

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

MILWAUKEE DIVISION

First District

TIME TABLE No. 28

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, Feb. 2, 1947

For the government and information
of employees only

J. M. MOUDRY,
Assistant Superintendent.

J. H. VALENTINE,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

H. C. MUNSON
Assistant General Manager

L. F. DONALD,
General Manager.

TABLE OF TRAIN SPEEDS

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

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 28 February 2, 1947 STATIONS		Distance from Chicago	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office open week days	FIRST CLASS					
								55	59	135	27	29	261
				Sidings	Other tracks			Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
CHICAGO	2.0		GB		Yard	BEJJKPRV	Continuous	L 1.15AM		L 7.15AM	L 8.10AM	L 9.10AM	
(O. & N. W. CROSSING)													
WESTERN AVENUE	2.5	2.9			Yard	BCJJOPTVWXX	Continuous	L 1.23AM	L 6.55AM	L 7.23AM	L 8.18AM	L 9.18AM	
TOWER A 5													
(O. N. ST. P. & P. CROSSING)	1.0	5.4	CJ			IJPXY	Continuous	1.26	7.05	7.26	8.21	9.21 ¹⁸⁵	
HEALY		6.4			125	PX	No Office			7.28			
GRAYLAND	1.8												
(S. & N. W. CROSSING)	0.8	8.2	GR		45	IPX	Continuous	1.30	7.10	7.31	8.24	9.24	
MAYFAIR													
(O. & N. W. CROSSING)	1.2	9.0	MF		45	IPX	Continuous	1.31		7.33	8.25	9.25	
FOREST GLEN													
1.4		10.2	FG		25	PX	No Office			7.36			
EDGEBROOK													
2.7		11.6			6	P	No Office		A 7.20AM	7.40			
MORTON GROVE													
1.9		14.3	MN		192	P	No Office			7.47			
GOLF													
1.2		16.2					No Office			7.51			
GLENVIEW													
2.8		17.4	GV		42	P	No Office			8.01			
TECHNY													
		20.2			6		No Office			8.07			
BENSENVILLE YARD					Yard	BCJPRTVWXX	No Office						
2.3													
TOWER B 17			BN			IJPX	Continuous						
2.83													
BRYN MAWR						I	No Office						
10.86													
SHERMER						I	No Office						
1.2													
TOWER A 20													
0.6		20.8	CN	E-75		IJP	Continuous	1.40		8.10	8.34	9.35	
NORTHBROOK													
8.0		20.9	SR		24	P	No Office			8.12			
DEERFIELD													
4.1		23.9	D		150	BKP	No Office			8.21			
WEST LAKE FOREST													
4.3		28.0	VR		11	P	No Office			8.29			
RONDOUT													
(S. J. & N. CROSSING)	4.5	32.3	RO	E-2-150 W1-150	Yard	BCHJVPVWY	Continuous	1.52		A 8.37AM	8.44	9.45	
WILSON													
1.3		36.8			12		No Office						
GURNEE													
4.8		38.6	GU		23	P	No Office						
WADSWORTH													
4.1		42.9	U	E-160 W-150	23	IP	Continuous	2.03			8.53	9.52	
RUSSELL													
4.8		47.0	RU		30	P	No Office						
RANNEY													
1.0		51.6		E-120 W-115		P	No Office	2.11			9.00	9.59	
TRUESDELL													
4.9		52.6	SD		26	P	No Office						
SOMERS													
4.2		57.5	S		50	P	No Office						
STURTEVANT													
4.2		61.8	CS	E-150 W-150	Yard	BCJJKPWY	Continuous	2.23			9.10	10.07	L 9.12AM
FRANKSVILLE													
2.1		66.0	K		29	P	No Office						
TOWER A 68													
1.3		68.1		E-150 W-150		IP	No Office	2.30 ⁶⁶			9.16	10.12	9.20
CALEDONIA													
3.4		69.4	CA		18	P	No Office						
OAKWOOD													
5.1		72.8	WD		16	P	No Office						
LAKE													
(Kinnlekinle drawbridge)	5.0	77.9	X	E-150 W-150	Yard	IP	Continuous	2.39			9.23 ⁸³	10.19	9.30 ⁸³
(O. & N. W. CROSSING)	1.0	82.9				IX	No Office						
WASHINGTON ST.													
(Menomonie drawbridge)	1.1	83.9	WX			IPVX	Continuous	2.48			9.30	10.25	9.38
MILWAUKEE													
		85.0	MQ		Yard	BEJKOPRTWX	Continuous	A 2.55AM			A 9.35AM	A 10.30AM	A 9.45AM
MUSKEGO YARD					Yard	BHJKPRVWXX	Continuous						

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

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

Centralized Traffic Control System is in use between Sturtevant and Lake.

Double track is in use between Tower A5 and Milwaukee.

Automatic Block System is in use between Western Ave. and Tower A-5 on track No. 1 and track No. 2 and between Tower A-5 and Milwaukee and between Tower B-17 and Bryn Mawr. The west limit of the automatic block system at Milwaukee is near Second Street approximately 900 feet east of the passenger station.

This time-table confers no authority between Bryn Mawr and Shermer.

C&NWRY. time-table and rules govern.

Rule D-97 applies on First Subdivision.

FIRST SUBDIVISION—WESTWARD

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STATIONS	FIRST CLASS										
	17	5	145	113	133	21	101	149	49	137	23
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily Except Sat. & Sunday	Sunday Only	Saturday Only	Daily	Daily	Saturday Only	Saturday Only	Daily Except Sunday	Daily
CHICAGO	L 9.20AM	L 10.30AM	L 11.55AM	L 11.55AM	L 12.10PM	L 12.30PM	L 1.00PM	L 1.18PM	L 1.21PM	L 3.05PM	L 3.45PM
(C. & N. W. CROSSING)											
WESTERN AVENUE	L 9.27AM		L 12.03PM	L 12.03PM	L 12.18PM			L 1.26PM	L 1.29PM	L 3.13PM	L 3.53PM
TOWER A 5	165										
(C. M. ST. P. & P. CROSSING)											
HEALY	9.30	10.39	12.06	12.06	12.21	12.39	1.09	1.30	1.33	3.17	3.56
GRAYLAND			12.08	12.08	12.23			1.32	1.36	3.19	
(C. & N. W. CROSSING)											
MAYFAIR	9.33		12.11	12.11	12.26			1.35	1.39	3.22	3.59
(C. & N. W. CROSSING)											
FOREST GLEN	9.34		12.13	12.13	12.28			1.36	1.42	3.24	4.00
1.4											
EDGEBROOK			12.16	12.16	12.31				1.45	3.27	
2.7											
MORTON GROVE			12.19	12.19	12.34				1.47	3.29	
1.9											
GOLF			12.24	12.24	12.38 ²¹				1.53	3.35	
1.3											
GLENVIEW			12.26	12.26	12.49				1.56	3.37	
2.8											
TECHNY			12.29	12.29	12.52			1.46	2.00	3.45	
BENSENVILLE YARD			12.34	12.34	12.57				2.04	3.50	
2.3											
TOWER B 17											
2.33											
BRYN MAWR											
10.36											
SHERMER											
1.2											
TOWER A 28	9.42	10.52	12.35	12.35	12.58	12.50	1.21	1.51	2.05	3.51	4.09
0.6											
NORTHBROOK			12.37	12.37	1.01			1.53	2.07	3.55	
8.0											
DEERFIELD			12.42	12.42	1.06	12.53		1.59	2.16PM	4.02	
4.1											
WEST LAKE FOREST			12.47	12.47	1.11			2.04		4.07	
4.3											
RONDOUT	A 9.52AM	11.00	Af 12.53PM	Af 12.53PM	Af 1.18PM	1.03	1.29	Af 2.10PM		Af 4.15PM	4.19
(N. J. & N. CROSSING)											
WILSON											
1.8											
GURNEE											
4.3											
WADSWORTH		11.07				1.10	1.36				4.26
4.1											
RUSSELL											
4.6											
RANNEY		11.13				1.16	1.42				4.33
1.0											
TRUEDELL											
4.9											
SOMERS											
4.3											
STURTEVANT		11.20				1.23	1.49				4.41
4.3											
FRANKSVILLE											
3.1											
TOWER A 68		11.24				1.27 ²⁶³	1.53				4.49
1.3											
CALEDONIA											
3.4											
OAKWOOD											
5.1											
LAKE		11.30				1.35 ⁸⁶¹	1.59 ²⁶³				4.58
(Kinnikinnick drawbridge)											
1.0											
WASHINGTON ST.		11.40				1.41	2.05				5.05
(Memomonee drawbridge)											
MILWAUKEE		As 11.45AM				As 1.50PM	As 2.15PM				As 5.10PM
MUSKEGO YARD											

Nos. 5 and 101 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Milwaukee and Lake and between Sturtevant and Tower A-5 for movements with the current of traffic.

