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# **Chicago Division**

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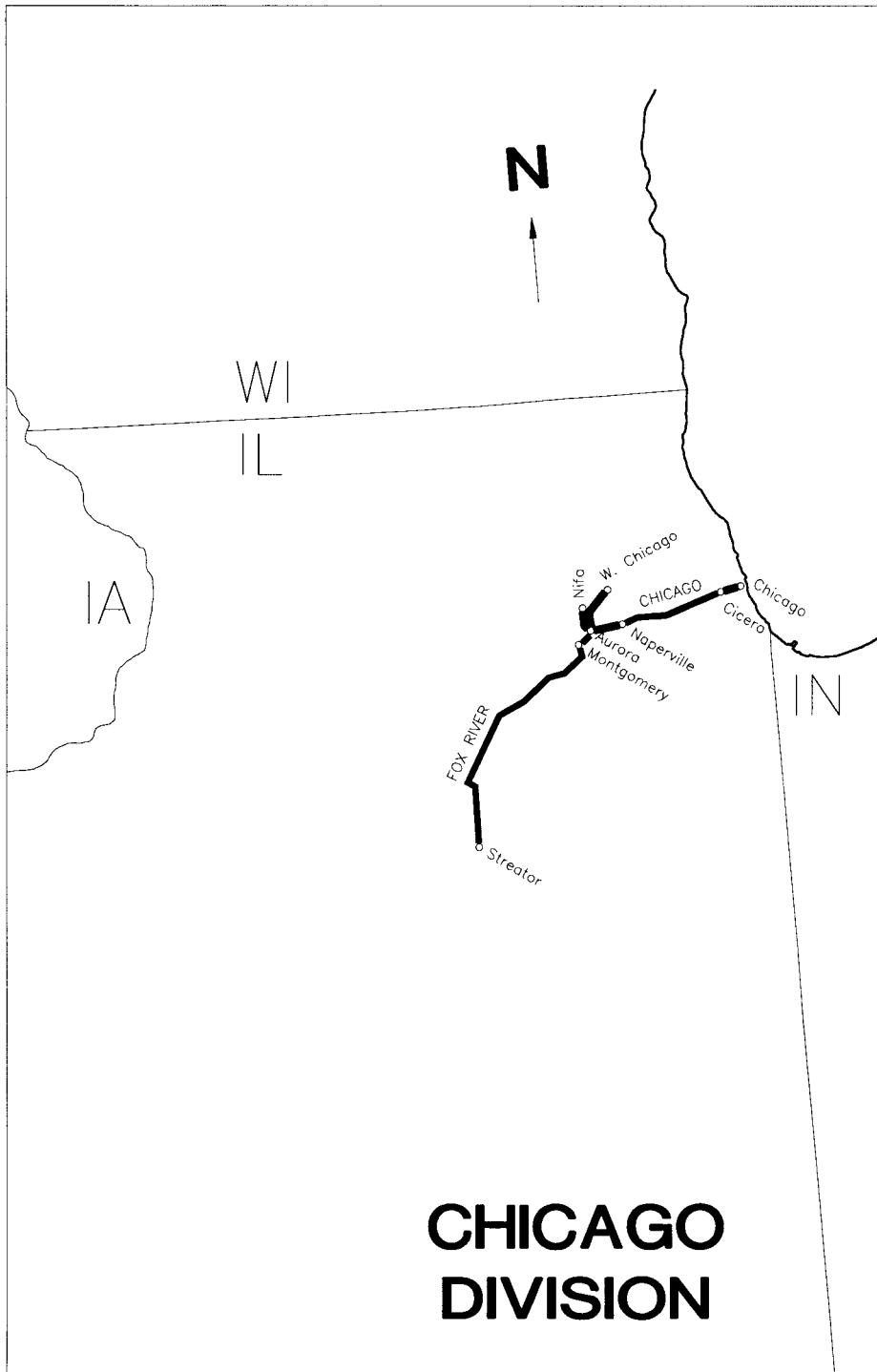
## **Timetable No. 3**

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

**Sunday April 2, 1995**

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

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



WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Chicago Subdiv			Distance from Chicago	EASTWARD
					Trk	Rule 4.3	Oper		
		00001	71	0.0			CHICAGO UNION STA BIK		0.0
				0.8	2MT		ROOSEVELT ROAD I		0.8
	00002			1.7	4MT		UNION AVE X(2)		1.7
				1.8			HALSTED STREET		1.8
	00004			3.7	4MT		WESTERN AVE X		3.7
	00007			7.0			CICERO BTX(2)		7.0
	00008			8.5	4MT		CLYDE		8.5
	00009			9.0			LA VERGNE X(2)		9.0
	00010			9.6	4MT		BERWYN		9.6
				10.0			HARLEM AVENUE		10.0
	00011			11.0	4MT		RIVERSIDE		11.0
				11.7			HOLLYWOOD		11.7
	00012			12.3	4MT		BROOKFIELD		12.3
	00013			13.0			CONGRESS PARK X(2)		13.0
	00014			13.7	4MT		LA GRANGE		13.7
				14.1			STONE AVENUE		14.1
	00015			15.4	4MT		WESTERN SPGS	CTC	15.4
	00016			16.3			HIGHLANDS X(2)		16.3
	00017			16.8	3MT		HINSDALE		16.8
				17.8			WEST HINSDALE X(2)		17.8
	00018			18.2	3MT		CLARENDON HILLS		18.2
	00019			19.4			WESTMONT		19.4
	00020			20.3	3MT		FAIRVIEW AVE X(2)		20.3
	00021			21.1			DOWNERS GROVE X(2)		21.1
	00023			22.8	3MT		BELMONT		22.8
	00024			24.4			LISLE X(2)		24.4
	00028			28.4	3MT		NAPERVILLE X(2)		28.4
				31.6			ROUTE 59 T		31.6
	00033			33.4	3MT		EOLA BTX(2)		33.4
	00035			35.3			WEST EOLA BX(2)		35.3
	00037			38.4	3MT		AURORA JX(2)		38.4
	20001	1	41.0	2MT			MONTGOMERY JX		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 20.4 .....	70 MPH.	45 MPH.
Westward only MP 11.3 TO MP 11.9 .....	65 MPH.	45 MPH.
MP 20.4 to MP 21.7 .....	65 MPH.	45 MPH.
MP 21.7 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.	50 MPH.
MP 40.4 to MP 41.0 .....	79 MPH.	60 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.
<b>Aurora to West Chicago</b> .....		
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.
<b>CROSSOVER SPEED RESTRICTIONS—</b>		
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.

