

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

## CHICAGO & MILWAUKEE DIVISION

# TIME TABLE No. 60

TAKING EFFECT AT 2:01 O'CLOCK A. M.  
CENTRAL STANDARD TIME

# WEDNESDAY DECEMBER 18, 1929

Superseding Time Table No. 59

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

G. H. HILL,  
Superintendent

D. W. KELLY,  
General Superintendent

M. K. BUCKLEY,  
Asst. Supt. of Transportation

H. G. FOWLER,  
Supt. of Transportation

J. L. BROWN,  
General Supt. of Transportation

E. F. RUMMEL,  
Assistant General Manager

O. N. HARSTAD,  
General Manager

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Table with columns for Stations, Capacity of Sidings, Distance from Chicago, Telegraph Calls, SYMBOLS, and train times for various classes (55, 31, 131, 261, 5, 141, 27, 33, 17, 19, 7, 151, 29, 49, 103, 21, 149, 47, 53, 25). Includes sub-headers for Passenger, Daily, Sun. Only, and First Class.

Passenger trains must not exceed maximum speed of sixty five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES.

Westward trains before entering Main line from cut off at Tower A20 will be required to obtain Clearance Card and Register on First Class trains. Trains running between Tower A20 and Bensenville Yard via C. & N. W. Ry. will operate left hand between these points and will be governed by C. & N. W. Rules, Regulations and Signals while on their tracks.

3d track as No. 3, to be used by eastward freight trains. 4th track as No. 4, to be used by westward freight trains. The four main tracks between Pacific Junction and east end of Galewood yard will be known and used as follows: 1st track on north side of right of way as No. 1, and assigned to westward passenger trains.

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929	Distance from Milwaukee	Office Closed Week Days	FIRST CLASS																					
			23	143	133	9	135	137	35	45	37	139	39	361	11	1	41	57	15	3	43	59	101	147
			Passenger Daily	Passenger Ex. Sat. & Sun.	Passenger Except Sun.	Passenger Daily	Passenger Sun. Only	Passenger Except Sun.	Passenger Ex. Sat & Sun	Passenger Ex. Sat. & Sun	Passenger Daily	Passenger Except Sun.	Passenger Ex. Sat. & Sun	Passenger Except Sun.	Passenger Daily	Passenger Daily	Passenger Except Sun.	Fast Mail Daily	Passenger Daily	Passenger Daily	Passenger Daily	Express Daily	Passenger Daily	Passenger Daily
CHICAGO	85.0		L 3.20PM	L 3.25PM	L 4.30PM	L 5.00PM	L 5.15PM	L 5.15PM	L 5.17PM	L 5.18PM	L 5.25PM	L 5.45PM	L 5.50PM		L 6.15PM	L 6.30PM	L 6.31PM	L 8.59PM	L 9.00PM	L 9.15PM	L 9.20PM	L 10.25PM	L 11.30PM	L 11.45PM
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.1		s 3.30	s 3.35	s 4.40	s 5.10	s 5.25	s 5.25	s 5.27	5.28	s 5.35	s 5.55	s 6.00		s 6.25	6.40	s 6.41	9.09	s 9.10	s 9.25	s 9.30	10.35	11.40	s 11.55
BENSENVILLE YARD	82.0																							
TOWER B 17	76.1																							
GALEWOOD	82.8																							
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING) 2.5	79.6		3.35	3.40	4.45	5.15	5.30	5.30	5.31	5.32	5.40	6.00	6.05		6.30	6.45	6.46	9.13	9.15	9.30 <sup>163</sup>	9.35 <sup>163</sup>	10.39	11.43	11.59
HEALY	78.6			s 3.42						s 5.35	s 5.43		s 6.08				s 6.49			s 9.37				s 12.01AM
GRAYLAND (C. & N. W. CROSSING) 1.8	76.8		3.38	s 3.45	4.48	5.18	5.34	5.34	5.35	As 5.38PM	s 5.46	6.03	s 6.11		6.33	6.50	s 6.52	9.16	9.19	9.34	s 9.41	10.42	11.48	s 12.04
(C. & N. W. CROSSING) 0.8 MAYFAIR	76.0			s 3.47							s 5.48		s 6.13				s 6.55			s 9.44				s 12.07
FOREST GLEN	74.8	4.15 PM to 6.15 AM		s 3.51	s 4.52				s 5.39		s 5.51		s 6.16				s 6.58			s 9.47				s 12.10
EDGEBROOK	73.7	No Office		s 3.53	s 4.54				s 5.41		s 5.54		s 6.19				s 7.02			s 9.51				s 12.13
TOWER A 13	71.9	No office	3.44	3.55	4.56	5.24	5.40	5.40	5.43		5.57	6.10	6.22		6.40	6.58	7.05	9.22	9.25	9.41	9.54	10.48	11.55	12.16
MORTON GROVE	70.7	4.00 PM to 7.00 AM		s 3.57	s 4.58				s 5.45		s 6.00		s 6.25				s 7.08			s 9.57				s 12.19
GOLF	68.8	5.00 PM to 8.00 AM			s 5.01				s 5.48		s 6.04		s 6.28				s 7.11			s 10.00				f 12.22
GLENVIEW	67.6	4.30 PM to 6.30 AM		s 4.02	s 5.04				s 5.51		s 6.07	s 6.16	s 6.31				s 7.14			s 10.03				s 12.25
TECHNY	64.8	No office							5.55		s 6.12		s 6.38				s 7.18			s 10.07				s 12.33
TOWER A																								
TOWER A 20	64.7		3.51	4.08	5.09	5.31	5.47	5.47	5.56		6.14	6.21	6.40		6.48	7.07	7.19	9.29 <sup>63</sup>	9.35 <sup>63</sup>	9.50 <sup>63</sup>	10.08	10.55	12.04AM	12.34
NORTHBROOK	64.1	3.45 PM to 6.45 AM		s 4.10	s 5.10				s 5.58		s 6.16	s 6.23	s 6.42				s 7.20			s 10.09				s 12.35
TOWER A 23	61.9	No Office	3.54	4.13	5.13	5.34	5.50	5.50	6.02		6.20	6.26	6.45		6.52	7.12	7.23	9.32	9.38	9.54	10.12	10.58	12.07	12.39
DEERFIELD	61.1	3.45 PM to 6.45 AM		s 4.15	s 5.15			5.51	As 6.05PM		As 6.25PM	s 6.29	As 6.48PM				As 7.26PM		s 9.55	As 10.15PM				f 12.48
WEST LAKE FOREST	57.0	4.00 PM to 7.00 AM		4.21	5.20	f 5.55	f 5.58				f 6.34													f 12.48
RONDOUT 4.8 (E. J. & B. CROSSING)	52.7		4.04	As 4.26PM	A 5.26PM	5.43	A 6.00PM	A 6.05PM			As 6.40PM			A 7.03PM	7.22			9.43	9.48	10.06		11.09	12.18	As 12.55AM
WILSON	48.2	No Office																						
GURNEE	46.4	5.00 PM to 8.00 AM																						
WADSWORTH	42.1		4.14			5.53									7.35			9.52	9.59	10.18		11.18 <sup>63</sup>	12.29	
RUSSELL (C. & N. W. CROSSING) 4.6	38.0	5.00 PM to 8.00 AM																10.02	10.08	10.27		11.28	12.39	
RANNEY	38.4		4.23			6.02									7.45									
TRUESDELL	32.4	5.00 PM to 8.00 AM																						
SOMERS	27.5	5.00 PM to 8.00 AM																						
STURTEVANT	23.2		s 4.33 <sup>75</sup>			6.13						L 6.20PM			8.02			10.12 <sup>69</sup>	10.20 <sup>69</sup>	s 10.40 <sup>69</sup>		11.38	12.52	
FRANKSVILLE	19.0	5.00 PM to 8.00 AM																						
TOWER A 68	16.9		4.41			6.20						6.30			8.13			10.19	10.30	10.52		11.45	1.02	
CALEDONIA	15.6	5.00 PM to 8.00 AM																						
OAKWOOD	12.2	5.00 PM to 8.00 AM																						
LAKE	7.1		4.51			6.31						6.40			8.26			10.29	10.40	11.02		11.55 <sup>69</sup>	1.15	
STOWELL (Kinnickinnic River Draw Bridge) 5.0	2.1	No Office																						
(C. & N. W. CROSSING) 1.0 WASHINGTON ST.	1.1																							
NATIONAL AVE. (Menomonee River Draw Bridge) 0.9	.9		s 5.01			s 6.41						s 6.50			8.38			10.40	10.50	11.11		12.05AM	1.25	
MILWAUKEE	.0		As 5.05PM			As 6.45PM						As 6.55PM			As 8.45PM			As 10.45PM	As 10.55PM	As 11.15PM		As 12.10AM	As 1.30AM	
MUSKEGO YARD																								
Schedule Time			1.45	1.01	.56	1.45	.45	.50	.48	.20	1.00	.55	.58	.35	.48	2.15	.55	1.46	1.55	2.00	.55	1.45	2.01	1.10
Average Speed per Hour			48.6	31.6	34.8	48.6	43.6	38.7	28.8	24.6	23.9	35.1	24.3	31.2	40.4	37.7	26.1	48.6	44.3	42.5	26.1	48.6	42.5	27.7

Passenger trains must not exceed maximum speed of sixty five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES

No. 91 will carry passengers between Rondout and Milwaukee.  
 No. 27 will stop at Burnee on Sunday only to let off passengers from Chicago and Western Avenue.  
 No. 27 will stop at National Avenue to let off passengers from Union Depot and Western Avenue.  
 No. 131 will stop at West Lake Forest to let off passengers from Chicago Union Depot and Western Avenue.  
 No. 131 Sundays only will stop at Golf on signal, to take on or let off passengers.  
 No. 261 will stop at National Avenue to let off passengers from Beloit and beyond.  
 No. 5 will stop at Sturtevant to take on passengers for Kilbourn, St. Paul and beyond.  
 No. 5 will stop at National Avenue to let off passengers from Chicago Union Depot and Western Avenue.  
 No. 17 will stop at Sturtevant to take on passengers for Twin Cities and beyond.  
 No. 7 Saturdays only will stop at Golf and Deerfield to let off passengers from Chicago and Western Avenue.  
 No. 7 will stop at National Avenue to let off passengers from Chicago Union Depot and Western Avenue.