Rules 251, 253 and 254 are in effect on track No. 1 and track No. 2 between Tower A-5 and Western Avenue for movements with the current of traffic.

No. 55 stops at Rondout to dispatch Mail.

No. 59 does not carry passengers.

No. 21 stops at Deerfield to take on passengers for beyond Milwaukee.

FIRST SUBDIVISION—WESTWARD

STATIONS	FIRST CLASS										
	143	19	39	139	153	53	45	141	35	7	11
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sat. & Sunday	Sunday Only	Daily Except Sat. & Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sat. & Sunday	Daily	Daily
CHICAGO	L 4.45PM	L 5.00PM	L 5.02PM	L 5.15PM	L 5.17PM	L 5.21PM	L 5.24PM	L 5.44PM	L 5.47PM	L 6.20PM	L 6.45PM
(C. & N. W. CROSSING)											
WESTERN AVENUE	La 4.53PM	L 5.08PM	La 5.10PM	La 5.23PM	La 5.25PM	La 5.29PM	La 5.32PM	La 5.52PM	La 5.55PM	L 6.28PM	L 6.53PM
TOWER A 5											
(C. & M. ST. P. & P. CROSSING)											
HEALY	4.57	5.11	5.14	5.26	5.28	5.32	5.35	5.55	5.59	6.31	6.56
GRAYLAND	5.00		5.18	5.30	5.32		5.39	5.59	6.02		
(C. & N. W. CROSSING)											
MAYFAIR	5.03	5.14	5.21	5.32	5.35	5.36	5.42	6.02	6.05	6.34	6.59
(C. & N. W. CROSSING)											
FOREST GLEN	5.04	5.15	5.24	5.33	5.37	5.38	5.45	6.03	6.08	6.35	7.00
EDGEBROOK			5.27		5.40	5.42	5.48		6.11		
MORTON GROVE			5.30		5.43	5.46	5.51		6.14		
GOLF			5.35		5.49	5.51	5.56		6.19		
GLENVIEW			5.38		5.53	5.55	6.00		6.22		
TECHNY			5.41	5.44	5.56	5.58	6.03	6.13	6.25		
BENSENVILLE YARD			5.44				6.08		6.29		
TOWER B 17											
BRYN MAWR											
SHERMER											
TOWER A 20	5.15	5.25	5.45	5.50	6.02	6.07	6.09	6.19	6.30	6.44	7.10
NORTHBROOK			5.46	5.53	6.04	6.09	6.12	6.21	6.33		
DEERFIELD			As 5.55PM	5.59	6.09	As 6.17PM	As 6.22PM	6.26	As 6.42PM		
WEST LAKE FOREST				6.05	6.14			6.32			
RONDOUT	A 5.25PM	5.35		As 6.12PM	As 6.20PM			A 6.39PM		6.54	A 7.22PM
(E. J. & N. CROSSING)											
WILSON											
GURNEE											
WADSWORTH		5.42								7.01	
RUSSELL											
RANNEY		5.48								7.08	
TRUESDELL											
SOMERS											
STURTEVANT		5.58								7.16	
FRANKSVILLE											
TOWER A 68		6.03								7.21	
CALEDONIA											
OAKWOOD											
LAKE		6.10								7.28	
(Kinnikinnie drawbridge)											
WASHINGTON ST.		6.18								7.35	
(Menomonee drawbridge)											
MILWAUKEE		As 6.25PM								As 7.40PM	
MUSKEGO YARD											

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 153 stops at Golf, Techny and West Lake Forest to let off passengers from Chicago and Western Avenue.

Nos. 39 and 35 stop at Techny to let off passengers from Chicago and Western Avenue.

No. 141 stops at West Lake Forest to let off passengers from Chicago and Western Avenue.

FIRST SUBDIVISION—WESTWARD

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FIRST CLASS										
STATIONS	41	361	9	57	51	151	1	3	15	147
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO	L 6.48PM		L 7.40PM	L 9.00PM	L 9.25PM	L 9.30PM	L 10.15PM	L 10.30PM	L 11.15PM	L 11.45PM
(C. & N. W. CROSSING)										
WESTERN AVENUE	La 6.56PM		L 7.48PM	L 9.08PM	L 9.33PM	La 9.38PM	L 10.23PM	L 10.38PM	L 11.24PM	La 11.53PM
TOWER A5										
(C. M. ST. P. & P. CROSSING)										
HEALY	s 7.02		7.51	9.12	9.36	9.41	10.27	10.41	11.28	11.56
GRAYLAND	s 7.05		7.53	9.15	9.39	s 9.47	10.30	10.44	11.31	s 12.02AM
(C. & N. W. CROSSING)										
MAYFAIR	s 7.07		7.54	9.16	9.40	s 9.49	10.31	10.45	11.32	s 12.04
(C. & N. W. CROSSING)										
FOREST GLEN	s 7.10					s 9.52				s 12.07
EDGEBROOK	s 7.13					s 9.55				s 12.10
MORTON GROVE	s 7.17					s 10.01				s 12.16
GOLF	s 7.20					s 10.05				s 12.20
GLENVIEW	s 7.22					s 10.09				s 12.23
TECHNY	s 7.27					s 10.14				s 12.29
BENSENVILLE YARD										
TOWER B 17										
BRYN MAWR										
SHERMER										
TOWER A 20	7.29		8.03	9.26	9.49	10.15	10.41	10.54	11.42 ⁶³	12.30
NORTHBROOK	s 7.31					s 10.17				s 12.32
DEERFIELD	As 7.40PM		8.06			s 10.22			11.45	s 12.37
WEST LAKE FOREST						10.28				s 12.43
RONDOUT										
(S. J. & S. CROSSING)										
WILSON										
GURNEE										
WADSWORTH			8.25	9.43	10.06		11.00		12.03AM	
RUSSELL										
RANNEY			8.32	9.50	10.13		11.07		12.10	
TRUESDELL										
SOMERS										
STURTEVANT		L 7.55PM	8.41	9.58 ⁶⁹	10.21 ⁶⁹		11.17		12.20	
FRANKSVILLE		f 8.00								
TOWER A 68		8.02	8.46	10.03	10.26		11.23		12.25	
CALEDONIA		f 8.03								
OAKWOOD		f 8.08								
LAKE		f 8.13	8.53	10.10	10.33		11.30		12.33	
(Kinnikinnie drawbridge)										
WASHINGTON ST.		8.20	9.00	10.18	10.40		11.38		12.40	
(Menomonee drawbridge)										
MILWAUKEE		As 8.25PM	As 9.05PM	As 10.25PM	As 10.45PM		As 11.45PM		As 12.45AM	
MUSKEGO YARD										

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 9 stops at Deerfield to take on passengers for Green Bay and beyond.
No. 151 stops at West Lake Forest to let off passengers from Chicago and Western Avenue.

No. 15 stops at Deerfield to take on passengers for points beyond New Lisbon.
No. 57 does not carry passengers.

FIRST SUBDIVISION—WESTWARD

STATIONS	SECOND CLASS										
	681	83	165	861	263	75	77	69	163	63	65
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
CHICAGO											
(C. & N. W. CROSSING)											
WESTERN AVENUE											
TOWER A 5											
(C. M. ST. P. & P. CROSSING)											
HEALY											
GRAYLAND											
(C. & N. W. CROSSING)											
MAYFAIR											
(C. & N. W. CROSSING)											
FOREST GLEN											
EDGEBROOK											
MORTON GROVE											
GOLF											
GLENVIEW											
TECHNY											
BENSENVILLE YARD		L 4.00AM			L 11.15AM	L 2.15PM	L 3.15PM			L 10.45PM	L 11.45PM
TOWER B 17		4.05			11.25	2.20	3.20			10.50	11.50
BRYN MAWR		Via			Via	Via	Via			Via	Via
SHERMER		C. & N. W. Ry.			C. & N. W. Ry.	C. & N. W. Ry.	C. & N. W. Ry.			C. & N. W. Ry.	C. & N. W. Ry.
TOWER A 20		4.50AM	10.05		11.55AM	3.20PM	4.25PM	8.30	10.27	11.47PM	12.20AM
NORTHEROOK											
DEERFIELD											
WEST LAKE FOREST											
RONDOUT		5.25			12.25PM	3.40	4.45	8.50	10.45PM	12.15AM	12.45
(S. J. & B. CROSSING)		7.00	A 10.30AM								
WILSON											
GURNEE											
WADSWORTH		7.30			12.45	4.00	5.05	9.05		12.35	1.10
RUSSELL											
RANNEY		7.50			1.00	4.05	5.25	9.20		12.50	1.25
TRUESDELL											
SOMERS											
STURTEVANT	L 4.10AM	8.30		L 1.00PM	1.15	4.30 ²³	5.50 ¹⁹⁻⁷	9.40 ⁵⁷⁻		1.15	1.50
FRANKSVILLE						4.50	7.30	10.23 ⁵¹			
TOWER A 68	4.25	8.50		1.10	1.25 ²¹	5.00	7.45	10.35		1.40	2.10 ⁵⁵
CALEDONIA					1.30 ²¹						2.35
OAKWOOD											
LAKE	4.40	9.10 ²⁷⁻		1.20 ²¹	1.45 ¹⁰¹	5.35	8.05	10.48		2.00	3.10
(Kinnokinnale drawbridge)		9.35 ²⁶¹									
(C. & N. W. CROSSING)											
WASHINGTON ST.	5.00	9.50		2.00	2.30	6.00	8.30	11.00		2.15	4.30
(Menomonee drawbridge)											
MILWAUKEE											
MUSKEGO YARD	A 5.20AM	A 10.00AM		A 2.30PM	A 2.45PM	A 6.30PM	A 9.00PM	A 11.05PM		A 2.30AM	A 4.45AM

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

No. 69 starts from Galewood at 7:45 P.M.

