

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

CHICAGO & MILWAUKEE DIVISION

TIME TABLE No. 59

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

SUNDAY SEPTEMBER 29, 1929

Superseding Time Table No. 58

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

Time Table No. 59 In Effect 2:01 A. M. September 29, 1929	Capacity of Sidings in Cars		Distance from Chicago	Telegraph Calls	SYMBOLS See Special Rule Page 10	FIRST CLASS																					
	Passing Tracks	Other Sidings				55	31	131	261	5	141	27	33	17	19	7	151	29	49	103	21	149	47	53	25		
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS						Daily	Daily	Daily	Daily	Daily	Sun. Only	Daily	Except Sun.	Daily	Sun. Only	Daily	Daily	Sat. Only	Sat. Only	Except Sun.	Except Sun.	Sat. only	Daily	Ex. Sat. & Sun.	Sat. & Sun. Only		
CHICAGO		Yard		GB	ⓅBIJKPR	L 1 55AM	L 7.05AM	L 8 00AM		L 8 15AM	L 9.00AM	L 9.30AM	L 9.45AM	L 10.30AM	L 10.35AM	L 11.30AM	L 12.40PM	L 1.20PM	L 1.21PM				L 1.40PM	L 1.41PM	L 2.00PM	L 2.40PM	L 2 55PM
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE		Yard	2.9		ⓅBCIKPTWZ	2 06	s 7.16	s 8.11		s 8.26	s 9.11	s 9.41	s 9.56	s 10.41	s 10.46	s 11.41	s 12.51	s 1.31	s 1.32				s 1.51	s 1.52	s 2.11	s 2.51	s 3.06
BENSENVILLE YARD		Yard	17.0	BN	ⓅBCPRTWZ																						
TOWER B 17					IP																						
GALEWOOD			8.6																								
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING) 2.5			5.4	CJ	IPY	2.09	7.20	8.15		8.30	9.15	9.45	10.00	10.45	10.50	11.45	12.55	1.35	1.36				1.55	1.56	2.23	2.55	3.10
HEALY		100	6.4	HY	P		s 7.23				s 9.18		s 10.03		s 10.53		s 12.57	1.37	s 1.38				s 2.26	s 2.57	s 3.12		
GRAYLAND (C. & N. W. CROSSING) 1.8			8.2	GR	IP	2.12	s 7.25	8.17		8.33	s 9.20	9.48	s 10.06	10.49	s 10.55	11.48	s 12.59	1.39	s 1.41				1.59	2.00	s 2.30	s 3.00	s 3.15
MAYFAIR (C. & N. W. CROSSING) 0.8			9.0	MF	IP		s 7.28	8.18			s 9.23		s 10.09		s 10.58		s 1.02	1.41	s 1.44						s 2.33	s 3.02	s 3.17
FOREST GLEN		20	10.2	FG	P		s 7.30	8.20			s 9.25		s 10.12		s 11.00		s 1.05	s 1.43	s 1.47						s 2.36	s 3.05	s 3.21
EDGEBROOK		10	11.3	BR			s 7.33	8.22			s 9.28		s 10.15		s 11.03		s 1.08	s 1.46	s 1.50						s 2.39	s 3.08	s 3.24
TOWER A 13	W-100	30	13.1			2.17	7.35	8.24		8.40	9.31	9.55	10.18	10.56	11.06	11.54	1.11	1.48	1.52			2.06	2.09	2.42	3.10	3.27	
MORTON GROVE		125	14.8	MN	P		s 7.38	8.26			s 9.34		s 10.22		s 11.09		s 1.14	s 1.50	s 1.56						s 2.45	s 3.13	s 3.29
GOLF		5	16.2				s 7.41	8.28			s 9.38		s 10.26		s 11.13		s 1.18	s 1.53	s 2.00						f 2.48	s 3.17	s 3.32
GLENVIEW		42	17.4	GV	P		s 7.46	8.29			s 9.42		s 10.30		s 11.17		s 1.22	s 1.56	s 2.04						s 2.51	s 3.21	s 3.36
TECHNY		10	20.2				s 7.50				s 9.48		s 10.35		s 11.22		s 1.28	2.02	s 2.10						s 2.56	s 3.27	
TOWER A				WR	IP																						
TOWER A20			20.3	CN	IP	2.26	7.51	8.32		8.47	9.49	10.02	10.36	11.04	11.23	12.01PM	1.29	2.03	2.11			2.16	2.18	2.58	3.28	3.40	
NORTHBROOK		28	20.9	SR	P		s 7.54	8.33			s 9.50		s 10.37		s 11.24		s 1.30	s 2.04	s 2.12						s 3.02	s 3.29	s 3.42
TOWER A 23	W. 90		23.1	N	P	2.29	7.57	8.35		8.50	9.54	10.05	10.41	11.08	11.28	12.04	1.34	2.07	2.15			2.20	2.22	3.05	3.32	3.46	
DEERFIELD		24	23.9	D	P		As 8.00AM	8.36			s 9.56		As 10.45AM		As 11.30AM		s 1.36	As 2.10PM	As 2.18PM			s 2.24	s 3.08	As 3.35PM	As 3.50PM		
WEST LAKE FOREST		10	28.0	VR	P			8.40			s 10.02						s 1.42							s 3.14			
RONDOUT (E. J. & E. CROSSING)	No 3, 85 No. 1, 90	Yard	32.3	RO	BCIJKPRWY ZD	s 2.40		As 8.45AM		9.00	As 10.10AM	10.15		11.20		12.13	As 1.50PM						75 2.30	A 2.35PM	s 3.21		
WILSON		62	36.8	WT	P																				s 3.27		
GURNEE		18	38.6	GU	P																				s 3.30		
WADSWORTH	W. 90	33	42.9	U	IPW	2 51				9.11		10.26		11.31		12.23								2.42	s 3.36		
RUSSELL			47.0	RU	P					9.15															s 3.43		
(C. & N. W. CROSSING) 4.6 RANNEY	W. 90		51.6	NY	IP	2.59				9.20		10.34		11.41		12.32								2.51	f 3.51		
TRUESDELL		18	52.6	SD	P																				s 3.53		
SOMERS			57.5	S	P																				s 4.01		
STURTEVANT	W. 90		61.8	CS	ⓅBCJFW Y	3.12		L 8.35AM	9.33		s 10.44		91 11.52		s 12.45							L 2.35PM	s 3.05		As 4.15PM		
FRANKSVILLE		21	66.0	K	P																				f 2.42		
TOWER A 68	W. 90		68.1	B	IP	3.21		8.44	9.41		10.51			761 11.59		91 12.52									2.45	3.13	
CALEDONIA			69.4	CA	P																				f 2.47		
OAKWOOD		16	72.8	WD	P																				f 2.53		
LAKE	W. 90	Yard	77.9	X	IP	3 31		9.00	9.51		11.01					1.04									f 3.00	3.25	
STOWELL (Kinnickinnic River Draw Bridge) 5.0			82.9	SW																					f 3.08		
(C. & N. W. CROSSING) 1.0 WASHINGTON ST.			83.9	WN	IP																				s 3.11	s 3.35	
NATIONAL AVE. (Menomonee River Draw Bridge) 0.9			84.1	NA		3.40		9.10	10.01		11.10					1.11									s 3.11	s 3.35	
MILWAUKEE		Yard	85.0	MQ	ⓅBJPRT	As 3.45AM		As 9.15AM	As 10.05AM		As 11.15AM		As 12.25PM		As 1.15PM										As 3.15PM	As 3.40PM	
MUSKEGO YARD		Yard	82.	WH	ⓅBJKPRZ																						
Schedule Time						1.50	.55	.45	.40	1.50	1.10	1.45	1.00	1.55	.55	1.45	1.10	.50	.57	.40	2.00	.54	2.15	.55	.55		
Average Speed per hour						46.3	26.1	40.3	34.8	46.3	27.7	48.6	23.1	44.3	26.1	48.6	27.7	28.7	25.1	34.8	42.5	35.9	27.5	26.1	26.1		

