

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

MILWAUKEE DIVISION

First District

**TIME
TABLE
No. 38**

Taking effect at 2:01 A. M.
Central Standard Time

Sunday, April 24, 1949

For the government and information
of employes only

G. H. LANE
Assistant Superintendent

J. H. VALENTINE,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

W. J. WHALEN
Assistant General Manager

L. F. DONALD,
General Manager.

TABLE OF TRAIN SPEEDS

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

FIRST SUBDIVISION—WESTWARD

Table with columns: TIME TABLE No. 38 April 24, 1949 STATIONS, Distance from Chicago, Telegraph calls, Capacity in cars, SEE RULE 6-A, Office open week days, and train numbers 55, 135, 133, 27, 261, 29 with their respective passenger times.

Passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour. This time table confers no authority between Western Avenue and Alton Junction (150 feet south of South Branch bridge.) Chicago Union Station Company time-table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Avenue and Alton Junction (150 feet south of South Branch bridge.) Centralized Traffic Control System is in use between Sturtevant and Lake. Double track is in use between Tower A5 and Milwaukee. No. 55 stops at Rondout to dispatch Mail. No. 27 stops at Deerfield to take on passengers for Milwaukee and beyond. Automatic Block System is in use between Western Ave. and Tower A-5 on track No. 1 and track No. 2 and between Tower A-5 and Milwaukee and between Tower B-17 and Bryn Mawr. The west limit of the automatic block system at Milwaukee is near Second Street approximately 900 feet east of the passenger station. Automatic Cab Signal System is in use between Sturtevant and Mayfair. This time-table confers no authority between Bryn Mawr and Shermer. C&NWRy. time-table and rules govern. Rule D-97 applies on First Subdivision.

FIRST SUBDIVISION—WESTWARD

Table with columns: STATIONS, and train numbers 117, 5, 145, 113, 149, 21, 49, 101, 137, 159, 15 with their respective passenger times and service types (Daily, Sunday Only, Saturday Only).

Nos. 5, 101 and 15 must not exceed maximum speed of 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour. Rules 251, 253 and 254 are in effect on eastward and westward tracks between Milwaukee and Lake and between Sturtevant and Tower A-5 for movements with the current of traffic. Rules 251, 253 and 254 are in effect on eastward and westward tracks between Bensenville and Mannheim and No. 1 and No. 2 main tracks between Mannheim and Western Avenue, for movements with the current of traffic. No. 21 stops at Deerfield to take on passengers for beyond Milwaukee.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

Table with 12 columns (Stations, 23, 143, 155, 39, 139, 153, 53, 45, 141, 35, 19) and 30 rows of station names and times.

Passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 139 will only stop at Rondout on flag to let off or pick up revenue passengers. No. 153 stops at Golf, Techny and West Lake Forest to let off passengers from Chicago and Western Avenue.

No. 39 stops at Techny to let off passengers from Chicago and Western Avenue. No. 141 stops at West Lake Forest to let off passengers from Chicago and Western Avenue.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

Table with 12 columns (Stations, 131, 7, 11, 9, 151, 57, 51, 1, 3, 147, 17) and 30 rows of station names and times.

Passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 9 stops at Deerfield to take on passengers for Green Bay and beyond. No. 1 stops at Deerfield to take on passengers for LaCrosse and beyond.

No. 17 stops at Deerfield to take on passengers for points beyond New Lisbon. No. 151 stops at West Lake Forest to let off passengers from Chicago and Western Avenue. No. 57 does not carry passengers.

FIRST SUBDIVISION—EASTWARD

TIME TABLE
No. 38
April 24, 1949

Table with columns for STATIONS, Distance from Milwaukee, and train numbers 130, 132, 56, 32, 2, 134, 142, 136, 48, 42. Includes stations like CHICAGO, WESTERN AVENUE, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHN, BENSENVILLE YARD, TOWER B 17, BRYN MAWR, SHERMER, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, RANNEY, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 68, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., MILWAUKEE, MUSKEGO YARD.

Passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

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

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

FIRST SUBDIVISION—EASTWARD

Table with columns for STATIONS, Distance from Milwaukee, and train numbers 138, 146, 4, 140, 18, 22, 24, 12, 20. Includes stations like CHICAGO, WESTERN AVENUE, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHN, BENSENVILLE YARD, TOWER B 17, BRYN MAWR, SHERMER, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, RANNEY, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 68, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., MILWAUKEE, MUSKEGO YARD.

Passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

No. 4 stops at Western Ave. to let off passengers from St. Paul and beyond. No. 22 stops at Deerfield to let off passengers from Madison and beyond. No. 18 stops at Deerfield to let off passengers from St. Paul and beyond.

FIRST CLASS

STATIONS	10	144	28	16	6	40	152	148	150	46	250
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Saturday Only	Daily Except Sat. & Sunday	Sunday Only	Sat. Only	Daily	Daily
CHICAGO	As 11.35AM	As 12.35PM	As 1.21PM	As 1.45PM	As 2.40PM		As 3.30PM	As 3.35PM	As 3.50PM	As 5.20PM	
(C. & N. W. CROSSING)											
WESTERN AVENUE	A 11.25AM	As 12.25PM	A 1.11PM				As 3.20PM	As 3.25PM	As 3.40PM	A 5.10PM	
TOWER A 5											
(C. M. ST. P. & F. CROSSING)											
HEALY	11.22	12.22	1.08	1.32	2.27		3.16	3.21	3.36	5.07	
GRAYLAND		12.19					3.14	3.19	3.34		
(C. & N. W. CROSSING)											
MAYFAIR	11.20	12.13	1.05				3.10	3.15	3.30	5.04	
(C. & N. W. CROSSING)											
FOREST GLEN	11.19	12.10	1.04				3.06	3.13	3.26	5.03	
1.4											
EDGEBROOK		12.07					3.04	3.10	3.24		
2.7											
MORTON GROVE		12.04PM					3.00	3.07	3.20		
1.9											
GOLF		11.58					2.54	3.02	3.14		
1.3											
GLENVIEW		11.51					2.47	2.58	3.08		
2.8											
TECHNY		11.48					2.44	2.55	3.05		
		11.43					2.39	2.51	3.00		
BENSENVILLE YARD											
2.3											
TOWER B 17											
2.33											
BRYN MAWR											
10.36											
SHERMER											
1.3											
TOWER A 26	11.08	11.42	12.55	1.19	2.14		2.38	2.50	2.59	4.55	
0.6											
NORTHBROOK		11.41					2.37	2.49	2.58		
3.0											
DEERFIELD		11.36				As 2.20PM	2.30	2.45	2.51	4.51	
4.1											
WEST LAKE FOREST		11.29					2.24	2.40	2.45		
4.3											
RONDOUT	10.59	L 11.23AM	12.46	1.11	40-152 2.06	L 2.10PM	L 2.18PM	L 2.35PM	L 2.39PM	154 4.45	
(N. J. & N. CROSSING)											
4.5											
WILSON											
1.8											
GURNEE											
4.3											
WADSWORTH	10.52		12.38	1.04	1.59					4.37	
4.1											
RUSSELL											
4.6											
RANNEY	10.46		12.32	12.58	1.53					4.31	
1.0											
TRUESDELL											
4.9											
SOMERS											
4.3											
STURTEVANT	10.37		12.24	12.51	1.46					4.23	As 5.20PM
4.3											
FRANKVILLE											f 5.12
3.1											
TOWER A 68	10.28		12.19	12.47	1.42					4.18	5.08
1.3											
CALEDONIA											f 5.06
3.4											
OAKWOOD											f 5.02
5.1											
LAKE	10.20		12.11	12.39	1.34					4.10	4.56
(Kinnickinnic drawbridge)											
5.0											
(C. & N. W. CROSSING)											
1.0											
WASHINGTON ST.	10.13		12.04	12.33	1.28					4.03	4.48
(Menomonee drawbridge)											
1.1											
MILWAUKEE	L 10.10AM		L 12.01PM	L 12.30PM	L 1.25PM					L 4.00PM	L 4.45PM
MUSKEGO YARD											

