



Chicago Division

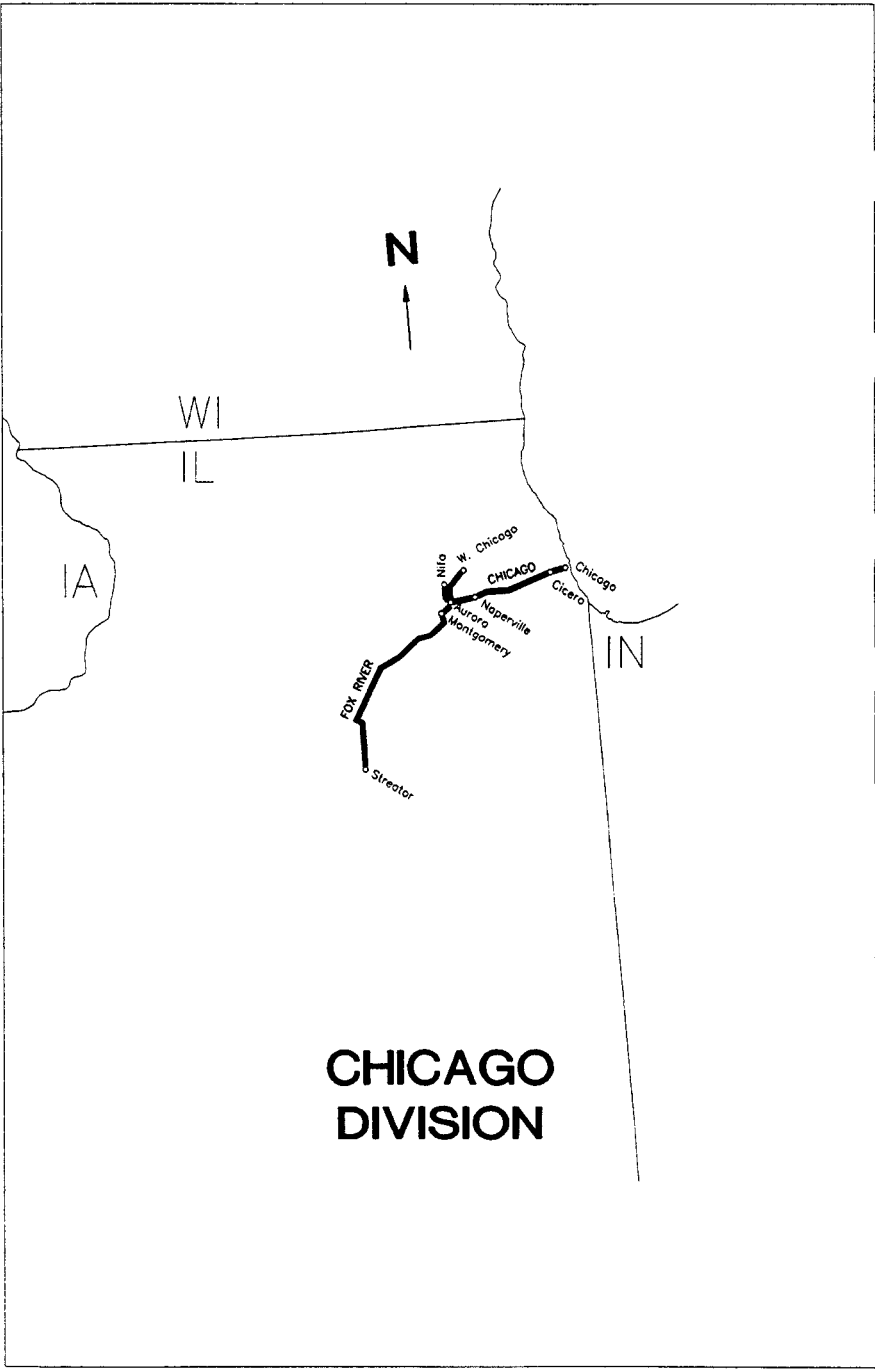
Timetable No.1

**IN EFFECT AT 0001
Central Continental Daylight Time**

Sunday April 10, 1994

**Division Superintendent
C.E. DOGGETT
Cicero, Illinois
(708) 780-5300**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