No. 165 starts from Galewood at 9:00 A.M.
No. 163 starts from Galewood at 9:45 P.M.

FIRST SUBDIVISION—EASTWARD

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TIME TABLE No. 28 February 2, 1947 STATIONS

STATIONS	Distance from Milwaukee	FIRST CLASS									
		56	130	2	132	32	134	136	4	36	16
		Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Sunday Only	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily
CHICAGO	2.9—	As 6.30AM	As 6.42AM	As 6.50AM	As 7.20AM	As 7.44AM	As 7.52AM	As 7.53AM	As 8.00AM	As 8.05AM	As 8.15AM
(C. & N. W. CROSSING)											
WESTERN AVENUE	2.5—	As 6.20AM	As 6.32AM	As 6.40AM	As 7.10AM	As 7.34AM	As 7.42AM	As 7.43AM	A 7.49AM	As 7.55AM	A 8.04AM
TOWER A 5 (C. M. ST. P. & P. CROSSING)	1.0—	6.15	6.28	6.35	7.06	7.31	7.38	7.39	7.43	7.51	8.00
HEALY	1.8—		s 6.26		s 7.04	s 7.29	s 7.36	s 7.36		s 7.48	
GRAYLAND (C. & N. W. CROSSING)	0.8—	6.10	s 6.22	6.29	s 7.00	s 7.24	s 7.33	7.32	7.34	s 7.45	7.52
MAYFAIR (C. & N. W. CROSSING)	1.2—	6.08	s 6.20	6.27	s 6.58	s 7.21	s 7.31	s 7.28	7.32	s 7.42	7.50
FOREST GLEN	1.4—		s 6.18		s 6.54	s 7.17	s 7.28			s 7.38	
EDGEBROOK	3.7—		s 6.16	6.23	s 6.51	s 7.14	s 7.25	7.22	7.27	L 7.33AM	
MORTON GROVE	1.9—		s 6.12		s 6.46	s 7.09	s 7.20	s 7.19			
GOLF	1.3—		s 6.09		f 6.42	s 7.06	f 7.16	s 7.14			
GLENVIEW	2.8—		s 6.07		s 6.39	s 7.03	s 7.13	s 7.11			
TECHNY			s 6.03		s 6.34		f 7.09				
BENSENVILLE YARD	2.8—										
TOWER B 17	2.83—										
BRYN MAWR	10.36—										
SHERMER	1.2—										
TOWER A 20	0.6—	64.7	5.52	6.02	6.13	6.33	6.57	7.08	7.07	7.15	7.30
NORTHBROOK	3.0—	64.1	s 6.01		s 6.32	s 6.56	s 7.07	s 7.06			
DEERFIELD	4.1—	61.1	5.47	s 5.57		s 6.28	L 6.51AM	s 7.03	s 7.00	7.10	7.25 ⁴⁸
WEST LAKE FOREST	4.3—	57.0	s 5.51		s 6.22		s 6.58	f 6.53			
RONDOUT (N. J. & N. CROSSING)	4.5—	52.7	5.40 ¹³⁰	L 5.46AM ⁵⁶	6.01	L 6.16AM	L 6.52AM ⁴	L 6.47AM ⁴	7.02 ¹³⁴⁻¹³⁶		7.17
WILSON	1.8—	48.2									
GURNEE	4.3—	40.4									
WADSWORTH	4.1—	42.1	5.31		5.51				6.53		7.06
RUSSELL	4.6—	38.0									
RANNEY	1.0—	33.4	5.23		5.44				6.46		6.58
TRUESDELL	4.9—	32.4									
SOMERS	4.3—	27.5									
STURTEVANT	4.3—	23.2	5.12		5.35				6.37		6.50
FRANKSVILLE	2.1—	19.0									
TOWER A 68	1.3—	16.0	5.05		5.29				6.32		6.45
CALEDONIA	3.4—	15.6									
OAKWOOD	5.1—	12.2									
LAKE	5.0—	7.1	4.56		5.20				6.23		6.38
(Kiesokinnie drawbridge)	1.0—	2.1									
WASHINGTON ST. (Menomonee drawbridge)	1.1—	1.1	4.48		5.13				6.14 ⁷⁵⁰		6.29 ⁷⁵⁰
MILWAUKEE			L 4.45AM		L 5.10AM				L 6.10AM		L 6.25AM
MUSKEGO YARD											

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 56 stops at Sturtevant and Deerfield to let off passengers from points beyond Milwaukee.

No. 2 stops at Sturtevant and Deerfield to let off passengers from Superior Division.

No. 4 stops at Western Ave. to let off passengers from St. Paul and beyond.

No. 16 stops at Deerfield to let off passengers from St. Paul and beyond.

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS										
	48	42	138	22	24	140	12	210	20	10	144
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
CHICAGO	As 8.25AM	As 8.37AM	As 8.43AM	As 8.50AM	As 9.05AM	As 9.40AM	As 9.50AM		As 10.50AM	As 11.30AM	As 12.30PM
(C. & N. W. CROSSING)											
WESTERN AVENUE	As 8.15AM	As 8.27AM	As 8.33AM	As 8.40AM	A 8.55AM	As 9.30AM	A 9.40AM		A 10.40AM	A 11.20AM	As 12.20PM
TOWER A 5 (G. M. ST. P. & P. CROSSING)	8.11	8.23	8.29	8.35	8.52	9.27	9.37		10.37	11.17	12.16
HEALY	s 8.08	s 8.20	s 8.24			s 9.24					s 12.14
GRAYLAND (C. & N. W. CROSSING)	s 8.04	s 8.15	8.21	8.33	8.49	s 9.20	9.35		10.35	11.15	s 12.10
MAYFAIR (C. & N. W. CROSSING)	s 8.00	8.12	8.19	8.31	8.48	s 9.18	9.34		10.34	11.14	s 12.07
FOREST GLEN	s 7.56	s 8.09				s 9.15					s 12.04
EDGEBROOK	s 7.53	s 8.05				s 9.12					s 12.01PM
MORTON GROVE	s 7.48	s 8.00				s 9.07					s 11.56
GOLF		f 7.56				f 9.03					s 11.51
GLENVIEW	s 7.43	s 7.53				s 9.00					s 11.49
TECHNY	s 7.38	f 7.48				s 8.54					s 11.43
BENSENVILLE YARD											
TOWER B 17											
BRYN MAWR											
SHERMER											
TOWER A 20	7.36	7.47	8.01	8.18	8.39	8.53	9.25		10.25	11.03	11.41
NORTHBROOK	s 7.35	s 7.45				s 8.52					s 11.40
DEERFIELD	L 7.30AM	L 7.40AM	s 7.56	8.14		s 8.46					s 11.35
WEST LAKE FOREST			s 7.49			s 8.40					f 11.29
RONDOUT (S. J. & E. CROSSING)			L 7.44AM	L 8.05AM	8.30	L 8.35AM	9.16		L 10.15AM	10.54	L 11.23AM
WILSON											
GURNEE											
WADSWORTH					8.22		9.08			10.47	
RUSSELL											
RANNEY					8.16		9.02			10.41	
TRUESDELL											
SOMERS											
STURTEVANT					8.08		8.54	As 9.30AM		s 10.32	
FRANKSVILLE								s 9.22			
TOWER A 68					8.03		8.48	9.17		10.24	
CALEDONIA								s 9.15			
OAKWOOD								s 9.10			
LAKE					7.55		8.40	f 9.03		10.15	
(Kinnickinnic drawbridge)											
WASHINGTON ST. (Menomonee drawbridge)					7.48		8.33	8.53		10.08	
MILWAUKEE					L 7.45AM		L 8.30AM	L 8.50AM		L 10.05AM	
MUSKEGO YARD											

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 22 stops at Deerfield to let off passengers from Madison and beyond.