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.

DOUBLE TRACK IS IN USE BETWEEN CHICAGO AND MILWAUKEE.

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

AUTOMATIC BLOCK SYSTEM IS IN USE BETWEEN STOWELL AND PACIFIC JCT.

Automatic signals located as follows will be used also as train order signals:

EASTWARD—Signal 300 ft. East of Tower A20.

WESTWARD—First Signal 1200 feet West of Pacific Junction. Signal 600 ft. west of Tower A20.

See Rules 221B, 311, 362 and 505B.

The four main tracks between West Chicago Avenue and North Avenue will be known and used as follows:

1st track on east side of right of way as No. 1, and assigned to westward passenger trains.

2d track west as No. 2, and assigned to eastward passenger trains.

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.

2d track as No. 2, and assigned to eastward passenger trains.

3d track as No. 3, and used by eastward freight trains.

4th track as No. 4, and used by westward freight trains.

This time table conveys no rights to trains between Pacific Junction and Galewood.

Trains not required to stop at Rondout will register by card.

Conductors and engineers running between Western Avenue and Union Passenger Station, also between Canal Street and Union Passenger Station, must provide themselves with joint yard time table of the Pennsylvania Railroad and C. M. St. P. & P. Ry., and be governed by the rules and regulations thereof.

Interchange track for interchange of carload freight with the T. M. E. Ry. & Light Co. to be known as Powerton at a point 2 1/4 miles East of Stowell.