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WESTWARD	Length of Skating In Feet	Station Nos.	Line Segment	Mile Post Location	Chicago Subdiv			Distance from Chicago	EASTWARD
					Trk	Rule 4.3	Oper		
		00001	71	0.0				0.0	
				0.8	2MT			0.8	
		00002		1.7	4MT			1.7	
				1.8				1.8	
		00004		3.7	4MT			3.7	
				7.0				7.0	
		00007		8.5	4MT			8.5	
				9.0				9.0	
		00008		9.6	4MT			9.6	
				10.0				10.0	
		00011		11.0	4MT			11.0	
				11.7				11.7	
		00012		12.3	4MT			12.3	
				13.0				13.0	
		00013		13.7	4MT			13.7	
				14.1				14.1	
		00015		15.4	4MT			15.4	
				16.3				16.3	
		00016		16.8	3MT			16.8	
				17.8				17.8	
		00018		18.2	3MT			18.2	
				19.4				19.4	
		00019		20.3	3MT			20.3	
				21.1				21.1	
		00021		22.8	3MT			22.8	
				24.4				24.4	
		00023		28.4	3MT			28.4	
				31.6				31.6	
		00033		33.4	3MT			33.4	
				35.3				35.3	
		00035		38.4	3MT			38.4	
				41.0				41.0	
		20001		1	2MT			41.0	

Schedules for regular Suburban passenger trains are shown in Burlington Northern's Suburban service passenger timetable and times shown therein will indicate a regular stop. Continental time will not be authorized in Suburban timetable. Employees whose duties are in any way affected by Suburban trains must have a copy of the current Suburban timetable in their possession while on duty.
BN Radio Channel No. 1 in service on this Subdivision.

- AAR No. 66 –Road
- AAR No. 70 –Yard
- AAR No. 15 –Mechanical & Hump
- AAR No. 51 – Eola Yard

Dispatchers Phone Numbers—

Union Ave Disp. Cicero to Union Station—Phone: (817)234-6023, FAX: (817) 234-6059