Nos. 16 and 4 must not exceed maximum speed of 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

FIRST CLASS

STATIONS	154	44	50	100	118	156	158	14	58
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Sunday Only	Daily Except Sunday	Daily Except Sat. & Sunday	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily
CHICAGO	As 6.00PM	As 6.20PM		As 7.15PM	As 7.50PM	As 9.20PM	As 9.35PM	As 9.40PM	As 10.30PM
(C. & N. W. CROSSING)									
WESTERN AVENUE	As 5.50PM	As 6.10PM			A 7.40PM	As 9.10PM	As 9.25PM	A 9.30PM	A 10.20PM
TOWER A 5									
(C. M. ST. P. & F. CROSSING)				7.02	7.37	9.06	9.21	9.27	10.16
HEALY	5.46	6.04							
GRAYLAND	5.43	6.01				9.03	9.17		
(C. & N. W. CROSSING)									
MAYFAIR	5.40	5.56			7.34	8.58	9.12	9.24	10.13
(C. & N. W. CROSSING)									
FOREST GLEN	5.36	5.53			7.33	8.55	9.09	9.23	10.12
1.4									
EDGEBROOK	5.33	5.50				8.52	9.04		
2.7									
MORTON GROVE	5.30	5.46				8.49	8.59		
1.9									
GOLF	5.25	5.40				8.44	8.54		
1.3									
GLENVIEW	5.22	5.33				8.40	8.48		
2.8									
TECHNY	5.19	5.29				8.37	8.45		
	5.13	5.22				f 8.33	8.39		
BENSENVILLE YARD									
2.3									
TOWER B 17									
2.33									
BRYN MAWR									
10.36									
SHERMER									
1.3									
TOWER A 26	5.12	5.18		6.49	7.25	8.32	8.38	9.11	10.00
0.6									
NORTHBROOK	5.10	5.17				8.31	8.37		
3.0									
DEERFIELD	5.05	L 5.10PM	As 5.55PM			8.27	8.32	f 9.04	
4.1									
WEST LAKE FOREST	f 4.58					f 8.21	f 8.25		
4.3									
RONDOUT	L 4.52PM								
(N. J. & N. CROSSING)				L 5.45PM	6.41	L 7.15PM	L 8.16PM	L 8.20PM	8.55 9.50
4.5									
WILSON									
1.8									
GURNEE									
4.3									
WADSWORTH				6.34				8.47	9.41
4.1									
RUSSELL									
4.6									
RANNEY				6.28				8.41	9.34
1.0									
TRUESDELL									
4.9									
SOMERS									
4.3									
STURTEVANT				6.21				8.33	9.25
4.3									
FRANKVILLE									
3.1									
TOWER A 68				6.17				8.28	9.18
1.3									
CALEDONIA									
3.4									
OAKWOOD									
5.1									
LAKE				6.09				8.20	9.10
(Kinnickinnic drawbridge)									
5.0									
(C. & N. W. CROSSING)									
1.0									
WASHINGTON ST.				6.03				650-264 8.13	70 9.03
(Menomonee drawbridge)									