FIRST SUBDIVISION—EASTWARD

9

STATIONS		FIRST CLASS										
		28	6	152	46	154	44	250	100	18	50	156
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily	Daily	Daily	Daily	Sunday Only	Daily Except Sunday	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily Except Sunday
CHICAGO	2.9	As 1.21PM	As 2.55PM	As 4.15PM	As 5.20PM	As 6.55PM	As 7.05PM		As 7.30PM	As 7.50PM	As 8.15PM	As 9.30PM
(C. & N. W. CROSSING)												
WESTERN AVENUE	2.5	A 1.11PM		As 4.05PM	A 5.10PM	As 6.45PM	As 6.55PM			A 7.40PM	As 8.05PM	As 9.20PM
(C. M. ST. P. & P. CROSSING)												
TOWER A 5	1.0	1.08	2.42	4.02	5.07	6.41	6.51		7.17	7.37	8.02	9.17
HEALY												
				s 4.00		s 6.38	s 6.48					s 9.12
GRAYLAND	1.8											
(C. & N. W. CROSSING)												
MAYFAIR	0.8	1.05		s 3.56	5.04	s 6.35	s 6.45			7.33	7.59	s 9.07
(C. & N. W. CROSSING)												
MAYFAIR	1.2	1.04		s 3.52	5.03	s 6.31	s 6.41			7.32	7.58	s 9.02
FOREST GLEN												
				s 3.50		s 6.28	s 6.38					s 8.58
EDGEBROOK	1.4											
				s 3.47		s 6.25	s 6.35					s 8.54
MORTON GROVE	2.7											
				s 3.43		s 6.20	s 6.30					s 8.48
GOLF	1.9											
				s 3.40		s 6.17	s 6.27					s 8.44
GLENVIEW	1.2											
				s 3.37		s 6.14	s 6.24					s 8.41
TECHNY	2.3											
				s 3.32		s 6.08	s 6.18					f 8.36
BENSENVILLE YARD												
TOWER B 17	2.33											
BRYN MAWB												
	10.36											
SHERMER												
	1.2											
TOWER A 20		12.55	2.29	3.31	4.54	6.07	6.17		7.04	7.24	7.48	8.35
	0.6											
NORTHBROOK				s 3.30		s 6.05	s 6.15					s 8.34
	3.0											
DEERFIELD				s 3.25	4.51	s 6.00	L 6.10PM		7.02		L 7.45PM	s 8.28
	4.1											
WEST LAKE FOREST				f 3.20		f 5.53						f 8.21
	4.8											
RONDOUT												
(N. T. & N. CROSSING)	4.5	12.46	2.21	L 3.15PM	4.45	L 5.47PM			6.56	L 7.15PM		L 8.15PM
WILSON												
	1.8											
GURNEE												
	4.3											
WADSWORTH		12.38	2.14		4.37				6.49			
	4.1											
RUSSELL												
	4.6											
RANNEY		12.32	2.08		4.31				6.43			
	1.0											
TRUESDELL												
	4.9											
SOMERS												
	4.3											
STURTEVANT		12.24	2.01		4.23			As 5.45PM	6.36			
	4.2											
FRANKSVILLE												
	2.1											
TOWER A 68		12.19	1.57		4.18			5.37	6.32			
	1.8											
CALEDONIA												
	3.4											
OAKWOOD												
	5.1											
LAKE		12.11	1.49		4.10			5.27	6.24			
	5.0											
(Kinnickinnic drawbridge)												
	1.0											
(C. & N. W. CROSSING)												
WASHINGTON ST.		12.04	1.43		4.03			5.18	6.18			
	1.1											
(Menomonee drawbridge)												
MILWAUKEE		L 12.01PM	L 1.40PM		L 4.00PM			L 5.15PM	L 6.15PM			
MUSKEGO YARD												

Nos. 6 and 100 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 50 does not carry passengers.

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS				SECOND CLASS						
	158	14	58	8	82	74	750	84	72	194	264
	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
	Sunday Only	Daily	Daily	Sunday Only	Daily Except Monday	Daily Except Monday	Daily	Daily	Daily Except Monday	Mon, Wed and Friday Only	Daily
CHICAGO	As 9.35PM	As 9.40PM	As 10.30PM	As 12.20AM							
(C. & N. W. CROSSING)											
WESTERN AVENUE	As 9.25PM	A 9.30PM	A 10.20PM	12.10AM		A 4.00AM					
TOWER A5											
(C. M. ST. P. & P. CROSSING)						3.50					
HEALY	s 9.17										
GRAYLAND	s 9.12	9.24	10.13	12.04							
(C. & N. W. CROSSING)											
MAYFAIR	s 9.09	9.23	10.12	12.03AM							
(C. & N. W. CROSSING)											
FOREST GLEN	s 9.04										
EDGEBROOK	s 8.59										
MORTON GROVE	s 8.54										
GOLF	s 8.48										
GLENVIEW	s 8.45										
TECHNY	s 8.39										
BENSENVILLE YARD					A 3.45AM				A 11.40AM	A 4.00PM	A 11.15PM
TOWER B 17					3.30				11.20	3.45	11.00
BRYN MAWR					Via				Via	Via	Via
SHERMER					C. & N. W. Ry.				C. & N. W. Ry.	C. & N. W. Ry.	C. & N. W. Ry.
TOWER A 20	8.38	9.11	10.00	11.54	2.35AM	3.05			10.15AM	3.00PM	9.55PM
NORTHBROOK	s 8.37										
DEERFIELD	s 8.32	9.04									
WEST LAKE FOREST	f 8.25										
RONDOUT	L 8.20PM	8.55	9.50	11.45	2.10	2.45		A 9.40AM	9.45	L 2.30 ⁶ PM	9.35
(N. I. & N. CROSSING)											
WILSON											
GURNEE											
WADSWORTH		8.47	9.41	11.37	1.48	2.30		9.10 ¹² 9.00	9.30		9.25
RUSSELL											
RANNEY		8.41	9.34	11.31	1.30	2.15		8.47	9.15		9.10
TRUESDELL											
SOMERS											
STURTEVANT		s 8.30	9.25	11.23	1.10	2.00	A 7.10AM	8.33	8.59 ¹² 8.49		8.55
FRANKSVILLE											
TOWER A 68		8.23	9.18	11.18	12.55	1.45	7.00	8.25	8.35		8.45
CALEDONIA											
OAKWOOD											
LAKE		8.15	9.10	11.10	12.35	1.35	6.45	8.10	8.20		8.30
(Kinnickinnic drawbridge)											
WASHINGTON ST.		284 8.08	650-70 9.03	11.03	12.15	1.15	4-16 6.32	24 7.50	8.00		14 8.10
(Menomonee drawbridge)											
MILWAUKEE		L 8.05PM	L 9.00PM	L 11.00PM							
MUSKEGO YARD					L 12.01AM	L 1.00AM	L 6.20AM	L 7.30AM	L 7.50AM		L 8.00PM

Passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

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

No. 14 stops at Deerfield to let off passengers from points beyond Milwaukee on Superior and LaCrosse & River Divisions.

No. 58 on Sundays stops at Western Avenue to let off revenue passengers.