## 2. Bridge and Equipment Weight Restrictions—

**Maximum Gross Weight of Car:**

Chicago Union Station to Montgomery ... 143 tons

Aurora to West Chicago ... 143 tons

Aurora to Nifa ... 136 tons

Chicago Lumber District ... 143 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

\*NOTE: Autoracks, loaded doublestack equipment, and other height restricted cars will not clear bridge at these locations.

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.

Six axle derricks not permitted between Aurora and Nifa and Chicago Lumber District.

**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 1266, 1268, 1270, continue in effect for trains 1249, 1265, 1269, then Trains 1272, 1274, 1276, then trains 1271, 1273 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, 1209, 1211, 1215, 1219, 1223, 1225, 1229, 1237, 1239 and 1241 continue in effect for trains 1258, 1260, 1262, 1264, 1286, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1231, 1251, 1255, 1257, 1259, 1261, 1263 and 1267.

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.

**Track Restriction Marker–**

A **Marker** is a metal sign approximately 21 inches wide by 5 inches high that is placed between the rails of a track to indicate a temporary speed restriction location. It has a white reflective background and the letters **MARKER** on each side.

When possible, this sign will be placed at the beginning and end of each temporary speed restriction to show location where the restriction begins and ends. Temporary speed restrictions will still be issued as required by the General Code of Operating Rules. The markers are placed only as an aid to train operation and do not carry any speed restriction nor modify the GCOR in any way. If a marker is missing or incorrectly placed, the crew is not relieved of the obligation to comply with the speed restriction.

**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) Tracks 1 and 2

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.

**CN Trains—**

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791, restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

**Grade Crossing Protection—**

Following instructions will govern the automatic grade crossing warning devices:

Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings.

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.

**CORA–**

The Chicago Operating Rules Association Operating Guide is in effect on all 21 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the C.O.R.A. Operating Guide of the railroad over which the train is being operated. Each railroad section of the C.O.R.A. guide will include information relative to operating over the particular line segment.

All BN trainmen and enginemen operating over railroads in Chicago area, who are party to C.O.R.A. Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendents office.

**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 not exceed 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–**

Trains stopping or stored on Main Track 3 between Clyde and Cicero must not block access to Clyde or Cicero Passenger Platforms.

**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 Nos.	Line Segment	Mile Post Location	Fox River Subdiv BRANCH LINE STATIONS			Distance from Montgomery	EASTWARD ↑
					Trk	Rule 4.3	Oper		
		20001	60	40.2	MONTGOMERY	JY		0.0	
		71703		43.3	OSWEGO			3.3	
		71709		49.4	YORKVILLE			9.4	
		71716		56.0	MILLBROOK			16.1	
		71720		59.6	MILLINGTON			19.6	
		71724		64.4	SHERIDAN		TWC	24.4	
		71729		68.9	SERENA			28.9	
		71733		72.8	WEDRON			32.8	
		71741		80.9	OTTAWA	ABY		41.0	
		71750		89.6	GRAND RIDGE	Y		49.6	
		71758		96.2	STREATOR	Y		57.6	

AAR Channel No. 85 in service on this Subdivision.  
Train Dispatcher Calls: Sheridan-23, 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 30 MPH.
Ottawa and Streator .....	20 MPH.
MP 40.8 to MP 41.7 .....	25 MPH.
MP 75.7 and 76.0 .....	25 MPH.
MP 79.2 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:  
Montgomery MP 40.2 to MP 41.7  
Ottawa MP 77.6 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:

Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossing

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.D. YEAGER ..... Terminal Superintendent ..... Cicero ..... 780-5200

F.J. RUTT ..... Terminal Manager ..... Cicero ..... 780-5212  
P.B. SADAUSKAS ... Terminal Manager ..... Cicero ..... 780-5144  
W.P. MACKENZIE ... Terminal Manager ..... Cicero ..... 780-5144  
T.E. HAGEDORN .... Trainmaster ..... Cicero ..... 780-5153  
J.F. LOY ..... 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

S.J. HAWKS ..... Mgr. of Operating Practices ... Cicero ..... 780-5149

J.S. LUNAK ..... Terminal Manager ..... Eola ..... 820-4284  
J.D. GRAVES ..... Trainmaster ..... Eola ..... 820-4258  
K.D. CLINE ..... Trainmaster ..... Eola ..... 820-4256

G.H. STENHJEM ..... Supt. Suburban Operations ... Aurora ..... 820-4290  
D.G. HOFFMAN ..... Trainmaster ..... Chicago ..... 294-6502  
R.C. JACOBSEN ..... Trainmaster ..... Chicago ..... 294-6504  
T.B. LEPPERT ..... Trainmaster ..... Chicago ..... 294-6503