East End Disp. Aurora to Cicero—Phone: (817) 234-6024, FAX: (817) 234-6061

1. Maximum Speed Permitted—

	Passenger	Freight
Chicago to Aurora	70 MPH.	50 MPH.
Aurora to Montgomery	79 MPH.	60 MPH.
Loaded ore trains		35 MPH.
Main Track 4—		
MP 1.4 to MP 2.2	10 MPH.	10 MPH.
MP 2.2 to MP 3.2	40 MPH.	30 MPH.
MP 3.2 to MP 6.3	40 MPH.	35 MPH.
MP 6.3 to MP 6.8	25 MPH.	15 MPH.
Main Tracks 1, 2 and 3—		
MP 0.8 to MP 1.4	25 MPH.	10 MPH.
MP 1.4 to MP 1.8	35 MPH.	10 MPH.
MP 1.8 to MP 2.3	40 MPH.	20 MPH.
MP 2.3 to MP 2.8	60 MPH.	20 MPH.
MP 2.8 to MP 4.0	60 MPH.	25 MPH.
MP 4.0 to MP 5.7	70 MPH.	25 MPH.
MP 5.7 to MP 7.3	70 MPH.	40 MPH.
MP 7.3 to MP 7.4 Over Freight Crossing	60 MPH.	40 MPH.
MP 7.4 to MP 9.6	70 MPH.	40 MPH.
MP 9.6 to MP 21.6	70 MPH.	45 MPH.
Westward on Main 1 and 2, MP 11.3 TO MP 11.9	65 MPH.	
Westward on Main 3 MP 11.3 to MP 13.8	65 MPH.	
MP 21.6 to MP 35.0	70 MPH.	50 MPH.
MP 35.0 to MP 38.1	55 MPH.	40 MPH.
Trains over 100 tons/OB MP 35.1 to MP 38.1		30 MPH.
MP 38.1 to MP 38.8 including turnouts	35 MPH.	35 MPH.
MP 38.8 to MP 40.4	75 MPH.	40 MPH.
MP 40.4 to MP 41.0	79 MPH.	60 MPH.
West Eola to Eola on Running Track MP 33.3 to MP 35.3	25 MPH.	25 MPH.
Empty Coal Trains MP 40.4 to MP 41.0 Main 1 and 2		60 MPH.
Begin CTC Hillyard North and South Leads to West Eola Plant	35 MPH.	20 MPH.
Over North Lead Hill West Switch	10 MPH.	10 MPH.
Aurora to West Chicago—		
Broadway Ave, Illinois Ave, and Route 38. Head end of train until crossing occupied		10 MPH.
Bridge 0.26, West Chicago Line, cars heavier than 134 tons		10 MPH.
CROSSOVER SPEED RESTRICTIONS—		
Union Avenue "B" MP 1.4 to MP 1.8	10 MPH.	10 MPH.
Except Passenger Westward Main 2 to Main 1	35 MPH.	
Union Avenue "A" MP 1.8 to MP 2.5	35 MPH.	20 MPH.
Kedzie Ave MP 4.8	25 MPH.	25 MPH.
Cicero "B" MP 6.3 to MP 7.0—		
Between Mains 1, 2 and 3	35 MPH.	35 MPH.
Between Mains 3 and 4	25 MPH.	25 MPH.
LaVergne MP 7.0 to MP 9.2	30 MPH.	30 MPH.
Congress Park, Highlands, West Hinsdale, Fairview Ave. Downers Grove, East Lisle, West Lisle, East Naperville, and West Naperville	35 MPH.	35 MPH.
Eola and West Eola	30 MPH.	30 MPH.
East Hill and West Hill	10 MPH.	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Chicago Union Station to Cicero	134 tons
Cicero to Montgomery	143 tons
Aurora to West Chicago	143 tons
Aurora to Nifa	136 tons
Chicago Lumber District	134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

16th and Canal Bridge MP 1.38

Main 1	16 feet 11 inches high
Main 2	16 feet 6 inches high
South leg of south wye (B-1)	20 feet 1 inch high
North leg of south wye (B-2)	17 feet 11 inches high
North leg of wye (B-3)	17 feet 11 inches high

CTA overcrossing MP 2.95

Main 1	20 feet 9 inches high
Main 2	20 feet 6 inches high
Main 3	21 feet 1 inch high
Main 4	21 feet 1 inch high
Western Ave Yard Tracks	17 feet 8 inches high

CTA overcrossing MP 4.6

Main 1	21 feet 1 inch high
Main 2	20 feet 11 inches high
Main 3	20 feet 9 inches high
Main 4	20 feet 8 inches high

BRC overcrossing MP 6.7

Main 1 including crossover	17 feet 3 inches high
Main 2	17 feet 3 inches high
Main 3 including crossover	17 feet 8 inches high
Main 4	20 feet 9 inches high
Track 5	21 feet 9 inches high

MJ overcrossing MP 6.73

Main 1	19 feet 11 inches high
Main 2	19 feet 8 inches high
Main 3	20 feet 0 inches high
Main 4	22 feet 10 inches high
Track 5	22 feet 10 inches high
26th Curve to Belt	21 feet 1 inch high

Laramie Street Bridge MP 7.49

Main 1	21 feet 8 inches high
TCF 1,2	21 feet 4 inches high
TCF 3,4,5,6	20 feet 7 inches high

CCP overcrossing MP 8.99

Main 1	20 feet 9 inches high
Main 2	20 feet 6 inches high
Main 3	20 feet 5 inches high
Yard Lead	20 feet 5 inches high

Highlands MP 16.44

Main 1	20 feet 10 inches high
Main 2	20 feet 9 inches high
Main 3	20 feet 10 inches high

EJE overcrossing MP 32.96

Main 1	20 feet 7 inches high
Main 2	20 feet 6 inches high
Main 3	20 feet 8 inches high

Six axle locomotives not permitted on industry tracks between Aurora and West Chicago.