FIRST SUBDIVISION—EASTWARD

STATIONS	Distance from Muskego Yard	SECOND CLASS																			
		82	74	750	84	72	194	650	264	70	166										
		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight										
		Daily Except Monday	Daily Except Monday	Daily	Daily	Daily Except Monday	Mon. Wed. and Friday Only	Daily	Daily	Daily Except Sunday	Daily Except Sunday										
CHICAGO	2.9	86.1																			
(C. & N. W. CROSSING)																					
WESTERN AVENUE	2.5	83.2		A 4.00AM																	
TOWER A 5																					
(C. M. ST. P. & P. CROSSING)																					
HEALY	1.0	80.7		3.50																	
GRAYLAND	1.8	79.7																			
(C. & N. W. CROSSING)																					
MAYFAIR	0.8	77.9																			
(C. & N. W. CROSSING)																					
FOREST GLEN	1.2	77.1																			
EDGEBROOK	1.4	75.9																			
MORTON GROVE	3.7	74.8																			
GOLF	1.9	71.8																			
GLENVIEW	1.2	69.9																			
TECHNY	1.2	68.7																			
BENSENVILLE YARD	2.8	65.9																			
TOWER B 17	2.33	82.0	A 3.45AM			A 11.40AM	A 4.00PM			A 11.15PM	A 1.30AM	A 1.55AM									
BRYN MAWE	2.33	79.7	3.30			11.20	3.45			11.00	1.10	1.40									
SHERMER	10.36	77.4	Via			Via	Via			Via	Via	Via									
TOWER A 20	1.2	67.0	C. & N. W. Ry.			C. & N. W. Ry.	C. & N. W. Ry.			C. & N. W. Ry.	C. & N. W. Ry.	C. & N. W. Ry.									
NORTHBROOK	0.6	65.8	2.35AM	3.05		10.05AM	3.00PM			9.55PM	12.10AM	12.18AM									
DEERFIELD	3.0	65.2																			
WEST LAKE FOREST	4.1	62.2																			
RONDOUT	4.3	58.1																			
(N. J. & N. CROSSING)																					
WILSON	4.5	55.8	2.10	2.45	A 9.40AM	9.35	L 2.40PM			9.35	11.20	L 11.45PM									
GURNEE	1.8	49.8																			
WADSWORTH	4.3	47.5																			
RUSSELL	4.1	48.2	1.48	2.30		9.05	9.20			9.25	10.45										
RANNEY	4.6	39.1																			
TRUESDELL	1.0	34.5	1.30	2.15		8.47	9.05			9.10	10.30										
SOMERS	4.9	33.5																			
STURTEVANT	4.3	28.6																			
FRANKVILLE	2.1	24.3	1.10	2.00	A 5.50AM	8.33	8.49			A 8.50PM	8.55	10.15									
TOWER A 68	1.3	20.1																			
CALEDONIA	5.1	18.0	12.55	1.45	5.40	8.25	8.35			8.40	8.45	9.35									
OAKWOOD	3.4	16.7																			
LAKE	5.1	13.8																			
(Kinnickinnic drawbridge)																					
(C. & N. W. CROSSING)																					
WASHINGTON ST.	1.0	8.2	12.35	1.35	5.25	8.10	8.20			8.25	8.30	9.20									
(Menomonee drawbridge)																					
MILWAUKEE	1.1	3.2	12.15	1.15	5.10 ²	7.50 ²⁴	8.00 ³⁴			8.15 ¹⁴	8.20 ¹⁴	9.05 ⁵⁸									
MUSKEGO YARD			L 12.01AM	L 1.00AM	L 5.00AM	L 7.30AM	L 7.50AM			L 8.00PM	L 8.05PM	L 8.45PM									