Nos. 21 and 143 will stop at Golf to let off passengers from Chicago Union Depot and Western Avenue.  
 Nos. 143 and 133 will stop at West Lake Forest to let off passengers from Chicago Union Depot and Western Avenue.  
 No. 143 will stop at Techny to let off passengers from Chicago Union Depot and Western Avenue.  
 Nos. 137 and 135 will stop at Rondout to let off passengers from Chicago and Western Avenue.  
 No. 137 will stop at Deerfield to let off passengers from Chicago Union Depot and Western Avenue.  
 No. 9 will stop at Sturtevant to let off passengers from Chicago Union Depot and Western Avenue.  
 No. 1 will stop on signal at Sturtevant for passengers for St. Paul and beyond.  
 No. 15 will stop at Sturtevant to take on passengers for Three Forks and beyond.  
 No. 101 will stop at Sturtevant to pick up passengers for points beyond Milwaukee.  
 No. 101 will stop at National Ave. to let off passengers ticketed from Chicago and Western Ave.  
 No. 3 week days will pick up at Sturtevant Racine-Milwaukee express car on rear of train.

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929	Distance from Milwaukee	First Class		SECOND CLASS													Way Freight Tues. Thur. & Sat.
		125	181	65	801	861	263	621	61	761	75	69	163	63	165	91	
		Equipment Train	Milk Express	Fruit	Time Freight	Time Freight	Coast Line Time Freight	Time Freight	Twin City Time Freight	Time Freight	Milwaukee Local Frt.	Time Freight	Time Freight	Twin City Time Freight	Time Freight	Way Freight	
STATIONS	Except Sun.	Daily	Daily	Daily	Except Tuesday	Daily	Daily	Daily	Daily	Daily	Except Sun.	Except Sun.	Daily	Daily	Tues. Thur. & Sat.		
CHICAGO	85.0		L 11.35 PM														
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.2	L 6.40 AM	11.45	L 12.05 AM										L 9.30 PM			
BENSENVILLE YARD	82.0													L 8.45 PM	L 11.15 PM		
2.9 TOWER B 17	76.1																
GALEWOOD																	
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING) 2.5	79.6	6.44	12.05 AM	12.25										L 7.15 PM			
1.0 HEALY	78.6		As 12.10 AM											7.25	9.46		
1.8 GRAYLAND (C. & N. W. CROSSING) 1.8	76.8	6.50		12.35													
(C. & N. W. CROSSING) 0.8 MAYFAIR	76.0																
1.2 FOREST GLEN	74.8																
1.1 EDGEBROOK	73.7																
1.8 TOWER A 13	71.9	7.03		12.50													
1.2 MORTON GROVE	70.7	As 7.05 AM															
1.9 GOLF	68.8																
1.2 GLENVIEW	67.6																
2.8 TECHNY	64.8																
TOWER A																	
0.1 TOWER A 20	64.7			1.10													
0.6 NORTHBROOK	64.1																
2.2 TOWER A 23	61.9			1.18													
0.8 DEERFIELD	61.1																
4.1 WEST LAKE FOREST	57.0																
4.8 RONDOUT .4 8 (E. J. & E. CROSSING)	52.7			1.35													
4.5 WILSON	48.2																
1.8 GURNEE	46.4																
4.8 WADSWORTH	42.1			2.00													
4.1 RUSSELL	38.0																
(C. & N. W. CROSSING) 4.6 RANNEY	38.4			2.20													
1.0 TRUESDELL	32.4																
4.9 SOMERS	27.5																
4.8 STURTEVANT	23.2			2.55	L 4.00 AM	L 4.30 AM	5.45	L 9.55 AM	10.55 <sup>91</sup>	L 11.45 AM	4.15 <sup>23</sup> 4.35	10.05 <sup>1-57</sup> 11.01 <sup>15</sup>		12.01 AM			
4.2 FRANKSVILLE	19.0																
2.1 TOWER A 68	16.9			3.15 <sup>55</sup> 3.25													
1.8 CALEDONIA	15.6																
8.4 OAKWOOD	12.2																
5.1 LAKE	7.1			3.55	4.50	5.20	6.45	10.40	11.40	12.26	5.50	11.50 <sup>50</sup> 11.59		12.35			
STOWELL (KINNICKINNIC RIV. DR. BR.) 5.0	2.1																
(C. & N. W. CROSSING) 1.0 WASHINGTON STREET	1.1			4.30	5.15	5.45	7.15	11.05	12.15 PM	12.49	6.30	12.45 AM		12.55			
0.2 NATIONAL AVE.	0.9																
(MENOMINEE RIV. DR. BR.) 0.5 MILWAUKEE																	
MUSKEGO YARD				As 5.00 AM	As 5.30 AM	As 6.00 AM	As 7.30 AM	As 11.30 AM	As 12.30 PM	As 1.00 PM	As 7.00 PM	As 1.00 AM		As 1.15 AM			
Schedule Time		.25	.34	4.55	1.30	1.30	6.30	1.35	4.30	1.15	6.30	5.45	1.10	4.30	1.25	7.00	
Average Speed per Hour		31.5	11.3	16.8	15.4	15.4	12.2	14.7	16.6	18.5	12.2	13.9	25.7	16.6	17.8	7.5	