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Time Table No. 59 In Effect 2:01 A. M. September 29, 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	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Express	Passenger	Passenger
STATIONS			Daily	Ex. Sat. & Sun.	Except Sun.	Daily	Sun. Only	Except Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Except Sun.	Ex. Sat. & Sun.	Except Sun.	Daily	Daily	Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	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 9:16PM	L 10:25PM	L 11:30PM	L 11:45PM
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.1		s 3:31	s 3:36	s 4:41	s 5:11	s 5:26	s 5:26	s 5:28	s 5:29	s 5:36	s 5:56	s 6:01		s 6:26	s 6:41	s 6:42	9:10	s 9:11	s 9:26	s 9:27	10:36	11:41	s 11:56
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	5:32	5:33	5:40	6:00	6:05		6:30	6:45	6:46	9:13	9:15	9:30 ¹⁶³	9:31 ¹⁶³	10:39	11:44	12:01AM
HEALY	78.6			s 3:42						s 5:35	s 5:43		s 6:08				s 6:49				s 9:33			s 12:03
GRAYLAND (C. & N. W. CROSSING) 1.8 (C. & N. W. CROSSING) 0.8	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 9:37	10:42	11:48	s 12:06
MAYFAIR	76.0			s 3:47							s 5:48		s 6:13				s 6:55				s 9:39			s 12:09
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 9:42			s 12:12
EDGEBROOK	73.7	No Office		s 3:53	s 4:54				s 5:41		s 5:54		s 6:19				s 7:02				s 9:45			s 12:15
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	9:23	9:25	9:41	9:48	10:49	11:55 ⁶⁵	12:18
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 9:50			s 12:21
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 9:53			f 12:24
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 9:57			s 12:26
TECHNY	64.8	No office							5:55		s 6:12		s 6:38				s 7:20				s 10:01			s 12:33
TOWER A																								
TOWER A20	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	7:21	9:30 ⁶³	9:35 ⁶³	9:50 ⁶³	10:02	10:56	12:04AM	12:34
NORTHBROOK	64.1	3:45 PM to 6:45 AM		s 4:10	5:10				s 5:58		s 6:16	s 6:23	s 6:42				s 7:22				s 10:03			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	9:33	9:38	9:54	10:06	10:59	12:07	12:39
DEERFIELD	61.1	3:45 PM to 6:45 AM		s 4:15	5:15				As 6:05PM		As 6:25PM	s 6:29	As 6:48PM				As 7:26PM			s 9:55	As 10:10PM			s 12:42
WEST LAKE FOREST	57.0	4:00 PM to 7:00 AM		4:21	5:20		f 5:55	f 5:55				f 6:34												f 12:48
RONDOUT 4.8 (B. J. & B. CROSSING)	52.7		4:03	As 4:26PM	A 5:26PM	5:43	A 6:00PM	A 6:00PM				As 6:40PM			A 7:03PM	7:22		9:42	9:48	10:06		11:08	12:18	As 12:55AM
WILSON	48.2	No Office																						
GURNEE	46.4	5:00 PM to 8:00 AM																						
WADSWORTH	42.1		4:13			5:53												9:52	9:59	10:18		11:18 ⁶³	12:29	
RUSSELL	38.0	5:00 PM to 8:00 AM																						
(C. & N. W. CROSSING) 4.6 RANNEY	38.4		4:22			6:02												10:02	10:08	10:27		11:27	12:39	
TRUESDELL	32.4	5:00 PM to 8:00 AM																						
SOMERS	27.5	5:00 PM to 8:00 AM																						
STURTEVANT	28.2		s 4:33 ⁷⁵			s 6:15								L 6:04PM	8:02		10:12 ⁶⁹	10:20 ⁶⁹	s 10:40 ⁶⁹		11:37	12:52		
FRANKSVILLE	19.0	5:00 PM to 8:00 AM																						
TOWER A 68	16.9		4:41			6:22								6:13	8:13		10:19	10:30	10:52		11:44	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								6:25	8:26		10:29	10:40	11:02		11:54 ⁶⁹	1:15		
STOWELL (Kinnickinnic River Draw Bridge) 5.0 (C. & N. W. CROSSING) 1.0	2.1	No Office																						
WASHINGTON ST.	1.1																							
NATIONAL AVE.	.9		s 5:01			s 6:41								s 6:35	8:38		10:40	10:50	11:11		12:05AM	1:25		
(Menomonee River Draw Bridge) 0.9 MILWAUKEE	0		As 5:05PM			As 6:45PM								As 6:40PM	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	.45	.48	.20	1.00	.55	.58	.36	.48	2.15	.55	1.46	1.55	2.00	.54	1.45	2.00	1.10
Average Speed per Hour			48.6	31.6	34.8	48.6	43.6	43.6	28.8	24.6	23.9	35.1	24.3	38.7	40.4	37.7	26.1	48.6	44.3	42.5	26.5	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 Gurnee on Sunday only to let off passengers from Chicago and Western Avenue.
 No. 27 will stop at National Avenue to let off passengers from Chicago 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.
 Nos. 137 and 135 will stop at Rondout to let off passengers from Chicago 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.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 59 In Effect 2:01 A. M. September 29, 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	210	48	16	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
STATIONS					Daily	Except Sun.	Daily	Except Sun.	Daily	Except Sun.	Except Sun.	Daily	Except Sun.	Except Sun.	Daily	Daily	Except Sun.	Except Sun.	Daily	Daily	Daily	Daily	Daily	Except Sun.	Daily	Except Sun.
CHICAGO				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 10.25AM	As 11.00AM	As 11.55AM		As 1.05PM	As 1.30PM
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	2.9			Yard	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	10.14	10.49	11.44		12.54	1.19
BENSENVILLE YARD	17.0			BN																						
TOWER B 17	19.9																									