Between Aurora and West Chicago bridge derrick 975501 and 975502 not permitted.

3. Type of Operations–**CTC –In Effect:**

MP 0.8 Roosevelt Road to MP 41.0 Montgomery

Track 5 Cicero MP 6.6 to MP 6.9,

Track 6 Cicero between MP 6.8 to MP 6.9.

Hill Yard North and South Leads between Hill West and West Eola.

TWC –

Chicago Union Station and Eola–Rule 14.13 applies.

Track Warrant received Aurora by conductor and engineer for trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, and 1222 continues in effect for trains 1201, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299 and 1203, then trains 1230, 1232, 1238, 1242, 1244, 1248, 1250, 1252, 1254, and 1256.

Track Warrant received Aurora by conductor and engineer for trains 1268, 1270, continue in effect for trains 1265, 1269, then Trains 1272, 1276, then trains 1271, and 1275, then train 1278, then train 1277.

Track Warrant received Aurora by conductor and engineer for trains 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, and 1324 continue in effect for trains 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323 and 1325.

Track Warrant received Chicago by conductor and engineer for trains 1205, 1207, 1211, 1213, 1215, 1219, 1223, 1225, 1229, 1237 and 1239 continue in effect for trains 1258, 1260, 1264, 1266 1286, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1249, 1251, 1255, 1257, 1259, 1261, 1263 and 1267 then train 1274 then train 1273.

Track Warrants for Suburban Trains may be addressed to no more than four trains each, and will be addressed by schedule number.

Between 0530 and 0930 and between 1530 and 1900, Monday through Friday, advise of track conditions and speed restrictions may be issued to commuter trains verbally when Track Warrant or Track Bulletin cannot be delivered prior to departing initial station.

Multiple Main Tracks–

MP 0.85 to MP 1.3	2 Main Tracks Roosevelt Road to Canal Street
MP 1.3 to MP 6.3	4 Main Tracks Canal Street to Cicero
MP 6.3 to MP 35.3	3 Main Tracks Cicero to West Eola
MP 35.3 to MP 41.0	2 Main Tracks West Eola to Montgomery

4. General Code of Operating Rules–

Rule 5.4– When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed, except red flag will be displayed when used in conjunction with Form B Track Bulletin.

Rule 6.4.2 Exception–At MP 6.5, Cicero C Plant, reverse movement on Main track 4 and tracks 5 and 6 may be made in westward direction only into yard tracks without obtaining authority from control operator to change direction over power switches.

Rule 6.19– When flagging is required, distance will be 1.5 miles.

Rule 6.28– Industrial Track between Aurora and NIFA

Industrial Track between Aurora and West Chicago.

Automatic Cab Signals– Automatic Cab Signal Territory in effect for Suburban trains between Union Ave. and Aurora.

Communicating Signals

Suburban passenger trains Operating between Chicago Union Station and Aurora are equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

SOUND	INDICATION
(a) 00	When standing, start
(b) 00	When running, stop
(c) 000	When standing, back
(d) —	Running test completed, elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

Signal Rule Speed Modifications Aurora to Union Ave.—

Following signal indications apply to freight trains operating between Aurora and Union Avenue:

Rule 9.1.6 Approach Medium	30 MPH.
Rule 9.1.8 Approach	30 MPH.
Rule 9.1.11 Diverging Approach Medium	30 MPH.
Rule 9.1.12 Diverging Approach	30 MPH.

Whistle Signals—Chicago Union Station to MP 33.0

Do not sound crossing whistle signal as prescribed by Rule 5.8.2 (II).

Exceptions:

- When emergency requires.
- When passing or meeting a train at or near grade crossing
- When conditions require.