Passenger trains must not exceed maximum speed of sixty-five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty-five (35) miles per hour.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929	Distance from Chicago	Capacity of Sidings in Cars		Telegraph Calls	FIRST CLASS																						
		Passing Tracks	Other Sidings		54	30	56	132	2	32	136	22	36	34	138	4	24	48	16	210	140	12	10	90	38	142	
					Mail & Expr.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
<b>STATIONS</b>					Daily	Except Sun.	Daily	Except Sun.	Daily	Except Sun.	Except Sun.	Daily	Except Sun.	Except Sun.	Daily	Daily	Except Sun.	Daily	Daily	Except Sun.	Daily	Daily	Except Sun.	Daily	Except Sun.		
<b>CHICAGO</b> (C. & N. W. CROSSING) 2.9 <b>WESTERN AVENUE</b>	2.9		Yard	GB	As 6.30AM	As 6.40AM	As 7.00AM	As 7.25AM	As 7.35AM	As 7.56AM	As 7.57AM	As 8.00AM	As 8.06AM	As 8.09AM	As 8.30AM	As 8.35AM	As 9.00AM	As 9.25AM	As 9.30AM		As 10.15AM	As 11.00AM	As 11.55AM		As 1.05 PM	As 1.30 PM	
<b>BENSENVILLE YARD</b> 2.9 <b>TOWER B 17</b>	17.0		Yard	BN	6.19	6.29	6.49	7.14	7.24	7.45	7.46	7.49	7.55	7.58	8.19	8.24	8.49	9.14	9.19		10.04	10.49	11.44		12.54	1.19	
<b>GALEWOOD</b> <b>PACIFIC JUNCTION</b> (C. M. ST. P. & P. CROSSING) 2.5	19.9																										
<b>HEALY</b> 1.0 <b>GRAYLAND</b> (C. & N. W. CROSSING) 1.8 (C. & N. W. CROSSING) 0.8 <b>MAYFAIR</b>	5.4			J	6.15	6.25	6.45	7.08	7.19	7.40	7.42	7.45	7.51	7.54	8.15	8.18	8.45	9.10	9.15		10.00	10.45	11.40		12.50	1.15	
<b>FOREST GLEN</b> 1.1 <b>EDGEBROOK</b> 1.8 <b>TOWER A 13</b>	6.4	25		HY	6.22		7.06		7.38	7.40		7.48	7.52	8.11		9.07									12.46		
<b>MORTON GROVE</b> 1.2 <b>GOLF</b> 1.2 <b>GLENVIEW</b> 2.8 <b>TECHNY</b>	8.2	E. 55	18	GR	6.10	6.18	6.40	7.02	7.15	7.34	7.37	7.41	7.44	7.49	8.07	8.13	8.41	9.05	9.09		9.54	10.41	11.36		12.42	1.10	
<b>TOWER A</b>	9.0		45	MF	6.14		6.59		7.31			7.42			8.03		9.02								12.38		
<b>TOWER A 20</b> 0.1 <b>NORTHBROOK</b> 0.6 <b>TOWER A 23</b> 2.2 <b>DEERFIELD</b> 0.8	10.2		4	FG	6.11		6.56		7.28			7.39			8.00		8.59								12.35		
<b>WEST LAKE FOREST</b> 4.1 <b>RONDOUT</b> (B. J. & B. CROSSING) 4.8	11.8			BR	6.09		6.52		7.25			7.36			7.56		8.55								12.32		
<b>WILSON</b> 4.5 <b>GURNEE</b> 1.8 <b>WADSWORTH</b> 4.8	18.1	E. 75			6.02	6.07	6.29	6.49	7.07	7.22	7.26	7.30	7.33	7.43	7.52	8.04	8.33	8.52	9.00		9.40	10.33	11.28		12.30	1.03	
<b>RUSSELL</b> (C. & N. W. CROSSING) 4.6 <b>TRUESDELL</b> 4.9 <b>SOMERS</b> 4.8 <b>STURTEVANT</b> 4.2 <b>FRANKSVILLE</b> 2.1 <b>TOWER A 68</b> 1.8 <b>CALEDONIA</b> 8.4 <b>OAKWOOD</b> 5.1 <b>LAKE</b> (KINNICKINNIC RIV. DR BR) 5.0	14.3		40	MN	6.05		6.46		7.20	7.24	7.24	7.28	7.30AM		7.50		8.50								12.28		
<b>MILWAUKEE</b> <b>MUSKEGO YARD</b>	16.2				f 6.02		f 6.42		7.16			7.39	7.46		f 8.45		f 9.35									12.24	
	17.4			GV	5.59		6.39		7.13			7.36	7.44		8.42		9.32									12.21	
	20.2				f 5.55		6.32		7.08			7.39			8.37		f 9.28									12.17	
	20.8	E. 75		WR																							
	20.9			CN	5.51	5.54	6.20	6.31	6.59	7.07	7.18	7.21		7.31	7.38	7.53	8.27	8.36	8.51		9.27	10.24	11.22		12.16	12.55	
	23.1	E. 90	20	SR	5.48	5.50	6.17	6.25	6.55	7.02	7.16	7.18		7.30	7.37		8.35				9.26				12.15		
	23.9			N	5.47	5.49AM		6.23	6.51	7.01AM	7.14	7.16		7.27	7.33	7.50	8.25	8.31	8.48		9.22	10.21	11.20		12.11	12.52	
	28.0		10	D										7.25AM	7.31		8.23	8.30AM			9.21				L 12.10 PM		
	32.8	No. 2, 85 No. 6, 90	Yard	VR	5.39		6.07	6.10AM	6.42		7.02AM	7.08AM		7.26							9.14					L 12.40 PM	
	36.8		18	RO										7.21AM	7.40	8.15		8.38			9.09AM	10.11	11.10				
	38.6		5	WT																							
	42.9	E. 90	5	GU																							
	47.0		30	U	5.29		5.55		6.29																		
	51.6	E. 90	6	RU																							
	52.6		20	NY	5.21		5.45		6.19																		
	57.5		50	SD																							
	61.8	E. 90	Yard	S																							
	66.0		8	CS	5.11		5.33		6.07						7.06	7.46		8.05	As 8.30AM		9.39	10.41 <sup>92</sup>	As 12.50 PM				
	68.1	E. 90		K																	8.20	9.32 <sup>92</sup>		12.43			
	69.4		18	B	5.04		5.21		5.58						6.56	7.39		7.57	8.15		9.30	10.34	12.41				
	72.8			CA																	8.12				12.39		
	77.9	E. 90	Yard	WD	4.54		5.11		5.47						6.45	7.29		7.46	f 8.00		9.20	10.24	f 12.29				
	82.9			X																	f 7.51				12.20		
	83.9			SW																							
	84.1			WN																							
	85.0		Yard	NA	4.44		5.00		5.34						6.30	7.19		7.34	7.49		9.10	10.14	12.19				
	82.0		Yard	MQ	L 4.40AM		L 4.55AM		L 5.30AM						L 6.25AM	L 7.15AM		L 7.30AM	L 7.45AM		L 9.05AM	L 10.10AM	L 12.15 PM				
Schedule Time				WH																							
Average Speed per Hour					1.50	.51	2.05	1.15	2.05	.55	1.05	.52	.36	.44	1.09	2.10	1.45	.55	2.00	.45	1.06	1.55	1.45	.35	.55	.50	
					46.3	28.1	40.8	25.8	40.8	26.1	29.8	38.2	23.8	32.3	28.1	39.2	48.6	26.1	42.5	30.9	29.3	44.3	48.6	39.7	26.1	38.7	

Passenger trains must not exceed maximum speed of sixty five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES.

No. 56 will stop at National Ave. and Sturtevant to let off passengers from points beyond Milwaukee.  
 No. 56 will stop at Sturtevant to cut off the Racine express cars and to unload mail.  
 No. 2 stops at Sturtevant and Deerfield to let off passengers from points beyond Milwaukee.  
 Nos. 2 and 12 will stop on signal at National Ave. only to let off passengers from points beyond Milwaukee and to take on passengers for Chicago.  
 No. 4 will stop at Sturtevant to let off passengers from Twin Cities.  
 No. 12 will stop at Sturtevant for passengers from R. & S. W. 26.  
 No. 10 will stop at Sturtevant on signal to let off passengers from points beyond Milwaukee.  
 No. 6 will stop at local stations Milwaukee to Grayland, inclusive, to let off passengers from St. Paul or points west of there.  
 No. 6 will stop at National Ave. only to take on passengers ticketed to Chicago.  
 No. 14 will stop at Gurnee Sundays only to take on and let off passengers.

No. 138 will stop at Golf to take on passengers for Western Avenue and Chicago.  
 No. 140 will stop at Mayfair, Grayland and Healy to let off passengers.  
 No. 142 will slow up at Rondout for mail.  
 No. 154 will stop at local stations Rondout to Healy, inclusive, to let off passengers ticketed from points west of Rondout.  
 No. 92 will carry passengers between Milwaukee and Rondout.  
 No. 146 Sundays will stop at stations Rondout to Forest Glen inclusive and at Grayland to let off passengers from Janesville and west.  
 No. 146 daily except Sunday will stop at stations Rondout to Forest Glen inclusive and at Grayland to let off passengers ticketed from points west of Rondout.  
 No. 20 will stop at stations east of Wilson to let off passengers.  
 No. 58 will stop at Sturtevant to let off passengers from Milwaukee and beyond.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929		Distance from Milwaukee	Office Closed Week Days	FIRST CLASS																
				8	44	50	46	250	150	144	40	6	154	28	146	14	20	42	58	182
				Passenger Daily	Passenger Except Sat. and Sun.	Passenger Sat. and Sun. Only	Passenger Daily	Passenger Daily	Equipment Train Except Sat. & Sun.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Sun. Only	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
CHICAGO	85.0			As 3.50PM	As 4.45PM	As 5.00PM	As 5.45PM		As 6.10PM	As 6.15PM	As 7.40PM	As 7.45PM	As 9.05PM	As 9.15PM	As 9.30PM	As 10.05PM	As 10.55PM	As 11.25PM	As 12.25AM	
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.2			s 3.39	s 4.34	s 4.49	s 5.34		5.55	s 6.04	s 7.29	s 7.34	s 8.54	s 9.04	s 9.19	s 9.54	s 10.45	s 11.14	12.14	As 12.40AM
BENSENVILLE YARD	82.0																			
2.9 TOWER B 17	76.1																			
GALEWOOD																				
PACIFIC JUNCTION	79.6			3.35	4.30	4.45	5.30		5.50	6.00	7.25	7.30	8.50	9.00	9.15	9.50	10.30	11.10	12.05	12.32
(C. M. ST. P. & P. CROSSING) 2.5 1.0 HEALY	78.6			s 4.28	s 4.43				5.44	s 5.56	s 7.21		8.45					s 11.08		L 12.30AM
GRAYLAND	76.8			3.32	s 4.20	s 4.35	5.27		L 5.40PM	s 5.52	s 7.17	7.26	8.41	8.56	9.10	9.47	10.25	s 11.05	12.01AM	
(C. & N. W. CROSSING) 1.8 (C. & N. A. CROSSING) 0.8 MAYFAIR	76.0				s 4.18	s 4.33				s 5.49	s 7.14		8.35					s 11.02		
1.3 FOREST GLEN	74.8	4.15PM to 6.15AM			s 4.15	s 4.30				s 5.45	s 7.11							s 10.58		
1.1 EDGEBROOK	73.7	No office			s 4.13	s 4.28				s 5.41	s 7.08							s 10.55		
1.8 TOWER A 13	71.9	No office		3.25	4.10	4.25	5.20			5.37	7.03	7.19	8.27	8.48	9.02	9.38	10.17	10.52	11.53	
1.3 MORTON GROVE	70.7	4.45 PM to 7.45 AM			s 4.07	s 4.22				s 5.34	s 7.01							s 10.49		
1.9 GOLF	68.8	5.00 PM to 8.00 AM			s 4.04	s 4.19				s 5.30	s 6.57							s 10.45		
1.2 GLENVIEW	67.6	5.30 PM to 7.30 AM			s 4.01	s 4.16				s 5.27	s 6.55							s 10.42		
2.8 TECHNY	64.8	No office			s 3.56	s 4.11				s 5.21	s 6.51							s 10.37		
TOWER A																				
0.1 TOWER A 20	64.7			3.17	3.55	4.10	5.12			5.20	6.50	7.10	8.16	8.38	8.51	9.30	10.07	10.36	11.45	
0.6 NORTHBROOK	64.1	4.45 PM to 7.45 AM			s 3.54	s 4.09				s 5.19	s 6.49							s 10.35		
2.2 TOWER A 23	61.9	No office		3.14	3.51	4.06	5.09			5.14	6.46	7.07	8.11	8.34	8.47	9.27	10.03	10.31	11.41	
0.8 DEERFIELD	61.1	4.45 PM to 7.45 AM			L 3.50PM	L 4.05PM				s 5.13	L 6.45PM							L 10.30PM		
4.1 WEST LAKE FOREST	57.0	5.00 PM to 8.00 AM								s 5.07					8.40					
4.3 RONDOUT	52.7			3.05			4.59			L 5.01PM		6.57	L 7.59PM	8.24	L 8.34PM	9.17	9.50		11.30	
(M. J. & B. CROSSING)																				
4.5 WILSON	48.2	No office																		
1.8 GURNEE	46.4	5.00 PM to 8.00 AM															s 9.43			
4.8 WADSWORTH	42.1			2.55			4.49					6.46		8.13		9.07	s 9.39			
4.1 RUSSELL	38.0	5.00 PM to 8.00 AM															s 9.33		11.18	
(C. & N. W. CROSSING) 4.6 RANNEY	38.4			2.46			4.41					6.36		8.04		8.58	s 9.27			
1.0 TRUESDELL	32.4	5.00 PM to 8.00 AM															s 9.21		11.08	
4.9 SOMERS	27.5	5.00 PM to 8.00 AM															s 9.18			
4.3 STURTEVANT	28.2			s 2.35			s 4.31	As 5.31PM			s 6.25		7.53		8.47	20 L 9.05PM	s 9.12			
4.2 FRANKSVILLE	19.0	5.00 PM to 8.00 AM						5.26											10.55	
2.1 TOWER A 68	16.9			2.25			4.24	5.24			6.15		7.45		8.39				10.46	
1.8 CALEDONIA	15.6	5.00 PM to 8.00 AM																		
8.4 OAKWOOD	12.2	5.00 PM to 8.00 AM						5.19												
5.1 LAKE	7.1			2.14			4.14	5.14				6.05		7.35		8.29	70		10.36	
STOWELL																				
(KINNICKINNIC RIV. DR. BR.) 5.0 (C. & N. W. CROSSING) 1.0 WASHINGTON STREET	1.1	No Office																		
0.2 NATIONAL AVE.	0.9			s 2.04			s 4.04	5.04				5.55		7.25		s 8.19			10.25	
(MENOMINEE RIV. DR. BR.) 0.5 MILWAUKEE				L 2.00PM			L 4.00PM	L 5.00PM				L 5.50PM		L 7.20PM		L 8.15PM			L 10.20PM	
MUSKEGO YARD																				
Schedule Time				1.60	.55	.55	1.45	.81	.30	1.14	.55	1.55	1.06	1.55	.56	1.50	1.50	.55	2.05	.10
Average Speed per Hour				46.3	26.1	26.1	48.6	44.9	16.4	26.2	26.1	44.3	28.7	44.3	34.6	46.3	33.7	25.6	40.8	21.6