GALEWOOD																										
PACIFIC JUNCTION	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	10.10	10.45	11.40		12.50	1.15
(C. M. ST. P. & P. CROSSING) 2.5 HEALY	6.4		25	HY		6.22		7.06		7.38	7.40		7.49	7.52	8.11				9.07							12.46
GRAYLAND	8.2	E. 55	18	GR	6.10	6.18	6.40	7.02	7.15	7.34	7.37	7.41	7.45	7.49	8.07	8.13	8.41		9.05	9.09	10.04	10.41	11.36		12.42	1.10
(C. & N. W. CROSSING) 0.8 MAYFAIR	9.0		45	MF		6.14		6.59		7.31			7.43		8.03				9.02							12.38
FOREST GLEN	10.2		4	FG		6.11		6.56		7.28			7.40		8.00				8.59		9.59					12.35
EDGEBROOK	11.8			BR		6.09		6.52		7.25			7.37		7.56				8.55		9.56					12.32
TOWER A 13	18.1	E. 75			6.02	6.07	6.29	6.49	7.07	7.22	7.26	7.30	7.34	7.43	7.52	8.04	8.33		8.52	9.00	9.54	10.33	11.28		12.30	1.03
MORTON GROVE	14.8		40	MN		6.05		6.46		7.20	7.24	7.28	7.32	7.36	7.50				8.50		9.52					12.28
GOLF	16.2				f 6.02		f 6.42		7.16					7.39	7.47				f 8.45		f 9.49					12.24
GLENVIEW	17.4			GV		5.59		6.39		7.13				7.36	7.45				8.42		9.46					12.21
TECHNY	20.2				f 5.55		6.32		7.08					7.40					8.37		f 9.42					12.17
TOWER A				WR																						
TOWER A 20	20.8	E. 75		CN	5.51	5.54	6.20	6.31	6.59	7.07	7.18	7.21		7.31	7.39	7.53	8.27		8.36	8.51	9.41	10.24	11.22		12.16	12.55
NORTHBROOK	20.9			SR		5.53		6.30		7.06				7.30	7.38				8.35		9.40					12.15
TOWER A 23	28.1	E. 90	20	N	5.48	5.50	6.17	6.25	6.55	7.02	7.16	7.18	7.27	7.34	7.50	8.25		8.31	8.48	9.36	10.21	11.20		12.11	12.52	
DEERFIELD	28.9			D	5.47	L 5.49AM		6.23	6.51	L 7.01AM	7.14	7.16		L 7.25AM	7.33		8.23		L 8.30AM		9.35				L 12.10PM	
WEST LAKE FOREST	28.0		10	VR			6.17		f 7.08					7.28							9.28					
RONDOUT	32.8	No. 2, 85 No. 6, 90	Yard	RO	5.39		6.07	Ls 6.10AM	6.42		Ls 7.02AM	L 7.08AM		Ls 7.23AM	7.40	8.15			8.38	Ls 9.23AM	10.11	11.10			L 12.40PM	
WILSON	36.8		18	WT																						
GURNEE	38.6		5	GU																						
WADSWORTH	42.9	E. 90	5	U	5.29		5.55		6.29						7.27	8.05			8.27		10.00	11.00				
RUSSELL	47.0		30	RU																						
RANNEY	51.6	E. 90	5	NY	5.21		5.45		6.19						7.17	7.56			8.17		9.50	10.51				
TRUESDELL	52.6		20	SD																						
SOMERS	57.5		50	S																						
STURTEVANT	61.8	E. 90	Yard	CS	5.11		5.33		6.07						7.06	7.46	As 7.57AM		8.05		9.39	10.41	As 12.50PM			
FRANKSVILLE	66.0		8	K															7.48		9.32				12.43	
TOWER A 68	68.1	E. 90		B	5.04		5.21		5.58						6.56	7.39	7.45		7.57		9.30	10.34	12.41			
CALEDONIA	69.4		18	CA															7.42							12.39
OAKWOOD	72.8			WD															7.36							12.34
LAKE	77.9	E. 90	Yard	X	4.54		5.11		5.47						6.45	7.29	f 7.30		7.46		9.20	10.24	f 12.29			
STOWELL	82.9			SW															f 7.22							f 12.20
WASHINGTON STREET	83.9			WN																						
NATIONAL AVE.	84.1			NA	4.44		5.00		5.34						6.30	7.19	7.20		7.34		9.10	10.14	12.19			
MILWAUKEE	85.0		Yard	MQ	L 4.40AM		L 4.55AM		L 5.30AM						L 6.25AM	L 7.15AM	L 7.16AM		L 7.30AM		L 9.05AM	L 10.10AM	L 12.15PM			
MUSKEGO YARD	82.0		Yard	WH																						
Schedule Time					1.50	.51	2.05	1.15	2.05	.55	.55	.52	.34	.44	1.07	2.10	1.45	.41	.55	2.00	1.02	1.55	1.45	.35	.55	.50
Average Speed per Hour					46.3	28.1	40.8	26.8	40.8	31.1	35.2	38.2	25.2	32.3	28.9	39.2	48.6	33.9	26.1	42.5	31.2	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. 58 will stop at Sturtevant to let off passengers from Milwaukee and beyond.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 59 In Effect 2:01 A. M. September 29, 1929	STATIONS	Distance from Milwaukee	Office Closed Week Days	FIRST CLASS															Equipment Train		
				8	44	50	46	250	150	144	18	40	6	154	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 Daily	Passenger Sun. Only	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 7.30PM	As 7.55PM	As 8.15PM	As 9.05PM	As 9.30PM	As 10.05PM	As 10.45PM	As 11.25PM	As 12.25AM		
	(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.2		As 3.39	As 4.34	4.49	As 5.34		5.55	As 6.04	As 7.19	As 7.44	As 8.04	As 8.54	As 9.19	As 9.54	As 10.25	As 11.14	As 12.14	As 12.40AM	
	BENSENVILLE YARD	82.0																			
	2.9 TOWER B 17	76.1																			
	GALEWOOD																				
	PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING) 2.5	79.6		3.35	4.30	4.45	5.30		5.50	6.00	7.15	7.40	8.00	8.50	9.15	9.50	10.19	11.10	12.10	12.32	
	1.0 HEALY	78.6		As 4.28	As 4.43				5.44	As 5.56		As 7.36		8.45				As 11.08		L 12.30AM	
	GRAYLAND (C. & N. W. CROSSING) 1.8	76.8		3.32	As 4.20	As 4.35	5.27		L 5.40PM	As 5.52	7.11	As 7.32	7.57	8.41	9.10	9.47	10.15	As 11.05	12.06AM		
	(C. & N. A. CROSSING) 0.8 MAYFAIR	76.0			As 4.18	As 4.33				As 5.49		As 7.29		8.35				As 11.02			
	1.2 FOREST GLEN	74.8	4.15PM to 6.15 AM		As 4.15	As 4.30				As 5.45		As 7.26						As 10.58			
	1.1 EDGEBROOK	78.7	No office		As 4.13	As 4.28				As 5.41		As 7.23						As 10.55			
	1.8 TOWER A13	71.9	No office	3.25	4.10	4.25	5.20			5.37	7.03	7.18	7.49	8.27	9.02	9.38	10.07	10.52	11.58		
	1.2 MORTON GROVE	70.7	4.00 PM to 7.00 AM		As 4.07	As 4.22				As 5.34		As 7.16						As 10.49			
	1.9 GOLF	88.8	5.00 PM to 8.00 AM		As 4.04	As 4.19				As 5.30		As 7.12						As 10.45			