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

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 38 April 24, 1949 STATIONS	Distance from Rondout	Telegraph calls	Capacity in cars		Office Open week days	FIRST CLASS					
			Sittings	Other tracks		135	133	117	145	113	149
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
						Daily Except Sunday	Sunday Only	Daily	Daily Except Sunday	Sunday Only	Saturday Only
RONDOUT		RO			Continuous	L 7.43AM ¹⁴⁰	L 8.14AM ²²	L 10.19AM ²⁰	L 12.20PM	L 12.20PM	L 1.16PM
JUNCTION SWITCH	2.0			Yard	No Office						
LIBERTYVILLE	3.2	BV	65		6.00AM to 3.00PM	s 7.59 ²²	s 8.20	10.23	s 12.26	s 12.26	s 1.22
(SOO LINE CROSSING)					No Office						
GRAYS LAKE	8.7	GK	90	22	6.15 AM to 3.15PM	s 8.10	s 8.28	10.30	s 12.33	s 12.35	s 1.30
ROUND LAKE	11.7	RN	57	22	6.30AM to 3.30PM	s 8.18	s 8.34	10.33	s 12.38 ¹⁹⁴	s 12.41	s 1.37
LONG LAKE	13.7			3	No Office	f 8.25	s 8.40		s 12.42	s 12.46	s 1.42
WILSON ROAD	14.7				No Office	s 8.28	f 8.43		f 12.45	f 12.49	f 1.45
INGLESIDE	15.5	NI			No Office	s 8.33	s 8.48		s 12.48	s 12.52	s 1.48
FOX LAKE	17.2	FA	98	Yard	Continuous	As 8.45AM	As 8.53AM	s 10.40 ¹⁴⁴	As 12.55PM	s 1.00	As 2.00PM ¹⁵⁰
(Fox River drawbridge)					No Office						
SPRING GROVE	21.4	SG	81		6.15AM to 3.15PM			10.46		f 1.07	
SOLON MILLS	23.5		63	11	No Office			10.48 ¹⁹⁴		f 1.11	
BELDEN	27.6		18		No Office						
HEBRON SIDING	29.5		90		No Office			10.53		1.21	
(C. & N. W. CROSSING)											
ZENDA	35.1	DA	15								

SECOND SUBDIVISION—WESTWARD

STATIONS	FIRST CLASS										
	137	159	143	155	139	153	141	131	11	151	3
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Saturday Only	Daily Except Sat. & Sunday	Daily Except Sat. & Sunday	Daily Except Sat. & Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
RONDOUT 2.0	L 3.15PM	L 3.39PM	L 4.20PM	L 4.28PM	L 5.12PM	L 5.18PM	L 5.38PM	L 6.50PM	L 7.22 ¹¹⁸ PM	L 9.25PM	L 11.04PM
JUNCTION SWITCH 1.2											
LIBERTYVILLE 4.4 (800 LINE CROSSING) 1.1	s 3.21	s 3.45	4.26	s 4.34	s 5.18	s 5.24	s 5.43	s 6.55	7.26	s 9.30	11.08
GRAYS LAKE 3.0	s 3.30	s 3.53	4.32	s 4.41	s 5.26	s 5.32	s 5.52	s 7.03 ¹¹⁸	7.31	s 9.38	11.14
ROUND LAKE 2.0	s 3.36	s 3.59	s 4.37	s 4.46	s 5.32	s 5.37	s 5.57	s 7.12	7.34	s 9.43 ¹⁶⁶	11.17
LONG LAKE 1.0	s 3.42	s 4.04	4.40	s 4.50	s 5.37	f 5.42	f 6.00	s 7.20		s 9.48	
WILSON ROAD 0.8	s 3.45	f 4.07		f 4.53	f 5.40	f 5.45	f 6.03	f 7.23		f 9.51	
INGLESIDE 1.7	s 3.49	s 4.11	4.42	s 4.56	s 5.44	s 5.47	s 6.05	s 7.26		s 9.53	
FOX LAKE 0.7 (Fox River drawbridge) 3.5	As 4.00PM	s 4.17	s 4.45	As 5.03PM	As 5.53PM	As 5.53PM	As 6.12PM	As 7.32 ¹⁵⁶ PM	7.42 ¹⁵⁶⁻¹⁵⁸	As 10.00PM	11.24
SPRING GROVE 2.1		f 4.22	f 4.51						7.46		11.30
OLON MILLS 4.1		f 4.25	f 4.54						7.49		11.32
BELDEN 1.9											
HEBRON SIDING (C. & N. W. CROSSING) 5.6		4.32	5.01						7.55		11.39
ZENDA 6.1		f 4.39	f 5.08						8.01		11.45
WALWORTH 8.6		As 4.50PM	As 5.19PM						s 8.11		s 11.56
BARDWELL (C. M. ST. P. & P. CROSSING) 6.7									8.21 ¹⁶⁶		12.05AM
AVALON 4.2									8.28		12.13
GANO 3.2									8.33		12.18
WHEELER PIT 1.8 (C. & N. W. CROSSING) 2.1									8.38		12.23
JANESVILLE									As 8.45PM		As 12.28AM

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 45 miles per hour.