Passenger trains must not exceed maximum speed of sixty-five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty-five (35) miles per hour.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929	Distance from Milwaukee	SECOND CLASS															
		74	82	80	890	64	264	60	870	66	70	610	166	76	650	84	92
		Time Freight Except Mon.	Twin City Time Freight Ex. Tues.	Red Ball Daily	Time Freight Ex. Monday	C. & M.-J. Line Stock Mon., Wed. & Friday	Coast Line Time Freight Daily	S. M. River W. V. Div. Stock Sun. Only	Time Freight Daily	Twin City Stock and Meat Daily	Paper Train Daily	Western Time Freight Daily	Stock Freight Daily	Milwaukee Mdes. Daily	South West Time Freight Daily	Red Ball Except Sun.	Way Freight Mon., Wed. & Friday
CHICAGO.....	85.0																
(C. & N. W. CROSSING) 2.9																	
WESTERN AVENUE.....	82.2	As 6.00AM											As 4.00AM				
BENSENVILLE YARD.....	82.0		As 8.00AM	As 6.30PM		As 7.00PM	As 10.00PM	As 10.55PM		A 11.00PM	As 1.40AM		As 1.45AM		As 7.30AM		
2.9																	
TOWER B 17.....	76.1																
GALEWOOD.....																	
PACIFIC JUNCTION.....	79.6	5.50											3.50				
(C. M. ST. P. & P. CROSSING) 2.5																	
1.0																	
HEALY.....	78.6																
GRAYLAND.....	76.8		Via C. & N. W. Ry.														
(C. & N. W. CROSSING) 1.8																	
(C. & N. W. CROSSING) 0.8																	
MAYFAIR.....	76.0																
1.2																	
FOREST GLEN.....	74.8																
1.1																	
EDGEBROOK.....	78.7																
1.8																	
TOWER A 13.....	71.9	5.25															
1.2																	
MORTON GROVE.....	70.7																
1.9																	
GOLF.....	68.8																
1.3																	
GLENVIEW.....	67.6																
2.8																	
TECHNY.....	64.8																
TOWER A.....																	
0.1																	
TOWER A 29.....	64.7	5.00	6.00	4.10		5.05	8.35	9.25		9.27	11.34		12.18	2.30		4.50	
0.6																	
NORTHBROOK.....	64.1					4.58											
2.2																	
TOWER A 23.....	61.9	4.50	5.45	4.00		4.48	8.25	9.15		9.17	11.27		12.10AM	2.15		4.25	
0.8																	
DEERFIELD.....	61.1					4.45											
4.1																	
EVERETT.....	57.0					4.30											
4.8																	
RONDOUT.....	52.7	4.20	5.15	2.35 <sup>8</sup>		4.15	8.05 <sup>154</sup>	8.40 <sup>28</sup>		8.50	11.00		L 11.45 <sup>58</sup>	1.40		4.00	As 1.45PM
(M. J. & B. CROSSING)				5.00			7.50	8.20 <sup>146</sup>									
4.5																	
WILSON.....	48.2					3.55											• 1.30
1.8																	• 1.20
GURNEE.....	46.4					3.40											• 1.25
4.3																	• 12.55
WADSWORTH.....	42.1	3.20	4.45	2.00		3.25	7.05	7.40		8.20 <sup>28</sup>	10.30		12.50		2.40	• 12.55	
4.1										8.10							• 12.25PM
RUSSELL.....	38.0					3.05											• 11.55
(C. & N. W. CROSSING) 4.6						• 5.55 <sup>8</sup>											• 11.50
RANNEY.....	38.4	3.00	4.20	1.30		4.40	6.40 <sup>6</sup>	7.15		7.45	10.00		12.20AM		2.15	f 11.55	
1.0																	• 11.50
TRUEDDELL.....	32.4					2.35											• 11.10
4.9																	• 10.55
SOMERS.....	27.5					2.20											• 10.10 <sup>10</sup>
4.8																	• 10.10
STURTEVANT.....	28.2	2.25	3.45	12.30PM	As 12.45PM	2.00	6.00	6.45	As 7.00PM	7.25	9.30	As 10.15PM	11.50	As 12.01AM	1.45	• 10.55	
4.2																	• 9.10 <sup>12</sup>
FRANKSVILLE.....	19.0					1.40											• 9.05
2.1																	• 9.00
TOWER A 68.....	16.9	2.00	2.40	11.55	12.25	1.25	5.40	6.20 <sup>6</sup>	6.40	7.00	8.55	9.50	11.19	11.35	12.20AM	• 9.05	
1.8																	• 8.40
CALEDONIA.....	15.6					1.15											• 8.20
3.4																	• 7.58
OAKWOOD.....	12.2					12.55											• 7.55
5.1																	
LAKE.....	7.1	1.35	2.00	11.25	12.05PM	12.40	5.17 <sup>250</sup>	5.45	6.15	6.25	8.30 <sup>14</sup>	9.35	10.55	11.10	11.55	• 8.20	
5.1																	• 7.58
STOWELL.....	2.1	1.17	1.35	10.55	11.50	12.20	4.40	5.20	5.50	6.08	7.50	9.20	10.31	10.45	11.35	• 7.58	
(KENNICKINIC RIV. DR. BR.) 5.0																	• 7.55
(C. & N. W. CROSSING) 1.0																	
WASHINGTON STREET.....	1.1	1.15	1.30	10.50	11.45	12.15PM	4.35	5.15	5.45	6.05	7.45	9.15	10.27	10.40	11.30	• 7.55	
0.2																	
NATIONAL AVE.....	0.9																
(MENOMONIE RIV. DR. BR.) 0.5																	
MILWAUKEE.....																	
MUSKEGO YARD.....		L 1.00AM	L 1.15AM	L 10.30AM	L 11.30AM	L 11.45AM	L 4.15PM	L 5.00PM	L 5.30PM	L 5.45PM	L 7.30PM	L 9.00PM	L 10.15PM	L 10.30PM	L 11.15PM	L 7.50AM	
Schedule Time		5.00	6.15	8.00	1.15	7.15	5.45	5.55	13.0	5.15	6.10	1.15	2.00	5.45	1.81	8.15	5.55
Average Speed per Hour		16.4	18.1	9.9	18.5	11.4	18.4	18.3	15.4	15.0	12.5	18.5	18.0	14.1	15.4	9.9	8.9

Passenger trains must not exceed maximum speed of sixty five (65) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES.