	1.2 GLENVIEW	87.6	4.30 PM to 6.30 AM		As 4.01	As 4.16				As 5.27		As 7.10						As 10.42			
	2.8 TECHNY	64.8	No office		As 3.56	As 4.11				As 5.21		As 7.06						As 10.37			
	TOWER A																				
	1.1 TOWER A 29	64.7		3.17	3.55	4.10	5.12			5.20	6.53	7.05	7.39	8.16	8.51	9.30	9.59	10.36	11.50		
	0.6 NORTHBROOK	64.1	3.45 PM to 6.45 AM		As 3.54	As 4.09				As 5.19		As 7.04						As 10.35			
	2.2 TOWER A 23	61.9	No office	3.14	3.51	4.06	5.09			5.14	6.49	7.01	7.35	8.11	8.47	9.27	9.55	10.31	11.46		
	0.8 DEERFIELD	61.1	3.45 PM to 6.45 AM		L 3.50PM	L 4.05PM				As 5.13	As 6.47	L 7.00PM						L 10.30PM			
	4.1 WEST LAKE FOREST	57.0	4.00 PM to 7.00 AM							As 5.07					8.40						
	4.3 RONDOUT (S. J. & S. CROSSING)	52.7		3.05			4.59			L 5.01PM	6.38		7.25	L 7.59PM	L 8.34PM	9.17	9.45		11.35		
	4.5 WILSON	48.2	No office															As 9.37			
	1.8 GURNEE	46.4	5.00 PM to 8.00 AM															As 9.34			
	4.8 WADSWORTH	42.1		2.55			4.49				6.27		7.13		9.07	As 9.24		11.23			
	4.1 RUSSELL	38.0	5.00 PM to 8.00 AM													As 9.16					
	(C. & N. W. CROSSING) 4.6 RANNEY	38.4		2.46			4.41				6.17		7.03		8.58	As 9.08		11.13			
	1.0 TRUEDELL	32.4	5.00 PM to 8.00 AM													As 9.06					
	4.9 SOMERS	27.5	5.00 PM to 8.00 AM													As 8.58					
	4.5 STURTEVANT	23.2		As 2.35			As 4.31	As 5.31PM			As 6.05		6.50		As 8.47	L 8.50PM		11.00			
	4.2 FRANKSVILLE	19.0	5.00 PM to 8.00 AM				4.24	5.24			5.55		6.40		8.39			10.49			
	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			As 5.45		6.30		As 8.29			10.38			
	STOWELL (KINNICKINNIC RIV. DR BR) 5.0	2.1	No Office																		
	(C. & N. W. CROSSING) 1.0 WASHINGTON STREET	1.1																			
	0.2 NATIONAL AVE.	0.9		As 2.04			As 4.04	5.04			5.35		6.20		As 8.19			10.25			
	(MENOMINIE RIV. DR. BR.) 0.5 MILWAUKEE			L 2.00PM			L 4.00PM	L 5.00PM			L 5.30PM		L 6.15PM		L 8.15PM			L 10.20PM			
	MUSKEGO YARD																				
	Schedule Time			1.50	.55	.55	1.45	.31	.30	1.14	2.00	.55	2.00	1.06	.56	1.50	1.55	.55	2.05	.10	
	Average Speed per Hour			46.3	26.1	26.1	48.6	44.9	16.4	26.2	42.5	26.1	42.5	28.7	34.6	46.3	32.3	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. 59 In Effect 2:01 A. M. September 29, 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 Daily	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	82.2	As 6.00AM															
WESTERN AVENUE.....																	
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 4.00AM	
TOWER B 17.....	76.1															As 7.30AM	
GALEWOOD.....																	
PACIFIC JUNCTION.....	79.6	5.50												3.50			
(C. M. ST. P. & P. CROSSING) 2.5																	
HEALY.....	78.6																
GRAYLAND.....	76.8																
(C. & N. W. CROSSING) 1.8																	
MAYFAIR.....	76.0																
(C. & N. W. CROSSING) 0.8																	
FOREST GLEN.....	74.8																
EDGEBROOK.....	73.7																
TOWER A13.....	71.9	5.25															
MORTON GROVE.....	70.7																
GOLF.....	68.8																
GLENVIEW.....	67.6																
TECHNY.....	64.8																
TOWER A.....																	
TOWER A 20.....	64.7	5.00	6.00	4.10		5.05	8.35	9.25		9.27	11.34		12.18	2.30		4.50	
NORTHBROOK.....	64.1					4.58											
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	
DEERFIELD.....	61.1					4.45											
EVERETT.....	57.0					4.30											
RONDOUT.....	52.7	4.20	5.15	3.35 ⁸ 2.50 ⁸		4.15	8.05 ¹⁵⁴ 7.50 ¹⁵⁴	8.40 ¹⁴⁶ 8.20 ¹⁴⁶		8.50	11.00		L 11.45 ⁵⁸ PM	1.40		4.00	As 1.45PM
WILSON.....	48.2					3.55											a 1.30
GURNEE.....	46.4					3.40											a 1.20
WADSWORTH.....	42.1	3.20	4.45	2.00		3.25	7.15 ⁶ 7.05 ⁶	7.40		8.10	10.30		12.50		2.40	a 12.55	
RUSSELL.....	38.0					3.05											a 12.25PM
(C. & N. W. CROSSING) 4.6						2.55 ⁸ 2.40											f 11.55
RANNEY.....	33.4	3.00	4.20	1.30		2.35	6.40	7.15		7.45	10.00		12.20AM		2.15	a 11.50	
TRUESDELL.....	32.4					2.20											a 11.10
SOMERS.....	27.5					2.00	6.15 ¹⁸ 5.55 ¹⁸	6.55 ⁶ 6.45 ⁶	As 7.00PM	7.25	9.30	As 10.15PM				1.45	a 10.55 ¹⁰ 10.10 ¹⁰
STURTEVANT.....	23.2	2.25	3.45	12.30PM	As 12.45PM	1.40											a 9.55 ¹² 9.10 ¹²
FRANKSVILLE.....	19.0					1.25	5.40	6.15	6.40	7.00	8.55	9.50	11.19	11.35	12.20AM		9.05
TOWER A 68.....	16.9	2.00	2.40	11.55	12.25	1.15											a 9.00
CALEDONIA.....	15.6					1.15											a 8.40
OAKWOOD.....	12.2					12.55											a 8.20
LAKE.....	7.1	1.35	2.00	11.25	12.05PM	12.40	5.17 ²⁶⁰ 5.10 ²⁶⁰	5.50 ¹⁸ 5.40 ¹⁸	6.15	6.35 ⁶ 6.25 ⁶	8.30 ¹⁴ 8.25 ¹⁴	9.35	10.55	11.10	11.55		a 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		a 7.55
(MINNICKINNIC RIV. DR. BR.) 5.0																	
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		a 7.55
(C. & N. W. CROSSING) 1.0																	
NATIONAL AVE.....	0.9																
(MENOMINEE 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 7.45AM	
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	1.31	8.15	6.00
Average Speed per Hour		16.4	13.1	9.9	18.5	11.4	13.4	13.3	15.4	15.0	12.5	18.5	13.0	14.1	15.4	9.9	8.19

