*	*	*	*	.....	*

Enginemen in charge of engines passing over bridges on which there are restrictions, must bring train to speed prescribed before reaching bridge and must not use air brakes while passing over same, unless to avoid accident, and if necessary to use steam must use it but very lightly while passing over such bridges.

MAXIMUM SPEED, IN MILES PER HOUR, PERMISSIBLE OVER DISTRICTS INDICATED:

Passenger trains handled by passenger engines	Between Chicago and Freeport	60
" "	Freeport and Clinton	50
" "	Freeport and Madison—Red Oak and Dodgeville	35
Passenger trains handled by freight engines	Between Chicago and Freeport—Freeport and Clinton	35
" "	Freeport and Madison—Red Oak and Dodgeville	25
Manifest freight trains	Between Chicago and Freeport—Freeport and Clinton	30
" "	Freeport and Madison—Red Oak and Dodgeville	25
All other freight trains	Between Chicago and Freeport—Freeport and Clinton	25
" "	Freeport and Madison—Red Oak and Dodgeville	20
Engines backing up with or without cars	Freeport and Amboy Districts and between Chicago and Addison	18
" "	Madison and Dodgeville Districts	15
Engines not equipped with trucks, eight-wheel locomotive cranes or trains handling them	All Points, except where Slower Speed is Required	15
Derricks—Boom ahead	Freeport and Amboy Districts and between Chicago and Addison	25
" Boom trailing	Freeport and Amboy Districts and between Chicago and Addison	20
" Boom ahead	Madison and Dodgeville Districts	15
" Boom trailing	Madison and Dodgeville Districts	10
1501 class engines must not exceed speed of six (6) miles per hour entering or leaving passing sidings, passing over yard tracks and cross-overs.		
Trains must not exceed a speed of six miles per hour through the tunnel between Exeter and Belleville.		

WISCONSIN DIVISION OFFICERS

J. F. DIGNAN, Superintendent	Freeport
M. G. FLANAGAN, Train Master	Freeport
(Amboy District)	
G. S. ROUGHT, Train Master	Freeport
(Freeport, Madison, and Dodgeville Districts)	
C. O. RICHARDS, Chief Train Dispatcher	Freeport
H. J. SWARTZ, Asst. Chief Dispatcher	Freeport

CHICAGO TERMINAL OFFICERS

A. M. UMSHLER, Superintendent	Chicago
D. E. HILGARTNER, Superintendent, Passenger	Chicago
W. J. LEAHY, Superintendent, Freight	Fordham
A. BERNARD, Train Master Passenger	Chicago
C. R. SMITH, Train Master	Chicago
T. WHITBY, Train Master	Fordham
C. L. BEALS, Train Master	Fordham