DOUBLE TRACK IS IN USE BETWEEN MILWAUKEE AND CHICAGO.  
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

No. 60 due at U. S. Yards, 2.30 am; Calumet Park, 5.45 am.  
No. 64 due at U. S. Yards, 10.00 pm; Calumet Park, 1.15 am.  
No. 64 connects with No. 194 at Rondout handling

Janesville Line Stock.  
No. 66 due at U. S. Yards, 4.40 am; Calumet Park, 7.55 am.  
No. 166 due at U. S. Yards, 4.25 am; Calumet Park, 7.40 am.

RONDOUT TO JANESVILLE SUBDIVISION — WESTWARD

Table with columns: Time Table No. 60, Capacity of Sidings in Cars, STATIONS, FIRST CLASS (147-11), SECOND CLASS (165-163), THIRD CLASS (193). Rows include stations like RONDOUT, JUNCTION SWITCH, LIBERTYVILLE, SOO TOWER, GRAYS LAKE, HIGHLAND LAKE, ROUND LAKE, LONG LAKE, INGLESIDE, FOX LAKE, SPRING GROVE, SOLON MILLS, BELDEN, HEBRON TOWER, ARMSBY, ZENDA, WALWORTH, BARDWELL, WILCOX, AVALON, GANO, WHEELER PIT, ROCK RIVER TOWER, JANESVILLE.

Passenger trains must not exceed maximum speed of fifty-five (55) miles per hour — stock and merchandise trains thirty-five (35) miles per hour; other freight trains thirty (30) miles per hour.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MANUAL BLOCK SYSTEM IS IN USE BETWEEN FOX LAKE AND JANESVILLE.

AUTOMATIC BLOCK SYSTEM IS IN USE BETWEEN RONDOUT AND FOX LAKE.

Train Order Signals will also be used as Block Signals (see Rule 221-B and 311). Trains not required to stop at Rondout will register by card except when displaying signals for following trains, when conductors will register in person. No. 131 Sundays will stop at Solon Mills and Hebron Tower on signal to take on or let off passengers. No. 131 will stop at Hebron Tower to let off passengers from Chicago Union Depot and Western Avenue and to take on passengers for Janesville and points beyond and points reached via Bardwell and R. & S. W. Division. No. 131 will stop at Solon Mills to let off passengers from Chicago Union Depot and Western Avenue and take on passengers for Walworth and points beyond. Nos. 133, 135, 137, 139, 141, 143, 147, 149, 151, 153 will stop at Wilson Road to let off passengers from Chicago Union Depot and Western Avenue.

Nos. 135 and 137 will stop at Long Lake to let off passengers from Chicago Union Depot and Western Avenue. No. 137 will stop at all stations, Fox Lake to Walworth, on Saturdays, to let off and pick up passengers. No. 137 will stop at Zenda to let off passengers from Chicago Union Depot and Western Avenue, and to pick up passengers for Janesville and points beyond. No. 137 will stop at Bardwell on signal to pick up passengers from R. & S. W. 36 and 47 and to let off passengers for Beloit. No. 143 will stop at Hebron Tower to let off passengers from Chicago Union Depot and Western Avenue and to take on passengers for Janesville and points beyond to be transferred to No. 11 at Walworth. All trains terminating at Fox Lake will register. Time for trains beginning and terminating their schedule at Fox Lake will apply at a point on main track 200 feet west of train order signal.



JANESVILLE TO RONDOUT SUBDIVISION—EASTWARD

Time Table No. 60 In Effect 2:01 A. M. December 18, 1929	Distance from Rondout	Distance from Janesville	FIRST CLASS								SECOND CLASS		THIRD CLASS
			132	136	22	138	140	142	144	154	146	166	194
			Passenger Except Sun.	Passenger Except Sun.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Except Sun.	Passenger Daily	Passenger Sunday Only	Passenger Daily	Stock Freight	Way Freight
STATIONS													
RONDOUT	66.8		As 6.10AM	As 7.02AM	A 7.08AM	As 7.21AM	As 9.09AM	A 12.40PM	As 5.01PM	A 7.59PM	A 8.34PM	A 10.40PM	As 2.15PM
2.0 JUNCTION SWITCH	2.0	64.8											
1.2 LIBERTYVILLE	8.2	68.6	• 6.01	• 6.57	7.04	• 7.15	• 9.01 <sup>131</sup>	• 12.28	• 4.53	• 7.52	• 8.27	10.30	• 1.56 <sup>151</sup>
4.4 (800 LINE CROSSING) 500 TOWER	7.6	59.2											
1.1 GRAYS LAKE	8.7	58.1	• 5.52	• 6.48	6.56	• 7.06	• 8.52	• 12.19	• 4.43 <sup>143</sup>	• 7.43	• 8.19	10.15	• 1.35
1.5 HIGHLAND LAKE	10.2	56.6											
1.5 ROUND LAKE	11.7	55.1	• 5.45	• 6.42	6.50	• 7.00	• 8.47 <sup>193</sup>	• 12.13	• 4.38	• 7.37	• 8.13	10.05	• 1.10
2.0 LONG LAKE	18.7	58.1	• 5.41	• 6.38		• 6.56	8.42	12.06	• 4.33	• 7.32	• 8.08		
1.8 INGLESIDE	15.5	51.3	• 5.36	• 6.34	6.43	• 6.52	• 8.38	• 12.03PM	• 4.29	• 7.25	• 8.04	9.50	• 12.40
1.7 (FOX RIVER DRAW BRIDGE) FOX LAKE	17.2	49.6	L 5.30AM	L 6.30AM	6.39	L 6.48AM	• 8.34	• 11.56 <sup>194</sup>	• 4.25	• 7.17	• 8.00	9.45	• 12.10PM <sup>149</sup> • 11.05
4.2 SPRING GROVE	21.4	45.4			6.32		• 8.25	• 11.47	L 3.00PM	• 7.08	• 7.51	9.35	• 10.50
2.1 SOLON MILLS	28.5	48.3			6.29		• 8.21	11.42		• 7.03	• 7.48	9.30	• 10.20
4.1 BELDEN	27.6	49.2					8.15	11.37		6.57	• 7.42 <sup>11</sup>		
1.9 (C. & N. W. CROSSING) HEBRON TOWER	29.5	47.3			6.22		8.12	11.33		• 6.52 <sup>135</sup>	7.35	9.15	• 9.54 <sup>131</sup>
1.6 ARMSBY	31.1	45.7											
4.0 ZENDA	35.1	41.7			6.13		• 8.04	• 11.25 <sup>193</sup>		• 6.43	• 7.25	9.05	• 9.25
6.1 (C. H. & G. L. CROSSING) WALWORTH	41.2	25.6			• 6.04		L 7.55AM	• 11.15		L 6.30PM	• 7.15 <sup>137-135</sup>	8.50	• 8.45
BARDWELL	49.8	17.0			5.48			• 11.00			7.03	• 8.17 <sup>11</sup>	• 7.30
2.2 WILCOX	52.0	14.8											
4.5 AVALON	56.5	10.3			5.38			10.50		• 6.53	• 7.36 <sup>137</sup>		• 7.10
4.2 GANO	60.7	6.1			• 5.31 <sup>165</sup>			• 10.45 <sup>181</sup>			6.47	7.20	6.55
2.3 WHEELER PIT	62.9	3.9											
1.8 (C. & N. W. AND R. L. CR'G) ROCK RIVER TOWER	64.7	2.1			5.25			10.39			6.40	7.00	6.40
2.1 JANESVILLE	66.8				L 5.20AM			L 10.35AM		L 6.35PM	L 6.55PM		L 6.30AM <sup>165</sup>
Schedule Time			.40	.32	1.48	33	1.14	2.05	2.01	1.31	1.59	3.45	7.45
Average Speed Per Hour			25.8	32.2	37.1	31.2	32.1	32.0	10.7	24.9	33.7	17.18	8.1

Passenger trains must not exceed maximum speed of fifty-five (55) miles per hour—stock and merchandise trains thirty five (35) miles per hour; other freight trains thirty (30) miles per hour

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 132, 136, 138, 140, 144, 154, will stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago Union Depot.  
 No. 140 will stop at Hebron Tower and Long Lake on signal to take on passengers for Western Avenue and Chicago Union Depot.  
 No. 142 will stop at Avalon to let off passengers ticketed from points on Madison division except Janesville and will stop on signal to take on passengers for Western Avenue and Chicago.  
 No. 142 will stop at Long Lake on signal to take on passengers for Western Avenue and Chicago Union Depot.

No. 146 daily except Sunday will stop at Hebron Tower to let off passengers from Madison division, and take on passengers for Western Avenue and Chicago Union Depot.  
 No. 146 will stop at Bardwell on signal only to take on passengers from R. & S. W. 20.  
 No. 146 Sundays will stop at stations east of Zenda only to let off passengers from Janesville and west.  
 No. 194 handles stock from local stations, Fox Lake to Libertyville, inclusive, connecting with No. 64 at Rondout.