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

Time Table No. 59 In Effect 2.01 A. M. Sept. 29, 1929	Capacity of Sidings in Cars		Distance from Rondout	Distance from Janesville	Telegraph Calls	Office Closed Week Days	Symbols see Special Rule Page 10	FIRST CLASS													SECOND CLASS		THIRD CLASS
	Passing Tracks	Other Sidings						147	131	141	151	153	149	143	133	135	137	139	11	165	163	193	
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Way Freight
STATIONS								Daily	Daily	Sun. Only	Ex. Sun.	Sun. Only	Sat. Only	Except Sat. and Sun.	Except Sun.	Except Sun.	Daily	Daily	Except Sun.	Tues., Thurs. & Saturday			
..... RONDOUT	61	Yard		66.8	RO		BCIJKR WYZ	L 12.55AM	L 8.45AM	L 10.10AM	L 1.50PM	L 1.50PM	L 2.35PM	L 4.26PM	L 5.26PM	L 6.00PM	L 6.00PM	L 6.40PM	L 7.03PM	L 1.15AM	L 10.40 ¹⁶⁶ AM	L 7.30AM	
..... 2.0 JUNCTION SWITCH			2.0	64.8		No office	RJ																
..... 1.2 LIBERTYVILLE	55		3.2	63.6	BV WY	9.30PM to 5.30AM Old Station 5.00PM to 8.00AM		s 1.01	s 8.54	s 10.16	s 1.56 ¹⁹⁴	s 1.56	s 2.41	s 4.31	s 5.32	s 6.05	s 6.06	s 6.46	7.09	1.40	10.50	7.45	
..... (SOO LINE CROSSING) 4.4 SOO TOWER			7.6	59.2	W			1.11	9.05	10.23	2.03	2.03	2.48	4.40	5.41	6.12	6.14	6.55	7.16	2.10	11.05	8.00	
..... 1.1 GRAY'S LAKE	55	32	8.7	58.1	GK	5.00PM to 8.00AM		s 1.14	s 9.08 ¹⁴⁰	s 10.25	s 2.05	s 2.05	s 2.50	s 4.43 ¹⁴⁴	s 5.43	s 6.15	s 6.16	s 6.57	7.17	2.20	11.10	s 8.05	
..... 1.5 HIGHLAND LAKE			10.2	56.6		No office																	
..... 1.5 ROUND LAKE	65	40	11.7	55.1	RN	1.30AM to 6.30AM 2.30PM to 5.30PM		s 1.19	s 9.13 ¹⁹³	s 10.30	s 2.10	s 2.10	s 2.56	s 4.47	s 5.49	s 6.20	s 6.22	s 7.03	7.21	2.33	11.20	s 8.40 ¹⁴⁰ s 9.25 ¹³¹	
..... 2.0 LONG LAKE		3	13.7	53.1	ON	No office		s 1.23	f 9.17	s 10.34	s 2.14	f 2.14	s 3.01	s 4.52	s 5.53	6.24		f 7.07					
..... 1.8 INGLESIDE	52	35	15.5	51.3	NI	8.15PM to 6.30AM 3.30PM to 6.15PM	C	s 1.30	s 9.21	s 10.38	s 2.18	s 2.18	s 3.05	s 4.58	s 5.58	s 6.28	s 6.32	s 7.15	7.26 ¹⁵⁴	2.45	11.30	s 9.45	
..... 1.7 (FOX RIVER DRAW BRIDGE) FOX LAKE	78	Yard	17.2	49.6	FA		RYW	As 1.35AM	s 9.26	As 10.45AM	s 2.25	s 2.25	s 3.11 ¹⁴⁴	s 5.05	As 6.05PM	s 6.31	s 6.40	As 7.20PM	7.28	2.53	11.35	s 10.05	
..... 4.2 SPRING GROVE		35	21.4	45.4	SG	4.15PM to 7.15AM			s 9.33		As 2.40PM	s 2.31	s 3.21	s 5.12		f 6.38	6.47		7.34	3.05	11.50	s 10.25	
..... 2.1 SOLON MILLS	52	20	23.5	43.3	MS	No office			9.38			s 2.35	s 3.24	s 5.16		f 6.43	6.50		7.37	3.10	11.57	s 10.40	
..... 4.1 BELDEN			27.6	39.2	BN	No office			9.45								6.55		7.42 ¹⁴⁶				
..... 1.9 (C. & N. W. CROSSING) HEBRON TOWER	60		29.5	37.3	HN		I		9.50 ¹⁹⁴			f 2.43	s 3.32	5.26		f 6.52 ¹⁵⁴	6.58		7.45	3.30	12.15AM	11.05	
..... 1.6 ARMSBY		12	31.1	35.7	BY	No office																	
..... 4.0 ZENDA		21	35.1	31.7	DA	4.00PM to 7.00AM			s 9.59			s 2.50	s 3.40	s 5.35		s 7.00	7.05		7.52	3.45	12.30	s 11.20 ¹⁴² s 11.40 ¹⁴²	
..... 6.1 (C. H. & G. L. CROSSING) WALWORTH	55	71	41.2	25.6	WO	9.30PM to 5.30AM	DKRTW		s 10.13			As 3.00PM	As 3.50PM	As 5.45PM		As 7.10PM ¹⁴⁶	s 7.15 ¹⁴⁶		s 8.05	4.00	12.45	s 12.20PM	
..... 8.6 BARDWELL (C. M. ST. P. & P. CROSSING)	50	Yard	49.8	17.0	G		IJ		s 10.30								7.26		8.17 ¹⁶⁶	4.35	1.30	s 1.01	
..... 2.2 WILCOX			52.0	14.8																			
..... 4.5 AVALON	65	48	56.5	10.3	AV	5.00PM to 6.30PM 8.30PM to 8.00AM			s 10.39								f 7.36 ¹⁶⁶		8.25	4.55	1.50	s 1.30	
..... 4.2 GANO	55		60.7	6.1	GN	No office			10.45 ¹⁴²									7.45	8.30	5.31 ²²	2.05	1.45	
..... 2.2 WHEELER PIT			62.9	3.9																			
..... 1.8 (C. & N. W. AND R. I. CR'G) ROCK RIVER TOWER			64.7	2.1	RK	No office	I		10.50									7.52	8.37	5.50	2.20	2.01	
..... 2.1 JANESVILLE		Yard	66.8		BE		ⓄBCJKR TWYZJ		As 11.00AM							As 8.00PM		As 8.45PM		As 6.30AM ¹⁹⁴	As 3.00AM	As 2.30PM	
Schedule Time								.40	2.15	.35	.50	1.10	1.15	1.19	.39	1.10	2.00	.40	1.42	5.15	4.20	7.00	
Average Speed per Hour								25.8	29.7	29.5	25.6	35.3	32.9	31.3	31.3	35.3	33.4	25.8	39.3	12.7	15.4	9.5	

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 RONDOUT AND JANESVILLE.