Engine Bell— The engine bell must be rung when approaching and passing thru station platforms, pedestrian and street crossings.

Markers—

All Suburban locomotives must have red marker displayed when locomotive is in trailing position.

Rule 10.2—following switches are not equipped with electric locks:
Main 3 – MP 24.25

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Brookfield (WWD) MP 12.4 (DED Only) Both Tracks

B. Other FED locations:

Plug Door Detectors—

Pan Handle Bridge—Western Ave. MP 3.99 Main 3 and 4.

California Ave. MP 4.35 Main 3 and 4.

Albany Ave. MP 4.74 Main 3 and 4,

These detectors detect open plug doors on Westward movements on Main 3 and 4, Western Ave. to MP 4.8.

6. FRA Excepted Track— NONE

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains MP 15.0 to MP 16.0.

Westward trains MP 31.0 to MP 32.0.

Eastward trains MP 32.0 to MP 31.0.

Grade Crossing Protection—

Following instructions will govern the automatic grade crossing warning devices:

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Eastward trains stopping between highway circuit sign and Signal Br. 14.4 must not exceed 15 MPH between Signal Br. 14.4 and Brainard Ave. crossing.

Westward movements on Main 1, after performing switching at MP 22.3 west end of Downers Grove Yard, or after being delayed between MP 22.3 and highway circuit sign located 400 feet east of Belmont Road, do not exceed 10 MPH to Belmont Road MP 22.6.

When delayed in block, westward movement on Main 1 at MP 22.3 and Belmont Road, do not exceed 10 MPH until lead unit occupies crossing.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

Aurora— Member of crew must protect movement over Prairie Street, Pierce Street, and Aurora Avenues.

Power Operated Switches—Not Equipped For Hand Operation –

Before granting permission to proceed over a power operated switch, the control operator must know the switch is lined and locked for the route to be taken. The control operator will instruct a member of the crew to proceed at restricted speed.

If the control operator cannot determine that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, one crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator as it will be necessary for signal maintainer to line these switches.

Amtrak Trackage—

All movements on wye tracks at Canal Street will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

Through Lumber Street interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions and Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street interlocking is controlled by Amtrak Train Director, Lumber Street.

Standby Service for Suburban Passenger Equipment—

480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach yard Chicago. and Hillyard, Aurora.

Light indications over each track on electrical bridge indicate the following:

Green—Charging lines not plugged in.

Flashing Amber—Charging line plugged in but circuit breaker tripped.

Red—Charging line plugged in.

When either the red or flashing amber light is on the equipment on that track must not be moved.

Engines or cars may be coupled onto equipment which has a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's responsibility to ultimately remove standby if further movement is to be made.

Excessive Exhaust Emissions—

MP 9 to MP 11.7, locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

Clyde Diesel Shop-

Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are to be made at restricted speed not exceeding 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

Cicero Yard- Member of crew must protect shoving movement over following crossings from the ground position:

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 Lead at Clyde Yard Office and TOFC Crossings.

Bell should be sounded for all head end movements at these locations until movement over crossing has been completed.

Between Cicero Depot and Clyde Depot-

When eastward trains are to be stored on the main tracks, the head end of the train will be stopped west of the Cicero concrete platform so as not to disrupt passenger loading at Cicero and Clyde.

8. Other Line Segments-

Chicago Terminal Line Segments-

Line Segment	Limits
463	Cicero Hump
800	Cicero
801	14th Street Coach
802	Western Ave
803	Congress Park
804	Clyde Diesel Shop
805	Union Avenue Washer
825	Lumber District

Yard Line Segments-

Line Segment	Limits
806	Eola
807	Aurora-Includes Montgomery Industrial Park
808	Hill Yard

Other Road Line Segments-

Line Segment	Limits	Mileposts
64	Aurora to Nifa	0.0 to 3.5
65	Aurora to W. Chicago	0.0 to 12.2