TRAIN DISPATCHERS

B. C. BABCOCK  
 W. H. HAMMOND  
 W. C. ZIMMERMAN  
 H. C. CONE

O. C. TABBERT  
 R. A. HELTON  
 A. A. HENNESSY  
 A. C. BARBER  
 H. F. GUYOT

C. E. LARSON,  
 Chief Dispatcher

A. T. BERG  
 Train Master

E. G. KIESELE  
 Train Master

## SPECIAL INSTRUCTIONS

On double track between Chicago and Milwaukee extra trains may be run in one direction with the current of traffic without running orders Form G on receipt of clearance card at its initial station, numbered and bearing the endorsement "complete" with the time and train dispatcher's initials. Extra trains must not leave any station commencing its run in either direction without a clearance card properly filled out and bearing the endorsement of the train dispatcher, or a train order Form G. Extra trains must not cross over to the opposite track for any purpose unless protected in both directions as prescribed by Rule D-152 and must be fully protected in both directions while on that track unless a clearance card or train order, authorizing it to run with the current of traffic, or a train order to run against the current of traffic is received from the train dispatcher. Helper engines must receive train order Form G or Form D-H before crossing over to return from a station at which clearance card cannot be obtained. Work extras must not be run without train order Form D-H.

Rule 19-A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight and work trains is hereby withdrawn, and the display of red light in the cupola of cabooses will be discontinued. (That part of Rule 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: "By day green flags or marker lamps not lighted.")

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division unless otherwise provided. First class eastward trains entering Milwaukee to Chicago Sub-Division at Rondout from Janesville to Rondout Sub-Division will register by card and will not require clearance card providing the train order signal is clear. Operator at Rondout may clear these trains if there are no train orders or special instructions.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

In case of head-light failure, in addition to putting a lantern in cage of head-light, engineers will sound the whistle frequently at all obscure places, also on straight track, so as to protect signal maintainers and sectionmen.

When trains are run with double headers, the air brakes on the leading engine must be connected through the second engine with the train, and the train controlled by Engineer of leading engine. Before starting train from point at which double header is attached, Conductor must see that air brakes on train are tested from the leading engine.

"When for any reason an engine leaves its train or part of its train on the main track, great care must be taken when returning to avoid colliding with the detached portion and at night, or when the view is obscured from any cause, the conductor and engineer must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by engineers under following conditions:

When entering, or moving through side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, or at engine terminals.

Engineers will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

Employees are prohibited from riding:

- On engine footboard between engine and car when cars are being pushed.
- On leading footboard while coupling engine to cars.
- On engine pilots.
- On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

## SYMBOLS

●—Standard Clock.	D—Drenching Tower.	K—Connection with Foreign Road.	R—Register.	Y—Wye.
■—Bulletin Boards.	I—Interlocked.	O—Oil.	T—Turntable.	Z—Track Scales.
□—Coal.	J—Junction.	P—Dispatcher's Telephone.	W—Water.	⌋—Refreshments.

## SPEED RESTRICTIONS.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled.

The speed of all trains passing through crossovers entering upon or leaving ends of double tracks, passing tracks or other side track, must be controlled and not exceed ten (10) miles per hour, except at designated turnouts laid with long frogs, where speed may be increased to but not exceeding twenty (20) miles per hour, long frogs are located at both ends of passing tracks at Tower A-13, A-23 Wadsworth, Ranney, Tower A-68, Lake, and head-in switches on Nos. 1, 2 and 6 at Rondout.

When K-1 engines are used on passenger trains, speed must be restricted to thirty (30) miles per hour. When running light or with a very light train, speed must not exceed thirty (30) miles per hour.

All trains will reduce speed on westward track to forty miles per hour entering Kellys Cut to a point one-half mile east of Stowell Westward trains, running on eastward track from Lake to Stowell, must not exceed twenty-five (25) miles per hour around Kellys Cut Curves, two miles west of Lake.

Trains must not exceed six (6) miles per hour between Clinton Street and Passenger Station at Milwaukee.

Trains entering upon, or leaving the Rondout-Janesville Subdivision at Rondout must not exceed (20) miles per hour between E. J. & E. crossing and the coal shed.

Work trains handling laborers must not exceed twenty (20) miles per hour, and cars used in carrying the men to and from their work must not be run ahead of the engine, if it can be avoided.

When moving Lidgerwood unloaders the speed must not exceed fifteen (15) miles per hour.

Trains must not exceed fifteen (15) miles per hour over draw bridge at Fox Lake.

Freight trains, westward, will reduce speed to ten miles per hour from a point one mile east of Stowell to National Ave., and will not exceed same under any circumstances.

The maximum speed of passenger trains must not exceed thirty-five (35) miles per hour at any point nor the schedule time of the train be exceeded when an engine from freight service or when any single truck locomotive is used, nor when double heading with one freight and one passenger engine. These speed limits apply where conditions do not require a slower speed.

Trains handling Steam Derrick will not exceed speed of twenty-five (25) miles per hour on Main Lines and fifteen (15) miles per hour on Branch Lines.

Engines, (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed, must not exceed a speed of twenty (20) miles per hour.

Janesville Yard limit board located two thousand feet east of Wheeler's Pit east of Janesville. Trainmen and enginemen running in and out of Janesville must provide themselves with a Madison Division Time Card and be governed by Special Rules and Instructions therein while using Madison Division tracks between this yard limit board and Janesville.

The interlocking plant at Bardwell consists of a high signal located approximately 500 feet each side of the crossing, the top arm governing movements on the main line and the second arm, where provided, governs movements into the west end of R. & S. W. Division passing track and east end of C. & M. Division passing track, these two passing track switches being interlocked and low dwarf signals being provided to govern movements out of the passing tracks onto the main line.

The interlocking signals at this crossing do not supersede Train Orders, Time Tables or other rules as effecting the movement of trains at this point.

All trains must approach the crossing under control and shall not exceed a speed of 15 miles per hour through the interlocking limits.

Trains will approach C. H. & G. L. Railway crossing just east of Walworth under control expecting to find crossing occupied by the Electric Line.

Engineers and firemen, also train and yardmen who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed, enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

## TRACK RESTRICTIONS.

Class L-2 and L-3 engines may be used on joint tracks between Western Ave. and Union Station, Chicago, in emergency cases restricting the speed to 10 miles per hour through the slip switches at the north end of the Union Station.

Class L-2, C-5 or heavier engines must not be moved over the following tracks.

Manure track and two Pochlman tracks at Morton Grove, No. 1 track serving Swain Nelson Co. at Glenview, west end of wire track at Rondout.

Class L-2 or L-3 engines must not move at a speed exceeding six (6) miles per hour on the stock, coal, and repair tracks at Sturtevant and on No. 2 track serving Lutter Brick Co. at Glenview.

Engines larger than Class K-1 or G-7 must not use freight house and run-around tracks at Sturtevant, Techny Spur track or Armour's Switch.

Engines larger than Class K-1 must not use the Brown-Bowman track, the two Wisconsin Engine Co.'s tracks, nor the Power House track at Sturtevant.

The following tracks in Wilcox Yard at Grayland can be used by C-2 or smaller engines as follows:

Trestle track. Track No. 1 lower yard track. Track No. 3 can be used by engine as far as the cement house. Track No. 4 is OK for service at a speed not to exceed six miles per hour. Engines must not go in on track No. 2 under any circumstances.

Trains using North Wye at Bardwell must not exceed five miles per hour and F 3 or larger engines must head around this Wye. F 3 or larger engines cannot be used on Armour's Spur Track on account of sharp curvature.

Trains must not exceed 25 miles per hour over Bridges 324 and A324 near Junction Switch.

## YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS.

Chicago to Milwaukee sub-division:	Rondout to Janesville sub-division:
Pacific Jct. . . At Armitage Ave.	Libertyville . . . 2000 ft. west of west passing track switch.
Forest Glen . . . 2000 ft. west of passenger station.	Libertyville . . . 8000 ft. west of passenger station.
Deerfield . . . 2000 ft. east of depot (westward).	Libertyville . . . 2000 ft. east of passenger station.
Deerfield . . . 2000 ft. west of depot (eastward).	Ingliside . . . 2000 ft. east of depot.
Rondout . . . 4000 ft. east of No. 1 east switch (westward).	Ingliside . . . 2000 ft. east of east passing track switch.
Rondout . . . 4000 ft. west of west crossover switch (eastward).	Fox Lake . . . 2000 ft. east of east passing track switch.
Sturtevant . . . 4000 ft. east of east switch (westward).	Fox Lake . . . 2000 ft. west of west passing track switch.
Sturtevant . . . 4000 ft. west of west wye switch (eastward).	Walworth . . . 3600 ft. west of passenger station.
Yard limits extend from 200 feet east of Rawson Avenue, Lake, through to and including Milwaukee Terminals on eastward and westward tracks.	Walworth . . . 2000 ft. east of passenger station.
	Bardwell . . . 2500 ft. east of R. & S. W. crossing.
	Bardwell . . . 2500 ft. west of R. & S. W. crossing.