11

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

TIME TABLE No. 28 February 2, 1947 STATIONS	Distance from Rondout	Telegraph calls	Capacity in cars		Office Open week days	FIRST CLASS						
			Sittings	Other tracks		147	135	17	145	113	133	149
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
						Daily	Daily	Daily	Daily Except Sat. & Sunday	Sunday Only	Saturday Only	Saturday Only
RONDOUT 2.0		RO		Yard	Continuous *	L 12.50AM	L 8.37AM ²²⁻¹⁴⁰	L 9.52AM	L 12.53PM	L 12.53PM	L 1.18PM	L 2.10PM
JUNCTION SWITCH 1.2	2.0			Yard	No Office							
LIBERTYVILLE 4.4	3.2	BV	65		6.30AM to 3.30PM	s 12.55	s 8.47	9.55	s 12.58	s 12.58	s 1.23	s 2.16
(SOO LINE CROSSING) 1.1	7.6				No Office							
GRAYS LAKE 8.0	8.7	GK	90	22	6.30AM to 3.30PM	s 1.03	s 8.57	10.02 ²⁰	s 1.06 ¹⁰⁴	s 1.06	s 1.31	s 2.25
ROUND LAKE 2.0	11.7	RN	57	22	6.15AM to 3.15PM	s 1.08	s 9.04	10.08	s 1.12	s 1.12	s 1.37	s 2.30
LONG LAKE 1.8	13.7			3	No Office	s 1.12	f 9.07		s 1.17	s 1.17	s 1.42	s 2.34
INGLESIDE 1.7	15.5	NI			No Office	s 1.17	s 9.13		s 1.23	s 1.23	s 1.48	s 2.38
FOX LAKE 0.7	17.2	FA	98	Yard	Continuous *	As 1.25AM	As 9.20AM	s 10.20	As 1.30PM	s 1.35	As 1.55PM	As 2.45PM ¹⁵²
(Fox River drawbridge) 3.5	17.9				No Office							
SPRING GROVE 2.1	21.4	SG	31		6.30AM to 3.30PM			10.26		f 1.45		
OLON MILLS 4.1	23.5		63	11	No Office			10.28		f 1.49		
BELDEN 1.9	27.6		18		No Office							
HEBRON SIDING (O. & N. W. CROSSING) 5.6	29.5		90		No Office			10.33 ¹⁰⁴		f 1.57		
ZENDA 0.1	35.1	DA	15	13	6.30AM to 3.30PM			10.38		f 2.05		
WALWORTH 8.6	41.2	WO	53	44	6.00AM to 10.00PM			s 10.50		As 2.15PM		
BARDWELL (O. M. ST. P. & P. CROSSING) 6.7	49.8	G	90	Yard	Continuous **			11.00				
AVALON 4.2	58.5	AV	68	30	7.30AM to 4.30PM			f 11.10				
GAHO 2.2	60.7		52		No Office			11.15				
WHEELER PIT 1.8	62.9			Yard	No Office							
(C. & N. W. CROSSING) 2.1	64.7				No Office			11.20				
JANESVILLE 66.8	BE	7	Yard		Continuous *			As 11.25AM				

Passenger trains must not exceed maximum speed of 75 miles per hour.

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

Automatic Block System is in use between Rondout and Fox Lake.

Manual Block System is in use between Fox Lake and Janesville.

Trains starting or terminating their schedules at Fox Lake are the only trains required to register at Fox Lake.

Trains starting or terminating their schedules at Walworth are the only trains required to register at Walworth.

Wilson Road is located one mile west of Long Lake.

At Fox Lake, the time of westward trains that terminate their schedules at this station applies 200 feet west of the train order signal.

No. 135 make regular stops at Wilson Road.

Nos. 147, 145, 113, 133 and 149 stop at Wilson Road to let off passengers from Chicago and Western Avenue.

No. 17 stops at Bardwell to let off and take on revenue passengers to and from Second District Nos. 21 and 27.

No. 17 stops at Chevrolet plant, Janesville to let off revenue passengers from Chicago.

At Walworth the time of No. 113 applies at the east switch of the siding.

SECOND SUBDIVISION—WESTWARD

13

STATIONS	FIRST CLASS								SECOND CLASS	
	137	143	139	153	141	11	151	3	165	163
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight
	Daily Except Sunday	Daily Except Sunday	Daily Except Sat. & Sunday	Sunday Only	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily
RONDOUT 2.0	L 4.15PM	L 5.25PM	L 6.12PM	L 6.20PM	L 6.39PM	L 7.22PM ¹⁸	L 10.35PM ¹⁶⁶	L 11.04PM	L 11.30AM ¹⁴⁴	L 11.50PM
JUNCTION SWITCH 1.2										
LIBERTYVILLE 4.4 (BOO LINE CROSSING)	s 4.25	s 5.33	s 6.18	s 6.26	s 6.44	7.26	s 10.40	11.08	11.40	11.59
GRAYS LAKE 3.0	s 4.43	s 5.40	s 6.26	s 6.34	s 6.51	7.31	s 10.48	11.14	11.50	12.05AM
ROUND LAKE 2.0	s 4.48	s 5.46	s 6.32	s 6.39	s 7.00 ¹⁸	7.34	s 10.53	11.17	11.59	12.15
LONG LAKE 1.8	s 4.52	s 5.50	s 6.37	f 6.44	f 7.10		s 10.58			
INGLESIDE 1.7	s 4.56	s 5.55	s 6.44	s 6.49	s 7.15		s 11.03			
FOX LAKE 0.7 (Fox River drawbridge)	As 5.00PM	s 6.02	As 6.53PM ¹⁸	As 6.55PM ¹⁸	As 7.25PM	s 7.42 ¹⁵⁶⁻¹⁵⁸	As 11.10PM	11.24	12.15PM ¹⁹⁴	12.30
SPRING GROVE 2.1		f 6.08				7.49		11.30	12.25	12.40
SOLOM MILLS 4.1		f 6.11				7.51		11.32	12.30	12.45
BELDEN 1.9										
HEBRON SIDING (C. & N. W. CROSSING) 5.6		f 6.20				7.57		11.39	12.45	1.00
ZENDA 6.1		f 6.33 ¹⁸				8.01		11.45	1.00	1.15
WALWORTH 8.6		As 6.53PM				s 8.11		s 11.56	1.20	1.35
BARDWELL (C. M. ST. P. & F. CROSSING) 6.7						8.21 ¹⁰⁰		12.05AM	1.40	1.55
AVALON 4.3						8.28		12.13	1.55	2.10
GANO 2.2						8.33		12.18	2.05	2.20
WHEELER PIT 1.8 (O. & N. W. CROSSING)						8.38		12.23	2.20	2.40
JANESVILLE 2.1						As 8.45PM		As 12.28AM	As 3.00PM	As 3.15AM

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 40 miles per hour.

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

Nos. 143, 139, 153, 141 and 151 stop at Wilson Road to let off passengers from Chicago and Western Avenue.

At Walworth the time of No. 143 applies at the east switch of the siding.

No. 137 stops at Wilson Road to let off passengers.

SECOND SUBDIVISION—EASTWARD

TIME TABLE
No. 27
Sept. 29, 1946
STATIONS

Distance From Janesville	See Rule 6-A	FIRST CLASS								
		130	132	136	134	138	22	140	20	144
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily
66.8	BCHJPRVWXY	Af 5.46AM	As 6.16AM	A 6.47AM	As 6.52AM	As 7.44AM	A 8.05AM	Af 8.35AM	A 10.15AM	As 11.23AM
64.8										
63.6		s 5.39	s 6.10	s 6.43	s 6.48	s 7.36	7.59	s 8.30	10.11	s 11.17
59.2	M									
58.1		s 5.32	s 6.02	s 6.35	s 6.40	s 7.29	7.51	s 8.22	10.02 ¹⁷	s 11.08
55.1		s 5.27	s 5.56	s 6.29	s 6.34	s 7.23	7.48	s 8.16	9.59	s 11.03
53.1		f 5.24	s 5.51	s 6.24	s 6.29	s 7.18		s 8.11		s 10.59
51.8		s 5.20	s 5.47	s 6.19	s 6.24	s 7.14		s 8.05		s 10.54
49.6	BKEWXY	L 5.17AM	L 5.43AM	L 6.15AM	L 6.20AM	s 7.10	7.42 ¹⁴⁰	L 8.02AM ²²	s 9.54	L 10.50AM
48.0										
45.4						f 7.01	7.33		9.45	
43.8						f 6.57	7.30		9.43	
39.2										
37.8	M					f 6.50	7.24		9.36	
31.7						f 6.43	7.14		9.31	
25.6	BHRTW					L 6.35AM	s 7.09		s 9.23 ¹⁹⁴	
17.0	LJY						6.58		9.14	
10.8							6.50		9.08	
6.1							6.45		9.04	
3.9	X									
2.1	M						6.40		8.58	
	BCJKRTVWXYZ						L 6.36AM		L 8.55AM	

Passenger trains must not exceed maximum speed of 75 miles per hour.

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

Nos. 130, 132, 136, 134, 138, 140 and 144 stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago.

No. 22 on Sundays stops at Fox Lake to let off and take on revenue passengers.