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

WESTWARD	Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	Fox River Subdiv		Distance from Montgomery	EASTWARD
					BRANCH LINE	STATIONS		
					Trk	Rule 4.3	Oper	
		20001		40.2		MONTGOMERY	JY	0.0
		71703		43.3		3.3 OSWEGO		3.3
		71709		49.4		6.1 YORKVILLE		9.4
		71716		56.0		6.7 MILLBROOK		16.1
		71720		59.6		3.5 MILLINGTON		19.6
		71724	60	64.4		4.8 SHERIDAN	TWC	24.4
	4,200	71729		68.9		4.5 SERENA		28.9
	5,400	71733		72.8		3.9 WEDRON		32.8
		71741		80.9		8.2 OTTAWA	ABY	41.0
		71750		89.6		8.6 GRAND RIDGE	Y	49.6
		71758		96.2		8.0 STREATOR	Y	52.6

**BN Radio Channel No. 1 AAR Channel #66 In service on this Subdivision.
Train Dispatcher Calls—Millbrook—24, Ottawa—72**

Dispatchers Phone Numbers—

Main Line Disp.—Phone: (817) 234-6025, FAX: (817) 234-6062

- Maximum Speed Permitted —**

Montgomery to Ottawa	Freight
Ottawa and Streator	30 MPH.
MP 40.8 to MP 41.7	20 MPH.
MP 75.7 and 76.0	25 MPH.
MP 79.2 and 83.3	25 MPH.
MP 95.6 and 96.2	10 MPH.
MP 95.6 and 96.2	10 MPH.

Except between MP 77.6 and 96.2 All Subdivisions Item 1A Control of Harmonic Rocking applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Montgomery to Ottawa 134 tons
 Ottawa to Streator 131.5 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
Wedron—Locomotives not permitted on coal trestle Wedron Silica Co.
- Type of Operation—**
Rule 6.13—Yard Limits in effect:
 Ottawa MP 80.9 to Streator MP 96.2.
TWC— In effect:
 MP 41.4 to MP 77.6.
- General Code of Operating Rules—**
Rule 6.19— When flagging is required, distance will be 1.5 miles.
- Trackside Failed Equipment Detectors (FED)—**
 A. Protecting bridges, tunnels or other structures: NONE
 B. Other FED locations: NONE
- FRA Excepted Track—** NONE

7. Special Conditions-

Ottawa- Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must stop, and then be governed by signals from the bridge tender.

Streator- Before crossing Mildred Street and First Street on north lead to Owens-Illinois Glass Co., stop and then proceed under protection of crew member on the ground.

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. Other Line Segments-

Yard Line Segments-

Line Segment	Limits
812	Ottawa
813	Streator

Other Road Line Segments-NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
71731 Zemi	2.6 west of Serena	20	West
71744 Hitt	2.7 west of Ottawa	15	Both

Division Operating Officers

J.E. DOUGHMAN Terminal Superintendent Cicero 780-5200

J.S. LUNAK Terminal Manager Cicero 780-5212
S.A. HULSTROM Terminal Manager Cicero 780-5144
G.N. SMITH Trainmaster Cicero 780-5153
T.E. HAGEDORN Trainmaster Cicero 780-5153
R.C. JACOBSEN Trainmaster Cicero 780-5153
J.H. LINDQUIST Trainmaster Cicero 780-5153
C.L. YORK Trainmaster Cicero 780-5153
T.D. STEWART Trainmaster Cicero 780-5153
A.E. HESTER Trainmaster Cicero 780-5153

K.J. GIRODO Mgr. of Operating Practices . . . Cicero 780-5159

F.J. RUTT Terminal Manager Eola 820-4284
J.D. GRAVES Trainmaster Eola 820-4256
K.D. KLINE Trainmaster Eola 820-4258

G.H. STENHJEM Supt. Suburban Operations . . . Aurora 820-4290
D.G. HOFFMAN Trainmaster Chicago 294-6502
J.I. JOHNSTON Trainmaster Chicago 294-6504
T.B. LEPPERT Trainmaster Chicago 294-6503