## MAIL

If it becomes necessary on account of accident or other cause to transfer passengers to another train, U. S. mail in mail or baggage cars must also be transferred. If possible, mail clerks should be notified in advance.

Conductors of trains handling U. S. mail must know that the mail for their train is loaded or mail shortage slip delivered before leaving a station at which their train receives mail.

Decline to accept pouches containing mail matter unless they are properly locked. This includes pouches without locks or with locks open.

## FIRE PREVENTIVE

Engineers must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their engineer to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

## FEDERAL, STATE AND MUNICIPAL LAWS AND REGULATIONS

The Statutes of the State of Illinois provide that no railroad corporation shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and impose a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineer or conductor violating the provisions of the act, to be recovered in an action of debt in the name of the people of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum.

When suits are instituted against the Company for blocking highway crossings under this statute, employees responsible therefor will be called upon to bear fine imposed and if they refuse so to do will be discharged from the service of the Company. When suits are brought against employees for violating the above statute the Company will take no action in defending same.

Within the limits of the City of Chicago, engineers will not sound whistle except for the protection of their trains and the public. The engine bell must be rung at all times while engines and trains are moving within said limits.

All concerned must understand that they must not shove cars over highway crossings without protection, by having a trainman flag the crossing.

Train and enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "on duty" includes all time from the time required to report for duty until the time actually relieved from duty.

## SPECIAL INSTRUCTIONS

The northwest wye switch and switch on east end of C&M Division main line crossover located approximately 900 ft. west of the passenger depot at Sturtevant, are equipped for electric switch locks and are under the control of the operator in the depot at Sturtevant. Switches cannot be unlocked without his co-operation: a two arm westbound routing signal located on the northwest wye approximately 200 ft. from C&M Division main line switch is operated in connection with those switches; top arm governs westbound movements through crossover to westbound C&M Division main track; second arm governs westbound movements onto eastbound C&M Division main track. Trains or engines moving from the northwest wye must not pass the two arm signal nor foul the C&M Division main track without first receiving proper signal indications for the movement that is to be made. Signals will not clear until switches have been unlocked and properly lined and track is clear. Train and enginemen using westbound C&M Division main track must not throw switch at west end of crossover nor foul eastbound main track without first making certain that switch at east end of crossover has been unlocked. The addition of the electric locks and signal protection does not relieve train and enginemen from protecting and obtaining proper authority for all movements nor from observing and knowing that all switches are properly set, or from controlling the speed in accordance with the rules.

Two eastward and two westward automatic, color light type, dwarf signals for governing movements against the normal direction of traffic at Sturtevant are located as follows: Signal No. 62-6 located opposite automatic signal No. 62-8 about 4800 ft. west of passenger depot, governs eastward movements on westward track to dwarf signal 62-0. Indications red and green. Signal No. 62-0 located opposite automatic signal 61-9, 600 ft. west of passenger depot, governs eastward movements on westward track to automatic signal 61-1. Indications red and green. Signal No. 60-5 located at east end of crossover at east end of yard 6000 ft. east of passenger depot, governs westward movements on eastward track to dwarf signal 61-3. Indications red and green. Signal No. 61-3 located opposite automatic signal 61-1 about 2800 ft. east of passenger depot, governs westward movements on eastward track to point opposite west end of crossover at coal chute. Indications red and green. The indications of these signals are in accordance with Rules 501-AA and 501-B. The rules applying to automatic block signals will apply to these dwarf signals.

The switch indicator at spring switch at east end of eastward passing track at Sturtevant has been replaced with a color light type dwarf signal located at clearance point. Train movements from passing track to eastward main track will be governed by this dwarf signal. Rule 512 applies to this dwarf signal the same as to switch indicators.

All train movements over the Soo Line crossing, 1.1 miles east of Grays Lake, Ill., will be governed by color light type home signals with indications in accordance with rules 601-A and 602-G, located on the right-hand side of track and approximately four hundred and fifty (450) feet from the crossing. Automatic distant signals with indications in accordance with Rules 501-AA and 501-B, are located approximately twenty-eight hundred (2800) feet east and forty-six hundred (4600) feet west of the home signals.

All trains will approach the home signals under control and, if proceed signal indication is obtained, may proceed over the crossing at a speed not to exceed twenty (20) miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release marked "C. M. St. P. & P. Release," locked with a standard switch lock. Instructions for operating the release are posted inside the release box. In case the operation of the hand release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident, on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Flagging Rule 509A-(A) also applies to these home crossing signals.

Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

In the automatic block territory between Fox Lake and Rondout a train moving contrary to its normal direction without proper authority, must be preceded by a flagman sent far enough in advance of the movement to insure absolute protection.

STATIONS	Ruling Grade	CLASS L3 8500-8999				CLASS L2 8000-8499				CLASS C5 7200-7499				CLASS F5 6300-6499 6700-6999				CLASS C2 7100-7199 7600-7999				CLASS F3 6100-6199 6500-6599 CLASS B4 4300-4399				CLASS K1 5000-5049 5500-5644 CLASS G7S 2850-2949				CLASS G7 2800-2849 2400-2499				CLASS G6 2700-2799 2300-2399			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Milwaukee to Lake . . . . .	.66	3000	2650	2500	2250	2700	2350	2100	1800	1900	1650	1500	1300	1700	1450	1350	1200	1800	1850	1450	1250	1300	1100	1000	900	1500	1300	1200	1150	1300	1100	1000	900	900	750	700	650
Lake to Sturtevant . . . . .	.66	4100	3500	3200	2950	3800	3300	3050	2700	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Sturtevant to Rondout . . . . .	.5	4100	3500	3200	2950	3800	3300	3050	2700	2600	2200	2050	1800	2800	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Rondout to Bensenville . . . . .	.3	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2350	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Bensenville to Rondout . . . . .	.5	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2050	1800	2800	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Rondout to Sturtevant . . . . .	.5	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2050	1800	2800	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Sturtevant to Milwaukee . . . . .	.5	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Janesville to Walworth . . . . .	.5	4000	3450	3200	2950	3800	3150	2950	2700	1800	1550	1450	1250	1500	1300	1200	1050	1600	1350	1250	1100	1300	1100	1000	900	1450	1250	1150	1000	1300	1100	1000	900	800	650	600	550
Walworth to Rondout . . . . .	.5	4000	3450	3200	2950	3800	3150	2950	2700	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1600	1800	1550	1450	1250	1200	1050	950	850
Rondout to Grays Lake . . . . .	.66	3000	2650	2400	2100	2700	2350	2100	1850	1800	1550	1450	1250	1500	1300	1200	1050	1500	1300	1200	1050	1200	1050	950	850	1350	1150	1050	850	1200	1050	950	850	800	650	600	550
Grays Lake to Janesville . . . . .	.66	3200	2750	2500	2250	2700	2350	2100	1850	2000	1700	1600	1400	1700	1450	1350	1200	1700	1450	1350	1200	1400	1200	1100	950	1600	1350	1250	1100	1400	1200	1100	950	1200	1050	950	850

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

Weather Rating  
 1-25 Degrees above Zero or over.  
 2-5 to 25 Degrees above Zero very frosty or wet.  
 3-5 Degrees above to 10 Below Zero.  
 4-10 Degrees below Zero and colder

Trains with Helper Engines will handle same tonnage Milwaukee to Lake as between Lake and Sturtevant.

Unless otherwise instructed Car Limit on Milwaukee to Chicago and Rondout to Janesville Sub-Division will be 90 Cars.

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

STATIONS	SUNDAY HOURS
Janesville	Continuous
Rock River Tower	Closed
Avalon	Closed
Bardwell	Continuous
Walworth	{ 6:00am to 8:00am 6:00pm to 8:00pm
Zenda	Closed
Hebron Tower	Continuous
Solon Mills	Closed
Spring Grove	Closed
Fox Lake	{ 8:30am to 11:00am 3:30pm to 8:00pm 11:30pm to 7:30am
Ingleside	5:45pm to 7:45pm

STATIONS	SUNDAY HOURS
Round Lake	Closed
Grays Lake	Closed
Libertyville, New Station	Closed
Lake	Continuous
Oakwood	Closed
Caledonia	Closed
Tower A68	Continuous
Frankville	Closed
Sturtevant	Continuous
Somers	Closed
Truesdell	Closed
Ranney	Continuous
Russell	Closed
Wadsworth	Continuous
Gurnee	Closed
Rondout	Continuous

STATIONS	SUNDAY HOURS
West Lake Forest	Closed
Deerfield	Closed
Tower A23	Closed
Dorthbrook	Closed
Tower A20	Continuous
Tower A	Continuous
Tower B	Continuous
Glenview	Closed
Golf	Closed
Morton Grove	Closed
Edgebrook	Closed
Forest Glen	Closed
Mayfair	Continuous
Grayland	Continuous
Healy	Closed
Pacific Junction	Continuous

WEIGHTS OF DEAD LOCOMOTIVES.

N2-198 Ton.	K1-108 Ton.
L2-188 Ton.	G7- 92 Ton.
L3-150 Ton.	G6- 89 Ton.
F5-127 Ton.	A2- 88 Ton.
F8-124 Ton.	A1- 75 Ton.
C5-110 Ton.	I5- 63 Ton.
C2-108 Ton.	H7- 46 Ton.
C1- 89 Ton.	H6- 50 Ton.
B4- 89 Ton.	L3-252 Ton, including tender.
B3- 88 Ton.	L2-216 Ton, including tender.
	L2A-224 Ton, including tender.