SECOND SUBDIVISION—EASTWARD

15

STATIONS	FIRST CLASS					SECOND CLASS	THIRD CLASS				
	152	154	18	156	158	166	194				
	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight				
	Daily	Sunday Only	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Mon., Wed. & Friday				
RONDOUT 2.0	At 3.15PM	As 5.47PM	A 7.15PM ¹¹	At 8.15PM	As 8.20PM	A 10.20PM ¹⁵¹	A 1.40PM				
JUNCTION SWITCH 1.2											
LIBERTYVILLE 4.4	s 3.09	s 5.41	7.10	s 8.08	s 8.15	10.05	1.20				
(800 LANE CROSSING) 1.1											
GRAYS LAKE 8.0	s 3.02	s 5.34	7.03 ¹⁴¹	s 8.00	s 8.08	9.55	1.06 ¹⁴⁵				
ROUND LAKE 3.0	s 2.57	s 5.29	7.00 ¹⁴¹	s 7.55	s 8.00	9.43	12.40				
LONG LAKE 1.8	s 2.53	s 5.24		s 7.51	s 7.55						
INGLESIDE 1.7	s 2.49	s 5.19		s 7.47	s 7.50						
FOX LAKE 0.7	L 2.45PM ¹⁴⁰	L 5.15PM	6.55 ¹³⁹⁻¹⁵³	L 7.42PM ¹¹	s 7.42 ¹¹	9.25	12.15PM ¹⁶⁵				
(Fox River drawbridge) 8.6											
SPRING GROVE 3.1			6.51		s 7.28	9.19	11.10				
SOLOM MILLS 4.1			6.49		f 7.24	9.15	10.55				
BELDEN 1.9											
HEBRON SIDING (O. & N. W. CROSSING) 5.6			6.43 ¹⁴³		f 7.17	9.05	10.33 ¹⁷				
ZENDA 6.1			6.38 ¹⁴³		f 7.10	8.52	10.10				
WALWORTH 8.8			s 6.26		L 7.01PM	8.40	9.40 ²⁰ 8.30				
BARDWELL (S. M. ST. P. & P. CROSSING) 6.7			6.17			8.21 ¹¹	8.01				
AVALON 4.3			6.10			7.54	7.35				
GANO 2.2			6.05			7.44	7.15				
WHEELER PIT 1.8											
(O. & N. W. CROSSING) 9.1			6.00			7.35	7.05				
JANESVILLE			L 5.57PM			L 7.30PM	L 7.00AM				

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 40 miles per hour.

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

Nos. 152, 154, 156 and 158 stop at Wilson Road on Signal to take on passengers for Western Avenue and Chicago.

No. 18 stops at Fox Lake daily except Sundays and the following legal holidays—New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

No. 166 picks up stock at all stations Avalon to Grays Lake inclusive.

C. E. SHAFT,
H. C. CONE,
J. V. TUOMEY,
L. G. FREDRICH,

O. C. TABBERT,
J. P. COLLINS,
H. L. MARTIN,
J. J. SCHWANTES,

TRAIN DISPATCHERS

C. E. LARSON,
CHIEF DISPATCHER.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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

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

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

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

The operation and use of the Oscillating Emergency Red Head Light does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

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

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

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

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

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

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

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

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

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

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

G-4 Employees are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

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

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

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

G-8 When descending the gangway steps, employees must face the engine.

G-9 Employees should step over track rails or other similar objects except when necessary to obtain secure footing.

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

G-11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G-12 Employees are prohibited from riding:

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

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

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

On ends of cars containing lading which may shift.

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

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

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or run-

ning board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

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

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

G-16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers 4½ inches, all other Diesel engines and Gas-Electric Motor cars, 3 inches.

When operating through water under own power, controller should be in Series position.

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

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

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

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

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

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

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

(b) Except as affected by Special Instructions G-23 (a), all block signal rules and operating rules remain in force.

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

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

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

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

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine

enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control switches are located at Interlocking in CTC territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-25 Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider, except a rider is not required for Gas-Electric or Diesel engines.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G-26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G-27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G-28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G-29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-30 Unless otherwise restricted the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment	MPH
Work trains with workmen or occupied outfit cars.....	25
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Lidgerwood unloaders	15
Scale Test Cars { Main line	25
{ Branch line	20
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains (but must not be used except in extreme emergency).....	45
L-2 and L-3 Engines (on divisions or portions of divisions where authorized to be used)	50
Dead engines with side rods disconnected.....	15
Dead engines with side rods in position.....	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train.....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25

Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power.....	35
All 44-ton Diesel Engines:	
When moved dead in train	25
When moved under own power	30

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

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

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

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 feet distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

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

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

G-34 Spring switches:

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

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

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

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

See Rules 520 to 525 inclusive.

G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

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

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

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

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

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

	On Tangent Track	On Curves
First Subdivision	40 M.P.H.	30 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.

Account of restricted clearance derrick X-17 should not exceed 15 M.P.H. between Tower A5 and Irving Park Boulevard, west of Grayland crossing.

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

	On Tangent Track	On Curves
First Subdivision	40 M.P.H.	30 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.

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

Turnouts laid with long frogs are located at:

Station	Location
Tower A4	Crossover between tracks No. 1 and 2 west of Chicago Avenue.
Tower A4	Crossover between tracks No. 3 and 4 west of Chicago Avenue.
Tower A4	Crossover between tracks No. 2 and 3 west of Kedzie Avenue.
Tower A4	Crossover between tracks No. 1 and 2 west of Kedzie Avenue.
Tower A5	Crossover between tracks No. 1 and 2 north of Cortland Street.
Healy	West crossover.
Mayfair	Crossover at each side of railroad crossing.
Morton Grove	Crossover.
Tower A20	Crossovers and connections to Tower B17 and turnout to siding at Northbrook depot.
Rondout	Head-in turnouts on No. 1, 2 and 6 sidings, head-out turnout on No. 3 track, crossovers and junction switch to Second Subdivision.
Gurnee	Crossover.
Wadsworth	Crossovers and sidings.
Russell	Crossover.
Ranney	Crossovers and sidings.
Truesdell	Crossover.
Somers	Crossover.
Sturtevant	Facing point crossover west of depot, trailing point crossover east of depot, head-in turnout to westward siding.
Franksville	Crossover.
Tower A68	Crossovers and sidings.
Caledonia	Crossover.
Oakwood	Crossover.
Lake	Crossovers and sidings.
Kinnickinnic drawbridge	Connection to freight main track.

Washington St.	Facing point crossover between tracks No. 1 and 2, trailing point crossover between tracks Nos. 2 and 3.
Tower B12	Crossover between tracks No. 3 and 4.
Mannheim	Crossover between tracks No. 1 and 2.
Mannheim	Crossover between tracks No. 2 and 3.
Tower B17	Crossover between tracks No. 1 and 2.

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

Rondout	East end of No. 6 siding and West end of No. 1 siding.
Sturtevant	East end of eastward siding.

FIRST SUBDIVISION

X-4 Speed restrictions (in addition to General speed restrictions) Location	Maximum Speed MPH Psgr. Trains	Other Trains
Tower A2 C&NW RR crossing.....	20	20
Tower A5 CMSTP&P RR crossing	60	45
Grayland C&NW RR crossing.....	70	45
Mayfair C&NW RR crossing.....	70	45
Rondout EJ&E RR crossing.....		50
Kinnickinnic drawbridge	60	40
Washington St. C&NW RR crossing.....	45	25
Between Washington St. and east end of curve at Florida St.	45	25
Between east end of curve Florida St. and Plankinton Ave.	30	25
Between Plankinton Ave. and passenger station Milwaukee	12	12
Class F-6 engines between Chicago and Milwaukee	75	60
Class S-2 and S-3 engines between Chicago and Milwaukee: With train	70	60
Running light		45
Class L-2, L-3, S-3 engines through slip switches at Union Station Chicago.....	10	10
Class S-3 engines on curve at Canal Street Chicago	10	10
At Tower A5 when operated on any of the Wye tracks	15	15
Class F-7 engines on Nos. 3 and 4 tracks between Western Avenue and Tower A5....	40	40
Trains detoured through track just north of No. 1 track west of Tower A3....	15	15
No. 3 track between Western Avenue and Tower A5	45	25
No. 4 track between Western Avenue and Tower A5	25	25

X-5 Class S-2 engines must not be used on joint tracks between Western Avenue and Union Station Chicago. Class L-2 and L-3 engines may be used in this territory only in cases of emergency.

X-6 Class S-2 and S-3 engines must not be operated on Northwest or Southeast legs of wye at Tower A5, or be detoured between Union Station Chicago and Tower A5 via the Bloomingdale Road or the C&E Line, or be used on No. 3 and No. 4 tracks between Tower A5 and Tower A4.

X-7 Class C-7 or heavier engines must not be used on tracks at Grayland, or on No. 1 track at Swain-Nelson Co. Glenview.

X-8 Between Western Avenue and Deerfield, engines running backward and hauling suburban trains must not exceed 50 miles per hour when the engines are equipped for back-up service. The speed of other engines when running backward, either light or handling trains, must not exceed 25 miles per hour.

X-9 Class S-2 and S-3 engines must not be operated on the following tracks:

Stowell—Pelton Steel, Nordbergs, Heils, Perfex, Trackson.
Powerton—Seisel, switches on TMER&T end of Powerton tracks.

Sturtevant—Team track.

Truesdell—Oil track, Farmers track.

Russell—Murries.

Wadsworth—Lux.

Rondout—Northern Bridge, Stewart Construction Co.

Deerfield—Engine track, Mercer Lbr. Co., National Brick, North Shore Gas.

Tower A20—Oil track.

X-10 Inter-track fences with restricted clearance are located in between the two main tracks at Healy, Grayland, Mayfair, Forest Glen, Edgebrook and Deerfield.