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

Nos. 159, 155, 139, 153, 141, 131 and 151 stop at Wilson Road to let off passengers from Chicago and Western Avenue.

At Walworth the time of No. 143 applies at the east switch of the siding.
At Walworth the time of No. 159 applies at the east switch of the siding.

SECOND SUBDIVISION—WESTWARD

STATIONS	FIRST CLASS		SECOND CLASS	
	147		165	163
	Passenger		Time Freight	Time Freight
	Daily		Daily Except Sunday	Daily
RONDOUT 2.0	L 11.45 ¹⁶³ PM		L 11.25 ¹⁴⁴ AM	L 11.50 ¹⁴⁷ PM
JUNCTION SWITCH 1.2				
LIBERTYVILLE 4.4 (800 LINE CROSSING) 1.1	s 11.53		11.35	11.59
GRAYS LAKE 3.0	s 12.01AM		11.45	12.10AM
ROUND LAKE 2.0	s 12.06		11.55	12.15
LONG LAKE 1.0	s 12.10			
WILSON ROAD 0.8	f 12.13			
INGLESIDE 1.7	s 12.15			
FOX LAKE 0.7 (Fox River drawbridge) 3.5	As 12.20AM		12.05 ¹⁹⁴ PM	12.30
SPRING GROVE 2.1			12.20	12.40
OLON MILLS 4.1			12.25	12.45
BELDEN 1.9				
HEBRON SIDING (C. & N. W. CROSSING) 5.6			12.40	1.00
ZENDA 6.1			12.55	1.15
WALWORTH 8.6			1.15	1.35
BARDWELL (C. M. ST. P. & P. CROSSING) 6.7			1.35	1.55
AVALON 4.2			1.50	2.10
GANO 3.2			2.00	2.20
WHEELER PIT 1.8 (C. & N. W. CROSSING) 2.1			2.15	2.40
JANESVILLE			A 3.00PM	A 3.15AM

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 45 miles per hour.

No. 147 stops at Wilson Road to let off passengers from Chicago and Western Avenue.

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 38 April 24, 1949 STATIONS	Distance From Janesville	See Rule 6-A	FIRST CLASS									
			130	132	134	142	136	138	146	140	22	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily Except Sunday	Daily Except Sunday	Daily Except Sat. & Sunday	Sat. & Sunday Only	Daily Except Sat. & Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
RONDOUT 2.0	66.8	BCHJKPRVWXY	Af 4.46AM	As 5.10AM	Af 6.04AM	As 6.09AM	A 6.15AM	A 6.41AM	A 6.58AM	Af 7.35AM	A 8.05AM	
JUNCTION SWITCH 1.2	64.8											
LIBERTYVILLE 4.4	63.6		s 4.39	s 5.02	s 5.59	s 6.03	s 6.10	s 6.36	6.54	s 7.30	7.59	
(SOO LINE CROSSING) 1.1	59.2	M										
GRAYS LAKE 3.0	58.1		s 4.32	s 4.53	s 5.51	s 5.55	6.01	s 6.28	6.45	s 7.22	7.51	
ROUND LAKE 2.0	55.1		s 4.28	s 4.48	s 5.45	s 5.50	s 5.57	6.24	s 6.42	s 7.16	7.48	
LONG LAKE 1.0	53.1		f 4.24	s 4.43	s 5.40	s 5.45		s 6.20		s 7.11		
WILSON ROAD 0.8	52.1		f 4.22	f 4.41	f 5.37	f 5.42		f 6.18		f 7.07		
INGLESIDE 1.7	51.3		s 4.20	s 4.39	s 5.34	s 5.39		s 6.17		s 7.05		
FOX LAKE 0.7	49.6	BKRWXY	L 4.17AM	L 4.35AM	L 5.30AM	L 5.35AM	L 5.48AM	L 6.13AM	s 6.34	L 7.02AM	f 7.42	
(Fox River drawbridge) 3.5	48.9											
SPRING GROVE 2.1	45.4							f 6.29			7.33	
OLON MILLS 4.1	43.3							f 6.25			7.30	
BELDEN 1.0	39.3											
HEBRON SIDING (C. & N. W. CROSSING) 5.6	37.8	M						6.18			7.24	
ZENDA 0.1	31.7							f 6.11			7.14	
WALWORTH 8.6	25.6	BHRTW						L 6.02AM			s 7.09	
BARDWELL (G. M. ST. P. & P. CROSSING) 0.7	17.0	LJY									6.58	
AVALON 4.2	10.3										6.50	
GANO 2.2	6.1										6.45	
WHEELER PIT 1.8	3.9	X										
(C. & N. W. CROSSING) 2.1	2.1	M									6.40	
JANESVILLE		BCJKRTVWXYZ									L 6.36AM	