SPEED TABLE.

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.  
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.  
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

Maximum Number of Inoperative Brakes Permissible.

137. The following table is for convenience in quickly determining the maximum number of cut-out brakes with which a train may be permitted to proceed if it is impossible to have repairs made. The locomotive and caboose are included in the number of cars below.

No. of Cars	Inoperative Brakes
6 cars or less	0 cars
7 cars to 13 cars inclusive	1 car
14 cars to 19 cars inclusive	2 cars
20 cars to 26 cars inclusive	3 cars
27 cars to 33 cars inclusive	4 cars
34 cars to 39 cars inclusive	5 cars
40 cars to 46 cars inclusive	6 cars
47 cars to 53 cars inclusive	7 cars
54 cars to 59 cars inclusive	8 cars
60 cars to 66 cars inclusive	9 cars
67 cars to 73 cars inclusive	10 cars
74 cars to 79 cars inclusive	11 cars
80 cars to 86 cars inclusive	12 cars
87 cars to 93 cars inclusive	13 cars
94 cars to 99 cars inclusive	14 cars
100 cars to 106 cars inclusive	15 cars
107 cars to 113 cars inclusive	16 cars
114 cars to 119 cars inclusive	17 cars
120 cars to 126 cars inclusive	18 cars

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

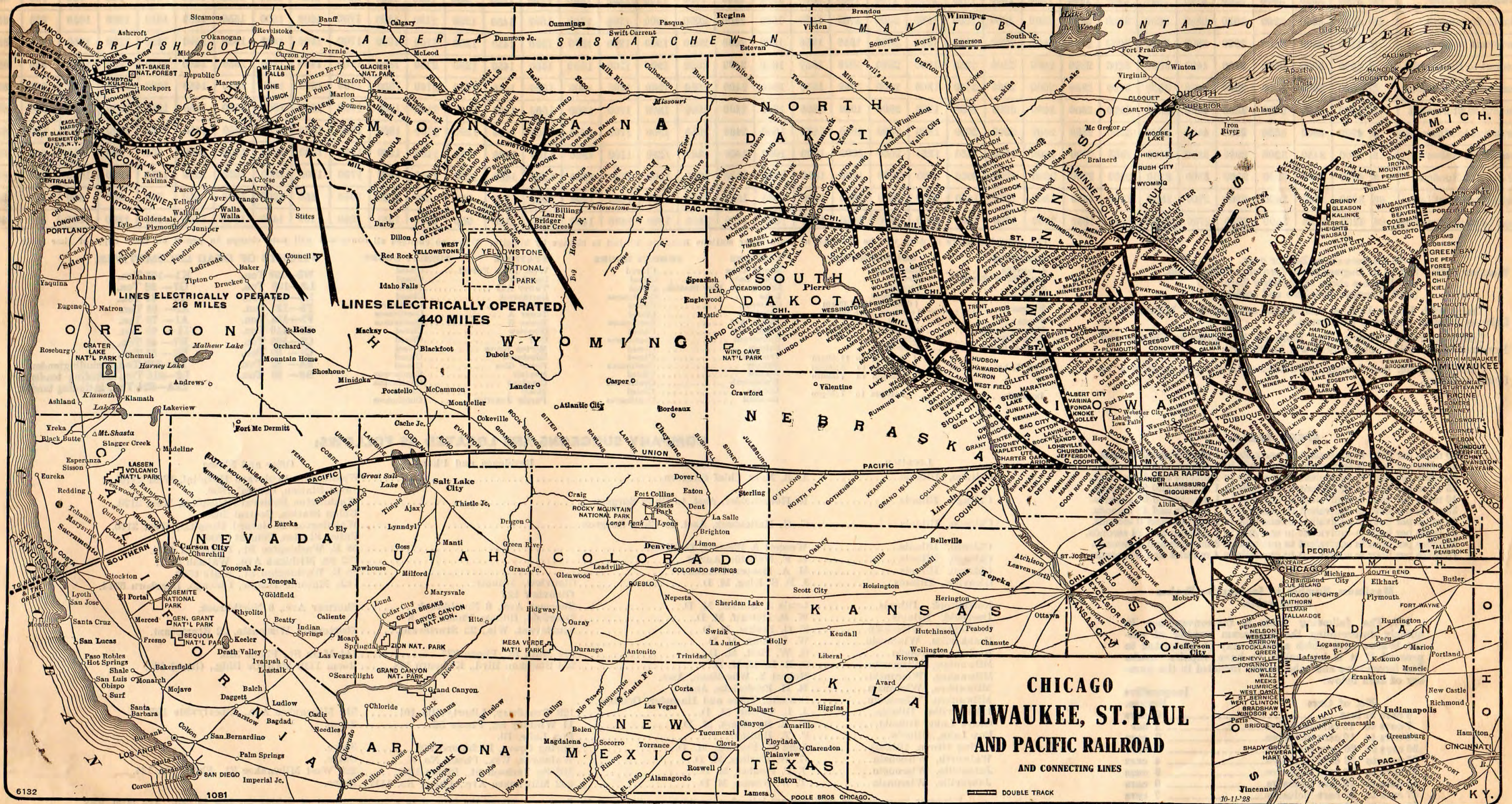
Location	Name	Residence and Phone	Office and Phone
Chicago, Illinois	A. R. Metz, Chief Surgeon		Washington Boulevard Hospital, West 3170. Union Station, Central 7600.
Chicago, Illinois	R. Householder, Asst. to Chief Surgeon		Washington Boulevard Hospital, West 3170. Union Station, Central 7600.
Chicago, Illinois	G. G. Hallenbeck, Asst. to Chief Surgeon		Washington Boulevard Hospital, West 3170. Union Station, Central 7600.
Chicago, Illinois	Wescott & Wescott, Oculists		58 E. Washington St., Dearborn 4934.
Chicago, Illinois	L. F. McBride, Aurist		122 So. Michigan Ave., Wabash 9467.
Chicago, Illinois	H. A. Hooper, Dentist		58 E. Washington St., State 0509.
Glenview, Illinois	J. B. S. King, M. D.	Glenview, Illinois	1121 Masonic Temple, Chicago, Dearborn 5914.
Northbrook, Illinois	Louis J. Sintzel, M. D.	Glenview 12J	
Deerfield, Illinois	W. B. Metcalf, M. D.	Shermer Ave., 6 Northbrook	Shermer Ave., 6 Northbrook.
Sturtevant, Wisconsin	F. G. Peehm, M. D.	Deerfield, Illinois, Phone No. 8	
Frankville, Wisconsin	W. C. Roth, M. D.	Sturtevant, Wis., 22 Sturtevant	Sturtevant, Wisconsin, 22 Sturtevant.
Racine, Wisconsin	G. W. Nott, M. D.	744 Main St., Phone 325	744 Main St., Phone 325.
Milwaukee, Wisconsin	O. R. Lillie, M. D.	954 Sherman Blvd., Kilbourn 178	Room 1119 Majestic Bldg., Grand 852.
Milwaukee, Wisconsin	Robert Y. Wheelhan, Asst.		
Milwaukee, Wisconsin	R. H. Fredericks, Asst.		
Milwaukee, Wisconsin	Seaman, Tolan and Haessler, Oculists		
Libertyville, Illinois	J. L. Taylor, M. D.	128 Broadway, Libertyville 101	540 Milwaukee Ave., Libertyville 19R.
Grays Lake, Illinois	H. R. Struthers, M. D.	11 Whitney St., Phone 52	Same.
Fox Lake, Illinois	F. T. Rollins	Fox Lake, Ill.	
Spring Grove, Illinois	John C. Furlong, M. D.	Spring Grove, Richmond 903	Same.
Walworth, Wisconsin	G. W. Curless, M. D.	Walworth, Wis., Phone No. 8	Same.
Janesville, Wisconsin	J. F. Pember, M. D.	103 So. Jackson St., Phone 1362	225 West Milwaukee St., Phone No. 144.
Janesville, Wisconsin	T. W. Nuzum, M. D.	602 Milwaukee Ave., Phone No. 1117	Same.

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by

taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

WATCH INSPECTORS

INSPECTORS	LOCATION	INSPECTORS	LOCATION	INSPECTORS	LOCATION	INSPECTORS	LOCATION
Johnson, O. L.	Chicago	Sutton, G. C.	Chicago	F. J. Schneider	Chicago	E. W. Parker, Inc.	Madison
Knight, H. N.	Chicago	Westmark, A. E.	Chicago	C. E. Bern	Chicago	Hammersmith, H.	Milwaukee
Stuhr, P. W.	Chicago	Young, M.	Chicago	M. Ormiston	Chicago	Wellstein, Joe	Milwaukee
Bartholomew, F. H.	Chicago	Sauberg, F. E.	Chicago	Graff, C. F.	Elkhorn	Grandlich, J.	Milwaukee
Padgett, F. M.	Chicago	Friske, A. G.	Chicago	Smith, J. J.	Janesville	Klopf, M. S.	Milwaukee
Pence, Milton	Chicago	Herzog, W. H.	Chicago	A. J. McDonald	Libertyville		



**CHICAGO  
MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD  
AND CONNECTING LINES**

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