X-11 At Chicago, whenever passenger trains are being detoured via the Chicago-Evanston and Bloomingdale line, single track operation must be maintained between Chicago Union Station and Larrabee Street due to close clearance between the two main tracks between the drawbridge and Larrabee Street.

X-12 Steam heat lines on eastward passenger trains must be blown out between Healy and Tower A 5 except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 ft. east of Tower A 2. When operating steam heat valves located underneath the sills, employees must guard against injury due to close clearance at bridge girders at various subways in this territory and will not clear a man riding on side of car.

X-13 Within the yard limits of Milwaukee, the officials of the Milwaukee Terminal Division have jurisdiction.

Within the yard limits of Tower A5 and Tower B17, the officials of the Chicago Terminal Division have jurisdiction.

X-14 Five minutes fusees should be used in Automatic Block System territory.

X-15 Flagmen on all passenger trains in both directions between Tower A5 and Union Station Chicago will ride on rear platform of rear car. In the event of blind cars on rear of the train he will ride in accordance with Rule 854.

X-16 At Milwaukee, all trains and engines entering and leaving the Union Depot will proceed only on hand signals from switch tenders at Second and Fifth streets.

X-17 Automatic Block System is in use between Western Avenue and Bensenville on No. 1 and No. 2 main tracks, also on No. 3 main track between Western Ave. and Tower A-5, and between Tower B-17 and Bryn Mawr.

Four main tracks and yard running tracks are in use between Western Ave. and Mannheim and are designated as follows:

Nos. 1, 2, 3 and 4 are numbered consecutively from the north side of the right-of-way (except Nos. 3 and 4 between Cragin and Mars. Between Cragin and Mars Nos. 3 and 4 are Galewood Yard running tracks).

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Avenue and Cragin. Eastward Galewood Yard running track between Cragin and Mars. Westward freight main track between Mars and Mannheim. This track will be used by D.&I. Division eastward passenger trains daily except Sunday between 7:00 A.M. and 9:00 A.M. from Tower A-5 to Tower A-2, and must run prepared to stop short of train ahead.

No 4—Westward freight main track between Western Avenue and Cragin. Westward Galewood Yard running track between Cragin and Mars. Eastward freight main track between Mars and Mannheim.

Double track is in use between Mannheim and Bensenville.

X-19 Double track is in use between Bensenville Yard and Bryn Mawr and between Shermer and Tower A20, trains must keep to the LEFT unless otherwise directed.

X-20 Westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain clearance at Western Avenue.

X-21 Trains starting from Western Avenue coach or freight yard must secure a Clearance Form A from the operator at Tower A4 as required by Rule 83 (B).

X-22 At Tower A5 when the home signal at west end of wye displays a Proceed-at-Slow-Speed-indication second class trains from Galewood will not require a Clearance Form A.

X-23 At Tower A5, a one-arm train order signal is located at the tower. Westward trains from east of Tower A5 will be governed by this train order signal.

X-24 At Tower A20, a four-arm train order signal is located across the tracks opposite the tower. Eastward and westward trains between Chicago and Milwaukee will be governed by the upper arm or light. Eastward and westward trains moving via the cut-off to and from Bensenville Yard will be governed by the lower arm or light.

X-25 At Tower A20, when the lower arm of the eastward train order signal displays a proceed indication, eastward second class and extra trains moving to the C&NW cut-off will accept such indication as authority to proceed without a clearance issued by the C&NW. The signalman at Tower A20 will not display a proceed indication for second class or extra trains moving to the C&NW cut-off without instructions from the C&NW train dispatcher.

X-26 Trains starting at Bensenville Yard will secure Clearance Form A at Tower B-17 and in addition must secure a clearance at Tower B-17 from the C&NW.

X-27 At Rondout, regular trains entering first subdivision from Second subdivision will not register at Rondout and will not require Clearance Form A providing the train order signal displays a Proceed-indication. Operator at Rondout may clear these trains if there are no train orders, when so instructed by the train dispatcher.

First class westward trains entering Second subdivision at Rondout from First subdivision, will not register at Rondout.

X-28 At Rondout, the train order signal is located across the tracks opposite the tower; it has two arms to govern westward trains. The upper arm or light governs westward First Subdivision trains.

X-29 Westward First Subdivision trains starting at Sturtevant need not secure Clearance Form A when the Home signal on Milwaukee Wye displays a Proceed-indication.

X-30 At Washington Street, the eastward train order signal is located at the tower and has two arms. The upper arm or light governs eastward trains from Milwaukee and the lower arm or light governs trains from Muskego Yard.

X-31 In Automatic Block Signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-32 Interchange with the TMER&T Co. will be made at Powerton located 2.6 miles east of Kinnickinnic drawbridge.

X-33 At Rondout, there is one more siding than shown in Page 2, namely—E No. 6 capacity 105 cars.

X-34 At Sturtevant, when the dwarf signal at the spring switch at the east end of the eastward siding or at the spring switch at the west end of the westward siding displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineer will communicate with the operator at Sturtevant for instructions; such instructions do not relieve train and enginemen from protecting their train, as required by the rules. The spring switch at west end of westward siding at Sturtevant is equipped with a facing point lock. (See Special Instructions G-34).

At Rondout, when the dwarf signal at the spring switch at the east end of No. 6 siding or at the spring switch at the west end of No. 1 siding, displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineer will communicate with the operator at Rondout for instructions; such instructions do not relieve train and enginemen from protecting their train, as required by the rules.

X-35 CTC operation between Sturtevant and Lake is controlled by the operator at Sturtevant under the supervision of the train dispatcher at Milwaukee.

Special Instructions G-23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory, except in case of failure of an interlocking signal at Lake, after authority to proceed has been obtained from the operator at Sturtevant, an understanding must also be had with the operator at Lake before any movement is made over the interlocked switches at that point.

Eastward and westward sidings at Tower A-68 and the eastward siding at Lake may be used in a reverse direction, when movement is authorized by proper signal indication and at restricted speed. The second paragraph of consolidated code Rule 105 is modified accordingly.

X-36 REMOTE CONTROL INTERLOCKING:

Station	Location	By whom operated
Shermer	Main track crossover and connections	By signalman at Tower A20
Bryn Mawr	Main track crossover and connections.	By signalman at Tower B17
Rondout	West end of eastward siding No. 2.	By signalman at Rondout
Sturtevant	West end of eastward siding and east end of westward siding.	By signalman at Sturtevant

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

X-37 Within the limits of the City of Chicago enginemen will not sound the whistle except when necessary to prevent injury to life and property or when necessary to warn or signal employees or the public. The bell must be rung continuously when the train or engine is moving within the city limits except when moving on tracks which have been elevated. On elevated tracks the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

X-38 Account of restricted clearance on main tracks No. 2 and No. 3 at subway shelter located at the east end of Western Avenue passenger station platform, employees are prohibited from riding on side of cars or engine passing this point.

X-39 Account of close clearance in all roundhouse districts in Chicago Terminal employees are prohibited from riding on the side of engine or cars and not get out on cab steps of engine while in motion.

X-40 When taking charge of train to back it out of the Union Station Chicago or Coach Yard Western Avenue the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coach Yard or from Union Station until the pilot has identified himself.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and

then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

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

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

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

SECOND SUBDIVISION

X-41 Speed Restrictions (in addition to General Speed Restrictions)

Location	Maximum speed M.P.H.	Psg. trains	Other trains
Soo Line RR crossing 1.1 mile east of Grays Lake	50		40
Class A, F-6, F-7, L-2 and L-3 engines over bridge A-446, 1.7 miles west of Solon Mills	50		40
Hebron Siding C&NW RR crossing	45		35
Bardwell CMSTP&P RR crossing	75		40
Bardwell North leg of wye	5		5
C&NW RR crossing 2.1 miles east of Janesville	20		20
Class F-6 and L-3 engines over bridges A-532, A-536 and A-538 about 1 mile east of Janesville	50		40
Class L-2 and L-3 engines between Rondout and Janesville	50		40
Class F-6 and F-7 engines between Rondout and Zenda	70		40
Class F-7 engines between Zenda and Bardwell	60		40
Class F-6 engines between Zenda and Janesville	60		40
Trains and engines between Five Points and passenger depot Janesville.....	Restricted Speed	Restricted Speed	

X-42 The speed of engines when running backward, either light or handling trains, must not exceed 25 miles per hour.

X-43 At Spring Grove and Belden, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X-44 At Janesville, the middle track at passenger station is the established siding for passenger trains.

X-45 Five minute fusees should be used in Automatic Block System territory and 10 minutes fusees should be used in other territories.

X-46 At Hebron siding the normal position of crossing gates with C&NW RR is against the C&NW RR.