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

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

Nos. 130, 132, 134, 142, 138 and 140 stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago.
No. 134 will only stop at Rondout on Flag to let off or pick up revenue passengers.

No. 22 stops at Fox Lake on Sundays and following legal holidays—New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas to let off and take on Revenue passengers.

SECOND SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS									SECOND CLASS	THIRD CLASS
	20	144	152	148	150	154	118	156	158	166	194
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Times Freight	Way Freight
	Daily	Daily	Daily Except Sat. & Sunday	Sunday Only	Saturday Only	Sunday Only	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Mon., Wed. & Friday
RONDOUT 2.0	A 10.12AM ¹¹⁷	As 11.23AM ¹⁶⁵	Af 2.18PM	A 2.35PM	A 2.39PM	As 4.52PM	A 7.15PM ¹¹	Af 8.16PM	As 8.20PM	A 10.20PM	A 2.00PM
JUNCTION SWITCH 1.2											
LIBERTYVILLE 4.4	10.08	s 11.17	s 2.12	s 2.29	s 2.32	s 4.46	7.11	s 8.11	s 8.15	10.05	1.30
(SOO LINE CROSSING) 1.1											
GRAYS LAKE 3.0	10.02	s 11.08	s 2.03	s 2.21	s 2.23	s 4.39	7.03 ¹³¹	s 8.05	s 8.05	9.55	1.08
ROUND LAKE 2.0	9.59	s 11.03	s 1.58	s 2.16	s 2.18	s 4.34	7.00	s 8.00	s 8.00	9.43 ¹⁵¹	12.38 ¹⁴⁶
LONG LAKE 1.0		s 10.59	s 1.54	s 2.12	s 2.14	s 4.29		s 7.55	s 7.55		
WILSON ROAD 0.8		f 10.56	f 1.51	f 2.10	f 2.11	f 4.26		f 7.52	f 7.52		
INGLESIDE 1.7		s 10.54	s 1.49	s 2.08	s 2.09	s 4.24		s 7.50	s 7.50		
FOX LAKE 0.7	s 9.54	L 10.50AM ¹¹⁷	L 1.45PM	L 2.05PM	L 2.05PM ¹⁴⁹	L 4.20PM	f 6.56	L 7.42PM ¹³¹⁻¹¹	s 7.42 ¹¹	9.25	12.05PM ¹⁶⁵
(Fox River drawbridge) 3.5											
SPRING GROVE 2.1	9.45						6.50		s 7.28	9.19	11.10
OLON MILLS 4.1	9.43						6.48		f 7.24	9.15	10.48 ¹¹⁷
BELDEN 1.0											
HEBRON SIDING (C. & N. W. CROSSING) 5.6	9.36						6.42		7.17	9.05	10.30
ZENDA 0.1	9.31						6.37		f 7.10	8.52	10.10
WALWORTH 8.6	s 9.23 ¹⁹⁴						s 6.29		L 7.00PM	8.40	9.40 ²⁰ 8.30
BARDWELL (G. M. ST. P. & P. CROSSING) 0.7	9.14						6.20			8.21 ¹¹	8.01
AVALON 4.2	9.08						6.14			7.54	7.35
GANO 2.2	9.04						6.10			7.44	7.15
WHEELER PIT 1.8											
(C. & N. W. CROSSING) 2.1	8.58						6.05			7.35	7.05
JANESVILLE	L 8.55AM						L 6.01PM			L 7.30PM	L 7.00AM ²²

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 45 miles per hour.