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. 59 In Effect 2:01 A. M. September 29, 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	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stock Freight	Way Freight
STATIONS			Except Sun.	Except Sun.	Daily	Daily	Daily	Except Sun.	Daily	Sunday Only	Daily	Daily	Mon., Wed. & Friday
..... RONDOUT	66.8	As 6.10AM	As 7.02AM	A 7.08AM	As 7.23AM	As 9.23AM	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	3.2	68.0	* 6.01	* 6.57	7.04	* 7.17	* 9.17	* 12.28	* 4.53	* 7.52	* 8.27	10.30	1.56
..... 500 TOWER	7.6	59.2	5.54	6.50	6.58	7.10	9.10	12.21	4.46	7.45	8.21	10.20	1.40
..... 4.4 (SOO LINE CROSSING)													
..... 1.1 GRAYS LAKE	8.7	58.1	* 5.52	* 6.48	6.56	* 7.08	* 9.08	* 12.19	* 4.43	* 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	* 7.02	* 9.01	* 12.13	* 4.38	* 7.37	* 8.13	10.05	* 1.10
..... 2.0 LONG LAKE	18.7	58.1	* 5.41	* 6.38		* 6.58	8.55	12.06	* 4.33	* 7.32	* 8.08		
..... 1.8 INGLESIDE	15.5	51.8	* 5.36	* 6.34	6.43	* 6.53	* 8.49	* 12.03PM	* 4.29	* 7.26	* 8.04	9.50	* 12.40
..... FOX LAKE	17.2	49.6	L 5.30AM	L 6.30AM	6.39	L 6.48AM	* 8.45	* 11.56	* 4.25	* 7.20	* 8.00	9.45	12.10PM ¹⁴² * 11.05
..... 1.7 (FOX RIVER DRAW BRIDGE)													
..... 4.2 SPRING GROVE	21.4	46.4			6.32		* 8.36	* 11.47	L 3.00PM	* 7.08	* 7.51	9.35	* 10.50
..... 2.1 SOLON MILLS	28.5	48.3			6.29		* 8.32	11.42		* 7.03	* 7.48	9.30	* 10.20
..... 4.1 BELDEN	27.6	39.2					8.27	11.37		6.57	7.42		
..... HEBRON TOWER	29.5	37.3			6.22		8.24	11.33		6.52 ¹³⁵	7.35	9.15	9.50 ¹⁸¹
..... 1.9 (C. & N. W. CROSSING)													
..... 1.6 ARMSBY	31.1	35.7											
..... 4.0 ZENDA	35.1	31.7			6.13		* 8.15	* 11.25 ¹⁹³		* 6.43	* 7.25	9.05	* 9.25
..... 6.1 (C. R. & G. L. CROSSING)													
..... WALWORTH	41.2	25.6			* 6.04		L 8.05AM	* 11.15		L 6.30PM	* 7.15 ¹³⁷⁻¹³⁵	8.50	* 8.45
..... BARDWELL	49.8	17.0			5.48			* 11.00			7.03	8.17 ¹¹	* 7.30
..... 8.6 (C. M. ST. P. & P. CROSSING)													
..... 2.2 WILCOX	52.0	14.8											
..... 4.5 AVALON	56.5	10.3			5.38			10.50			* 6.53	7.36 ¹³⁷	* 7.10
..... 4.2 GANO	60.7	6.1			5.31 ¹⁶⁵			10.45 ¹³¹			6.47	7.20	6.55
..... 2.2 WHEELER PIT	62.9	3.9											
..... 1.8 (C. & N. W. AND R. I. 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 ¹⁶⁵
Schedule Time			.40	.32	1.48	.35	1.18	2.05	2.01	1.31	1.59	3.45	7.45
Average Speed Per Hour			25.8	32.2	37.1	26.0	31.7	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

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 indorsement 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 dispatchers. 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:
(a) On engine footboard between engine and car when cars are being pushed.
(b) On leading footboard while coupling engine to cars.
(c) On engine pilots.
(d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
(e) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
(f) 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, Bulletin Boards, Coal, Drenching Tower, Interlocked, Junction, Connection with Foreign Road, Oil, Dispatcher's Telephone, Register, Turntable, Water, Wye, Track Scales, 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 Poehlman 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: Pacific Jct. At Armitage Ave. Forest Glen 2000 ft. west of passenger station. Deerfield 2000 ft. east of depot (westward). Deerfield 2000 ft. west of depot (eastward). Rondout 4000 ft. east of No. 1 east switch (westward). Rondout 4000 ft. west of west crossover switch (eastward). Sturtevant 4000 ft. east of east switch (westward). Sturtevant 4000 ft. west of west wye switch (eastward). Yard limits extend from 200 feet east of Rawson Avenue, Lake, through to and including Milwaukee Terminals on eastward and westward tracks.
Rondout to Janesville sub-division: Rondout 2000 ft. west of west passing track switch. Libertyville 3000 ft. west of passenger station. Libertyville 2000 ft. east of passenger station. Ingleside 2000 ft. west of depot. Ingleside 2000 ft. east of east passing track switch. Fox Lake 2000 ft. east of east passing track switch. Fox Lake 2000 ft. west of west passing track switch. Walworth 3600 ft. west of passenger station. 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 2600 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.

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.

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.

Table with 4 columns: STATIONS, SUNDAY HOURS, STATIONS, SUNDAY HOURS. Lists various stations like Janesville, Rock River Tower, Avalon, Bardwell, Walworth, Zenda, Hebron Tower, Solon Mills, Spring Grove, Fox Lake, Ingleside, Round Lake, Grays Lake, Soo Tower, Libertyville, New Station, Lake, Oakwood, Caledonia, Tower A68, Frankville, Sturtevant, Somers, Truesdell, Russel, Wadsworth, Gurnee, Rondout, West Lake Forest, Deerfield, North A23, Northbrook, Tower A20, Tower A, Tower B, Glenview, Golf, Morton Grove, Edgebrook, Forest Glen, Mayfair, Grayland, Healy, Pacific Junction with their respective Sunday hours.

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 2350-2949				CLASS G7 2300-2849 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				
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	1500	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	1500	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	1500	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	1500	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	1500	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	1500	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	1500	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	85

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.

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

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

WEIGHTS OF DEAD LOCOMOTIVES.