X-47 At Rondout, the train order signal is located across the track opposite the tower; it has two arms to govern westward trains. The lower arm or light governs westward Second Subdivision trains.

YARD LIMITS AT

Bensenville Yard	Extend from Bensenville Yard to Bryn Mawr, also from Bensenville Yard to Tower A5 on D. & I. Division.	Rondout	Extend from 2000 feet west of west switch on Second Subdivision to connection with eastward main track to First Subdivision.
Tower A5	Extend from 2573 feet west of Tower at Tower A5 to Western Avenue.	Fox Lake	Extend from 500 feet east of east switch of siding to 1000 feet west of west switch of siding.
Healy and Forest Glen	Extend from 2573 feet west of Tower at Tower A5 to 2000 feet west of Forest Glen depot.	Janesville	Extend from 2000 feet east of switch leading to Wheeler Pit No. 2 to 2918 feet east of Anderson on the Third Subdivision of the Madison Division; to 2000 feet west of West Yard switch on the Fourth Subdivision of the Madison Division and to 1700 feet west of the junction switch on the Third Subdivision of the Milwaukee Division Second District.
Milwaukee Lake	Extend from approximately 2 miles east of Kinnickinnic drawbridge to Milwaukee and Muskego Yard.		

SUNDAY AND HOLIDAY HOURS AT STATIONS

Chicago	Continuous	Washington Street	Continuous
Tower A5	Continuous	Milwaukee	Continuous
Grayland	Continuous	Fox Lake	6.00am to 8.00am 8.00am to 11.59pm
Mayfair	In depot.	Walworth	6.00pm to 8.15pm
Tower B-17	Continuous	Bardwell	Continuous
Tower A-20	Continuous	Janesville	Continuous
Rondout	Continuous		Other stations closed.
Wadsworth	Continuous		
Sturtevant	Continuous		
Lake	Continuous		

TELEPHONES FOR EMERGENCY USE AT BLIND SIDINGS AND STATIONS WHERE OPERATORS NOT ON DUTY ARE LOCATED AS FOLLOWS:

DISPATCHER AND BLOCK TELEPHONES

Glenview	In depot.
West Lake Forest	In depot.
Gurnee	In depot.
Russell	In depot.
Truesdell	In depot.
Ranney	At east end of eastward siding east side of track. 500 ft. east of westward headin switch.
Somers	In depot.
Franksville	At Frank's spur switch, east side of track. In depot.
Tower A68	In booth west end of team track. Eastward head-out signal, east side of track. Eastward home signal east side of track. Westward home signal east side of track. At tower, east side of track. Westward head-out signal, east side of track.
Caledonia	In booth outside of depot.
Oakwood	In booth outside of depot.
Lake	Eastward head-out signal, east side of track. At switch west end of Westward Siding.

PORTABLE TELEPHONES ON TRAINS

Nos. 5 and 6 located in tap car.
Nos. 100 and 101 located in tap car.
Nos. 1 and 4 located in club car.
Nos. 15 and 16 located in baggage car.

BLOCK TELEPHONES

Healy	At cross-over ¼ mile west of depot, east side of track. At Spur-track east of Diversey Avenue, east side of track.
Grayland	In waiting room.
Edgebrook	In booth opposite depot.
Forest Glen	In depot. At cross-over, ¼ mile west of depot.
Morton Grove	At east end of former eastward siding. At west end of former westward siding.
Golf	In depot.
Shermer	On west signal bridge C.&N.W.Ry. On west signal bridge C.M.St.P.&P.R.R. On east signal bridge C.&N.W.Ry.
Northbrook	On east end of depot.
Deerfield	At east end of former eastward siding. At west end of former westward siding.
Wilson	In depot.
Wadsworth	At Doyle's Crossing.
Powerton	At T.M.E.R.&T. Co. spur track.
Kinnickinnic	On pole at Smith Traction Co., Oklahoma Ave. In booth at Nordbergs' spur. In booth on pole former location Stowell depot.
Rondout	In booth at west end of storage track.
Junction switch	In booth at switch.
Libertyville	In passenger station.
Grays Lake	In booth at east end of siding.
Round Lake	In freight house.
Ingleside	In depot.
Fox Lake	In booth at east end of siding.
Spring Grove	In depot.
Solon Mills	In freight house.
Hebron Siding	In booth at crossing.
Zenda	In depot.
Walworth	In depot.
Avalon	In depot.
Gano	In booth west end siding.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

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Location	Name	Residence and Phone	Office and Phone
Chicago.....	§†A. R. Metz, Chief Surgeon.....		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago.....	§†R. Householder, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago.....	§†James De Pree, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago.....	§*Virgil Wescott, Oculist.....		30 North Michigan Ave., Dearborn 3127.
Chicago.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., Wabash 2272.
Chicago.....	H. A. Hooper, Dentist.....		53 E. Washington St., State 0509.
Bensenville....	F. Oakes, M. D.....		York and Wood St., Phone 72.
Northbrook...	Roland Rembe, M. D.....	Northbrook, 40	Northbrook 40.
Deerfield.....	R. K. Kinney.....	Deerfield, Phone 200.	Deerfield, Phone 426.
Sturtevant....	F. G. Peehn, M. D.....	Sturtevant, Phone 22.	Sturtevant, Phone 22.
Racine.....	W. C. Roth, M. D.....		1541 Wisconsin St., Jackson 660.
Milwaukee....	§†Dr. Irwin Schulz.....	8122 Warren Ave., Wauwatosa.....	208 E. Wisconsin Ave., Daly 2413.
Milwaukee....	§†Dr. Paul F. Hausmann.....		208 E. Wisconsin Ave., Daly 4431.
Milwaukee....	F. D. Murphy, Medical Consultant.....		536 W. Wisconsin Ave., Marquette 1188.
Milwaukee....	§ Dr. R. P. Sproule, Oculist and Dr. Richard J. Muenzner, Asst. Oculist ...		208 E. Wisconsin Ave., Daly 3873.
Libertyville...	M. D. Penny, M. D.....	Libertyville, Phone 525.....	540 Milwaukee Ave., Libertyville 19.
Grays Lake..	Stanley D. Anderson.....	Grays Lake, Phone 52.....	Grays Lake, Phone 52.
Round Lake..	G. A. Goshgarian.....	Round Lake, Phone 2512.....	Round Lake, Phone 2511.
Walworth....	W. W. Coon, M. D.....	Walworth, Phone 25.....	Walworth, Phone 25.
Janesville....	§†A. H. Pember, Co. Oculist....	703 Court St., Phone 2667.....	508 West Milwaukee St., Phone 562.
Janesville....	§†J. H. Gamet, Ass't Oculist....	703 Court St., Phone 2667.....	508 West Milwaukee St., Phone 562.
Janesville....	T. J. Snodgrass, M. D.....	1108 Racine St., Phone 815.....	500 West Milwaukee St., Phone 562.
Janesville....	§†T. W. Nuzum, M. D.....	602 Milwaukee Ave., Phone 1117....	500 West Milwaukee St., Phone 562.
Janesville....	W. A. Munn, M. D.....	532 South Main St.....	19 South Main St., Phone 3310.

§Indicates salaried Company surgeons who should be used whenever possible.

†Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion or re-examination.

*Indicates surgeons equipped to conduct physical examinations of employees for re-examination only.

WATCH INSPECTORS

LOCATION INSPECTORS

Chicago...John A. Wallace
Chicago.....A. Hess & Son
Chicago.....F. M. Padgett
Chicago.....Carl Ander
Chicago....Milton J. Heegn
Chicago Edw. Kirchberg, Inc.
Chicago.....J. H. Hennes
Chicago.....W. Heurich
Chicago..Trocky Jewelry Co.
Chicago.....C. H. Bern
Chicago.....E. C. Olson
Madison..E. W. Parker, Inc.
Milwaukee..H. Hammersmith
Milwaukee....Rudolph Koch
Milwaukee.....J. Grandlich
Milwaukee....M. H. Klopf
Janesville....Dewey & Bandt
Libertyville...D. W. Mackay

STATIONS	TONNAGE RATING			
	S-2 Eng.	L-3 Eng.	L-2 Eng.	F-6 Eng.
	1	1	1	1
Milwaukee to Lake.....	4500	3300	3000	2700
Lake to Rondout.....	7000	4500	4000	3700
Rondout to Bensenville..	8000	5500	4700	4000
Bensenville to Rondout..	7500	4900	4400	
Rondout to Milwaukee..	8000	5400	5000	
Janesville to Rondout..		4000	3800	
Rondout to Grays Lake..		3000	2700	
Grays Lake to Janesville..		3200	2700	

Trains with helper engines will handle the same tonnage Milwaukee to Lake as between Lake and Rondout.

Chief Dispatcher may increase or decrease above rating as may be found necessary.