- N2—198 Ton.
- L2—138 Ton.
- L3—150 Ton.
- F5—127 Ton.
- F8—124 Ton.
- C5—110 Ton.
- C2—108 Ton.
- C1— 89 Ton.
- B4— 89 Ton.
- B3— 88 Ton.
- K1—103 Ton.
- G7— 92 Ton.
- G6— 89 Ton.
- A2— 88 Ton.
- A1— 75 Ton.
- I5— 63 Ton.
- H7— 46 Ton.
- H6— 50 Ton.
- L3—252 Ton, including tender.
- 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	2449 Washington Blvd.	2449 Washington Blvd.
	R. Householder, Asst.	Phone West 3170	Phone West 3170
Glenview, Illinois	J. B. S. King, M. D.	Glenview, Illinois	1121 Masonic Temple, Chicago
		Glenview 12J	Dearborn 5914
Northbrook, Illinois	Louis J. Sintzel, M. D.	Shermer Ave., 6 Northbrook	Shermer Ave., 6 Northbrook
Deerfield, Illinois	W. B. Metcalf M. D.	Deerfield, Illinois, Phone No. 8	
Sturtevant, Wisconsin	F. G. Peehm, M. D.	Sturtevant, Wis., 22 Sturtevant	Sturtevant, Wisconsin, 22 Sturtevant
Franksville, Wisconsin	W. C. Roth, M. D.		
Racine, Wisconsin	G. W. Nott, M. D.	744 Main St., Phone 325	744 Main St., Phone 325
Milwaukee, Wisconsin	O. R. Lille, M. D.	954 Sherman Blvd., Kilbourn 178	Room 1119 Majestic Bldg., Grand 852
Milwaukee, Wisconsin	Robert Y. Wheelihan, 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 employees 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 seri-

ous 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.

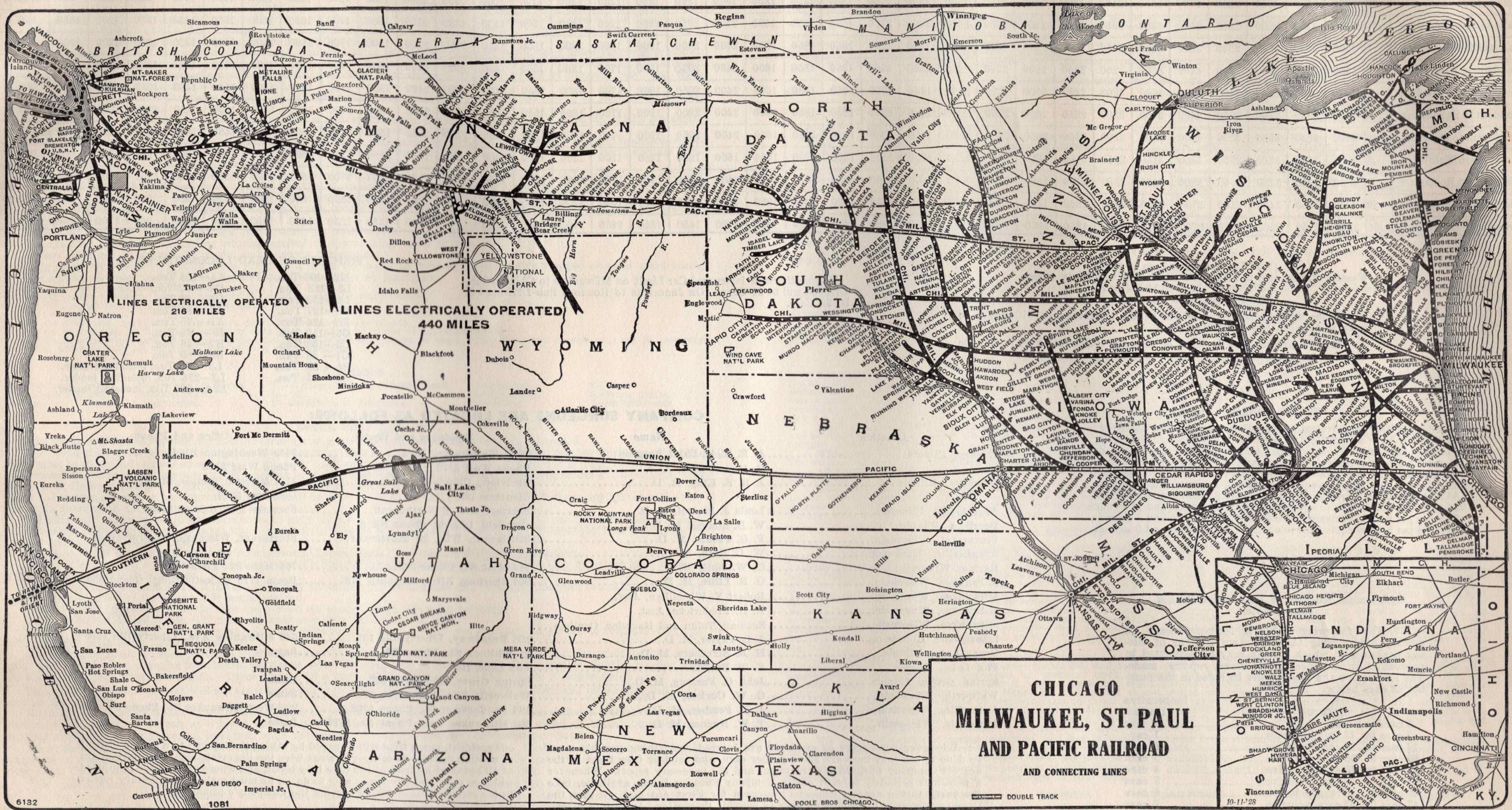
WATCH INSPECTORS

INSPECTORS	LOCATION
Johnson, O. L.	Chicago
Knight, H. N.	Chicago
Stuhr, P. W.	Chicago
Bartholomew, F. H.	Chicago
Padgett, F. M.	Chicago
Pence, Milton	Chicago

INSPECTORS	LOCATION
Sutton, G. C.	Chicago
Westmark, A. E.	Chicago
Young, M.	Chicago
Sauberg, F. E.	Chicago
Friske, A. G.	Chicago
Herzog, W. H.	Chicago

INSPECTORS	LOCATION
F. J. Schneider	Chicago
C. E. Bern	Chicago
Graff, C. F.	Elkhorn
Smith, J. J.	Janesville
A. J. McDonald	Libertyville
E. W. Parker, Inc.	Madison

INSPECTORS	LOCATION
Hammersmith, H.	Milwaukee
Wellstein, Joe	Milwaukee
Grandlich, J.	Milwaukee
Klopf, M. S.	Milwaukee



LINES ELECTRICALLY OPERATED
216 MILES

LINES ELECTRICALLY OPERATED
440 MILES

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

DOUBLE TRACK

10-11-25