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

Nos. 144, 152, 148, 150, 154, 156 and 158 stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago.

No. 118, if not displaying signals for a following section, will register by register ticket at Janesville.

No. 118 stops at Fox Lake daily except Sundays and the following legal holidays—New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

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

H. C. CONE, J. P. COLLINS,
J. V. TUOMEY, H. L. MARTIN,
L. G. FREDRICH, V. W. MERRITT,
O. C. TABBERT, J. J. SCHWANTES,
TRAIN DISPATCHERS

C. E. LARSON,
CHIEF DISPATCHER.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G-4 Employees are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

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

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

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

G-8 When using the hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure hand hold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

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

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

G-12 Employees are prohibited from riding:

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

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

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

On ends of cars containing lading which may shift.

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

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

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

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

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

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

G-16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when

a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

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

Diesel power units 600 and 1000 H.P. Switchers 4½ inches, all other Diesel engines and Gas-Electric Motor cars, 8 inches.

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

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

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

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

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

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

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

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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

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

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

See Rule 663(A).

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

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

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in CTC territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

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

G-25 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

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

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or

other circumstances may require for safe movement.
Engines with side rods removed from one side only, must not be hauled in trains.
Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

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

G-27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.
Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

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

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

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

Type of equipment	MPH
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale Test Cars on Branch line 20, on Main line	25
Lidgerwood unloaders	15
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 Engines (on divisions or portions of divisions where authorized to be used)	50
S-2 and S-3 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive	40
All 44-ton Diesel Engines:	
When moved dead in train	25
When moved under own power	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.
The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

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

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 8000 feet distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.
These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.
Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:
Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.
Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.
Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.
If movement is through turnout the allowable turnout speed must be observed.
See Rules 520 to 525 inclusive.

G-34(A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:
When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.
The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.
When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

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

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.
Conductors will make suitable announcement to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.
Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.
Public address system should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip form 3256.

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

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

Account of restricted clearance derricks X-17 and X-18 should not exceed 15 M.P.H. between Tower A5 and Irving Park Boulevard, west of Grayland crossing.

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

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

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

Turnouts laid with long frogs are located at:

Station	Location
Tower A4	Crossover between tracks No. 1 and 2 west of Chicago Avenue.
Tower A4	Crossover between tracks No. 3 and 4 west of Chicago Avenue.
Tower A4	Crossover between tracks No. 2 and 3 west of Kedzie Avenue.
Tower A4	Crossover between tracks No. 1 and 2 west of Kedzie Avenue.
Tower A5	Crossover between tracks No. 1 and 2 north of Cortland Street.
Healy	West crossover.
Mayfair	Crossover at each side of railroad crossing.
Morton Grove	Crossover.
Tower A20	Crossovers and connections to Tower B17 and turnout to siding at Northbrook depot.
Rondout	Head-in turnouts on No. 1, 2 and 6 sidings, head-out turnout on No. 3 track, crossovers and junction switch to Second Subdivision.
Gurnee	Crossover.
Wadsworth	Crossovers and sidings.
Russell	Crossover.
Ranney	Crossovers and sidings.
Truesdell	Crossover.
Somers	Crossover.
Sturtevant	Facing point crossover west of depot, trailing point crossover east of depot, head-in turnout to westward siding.
Frankville	Crossover.
Tower A68	Crossovers and sidings.
Caledonia	Crossover.
Oakwood	Crossover.
Lake	Crossovers and sidings.
Kinnickinnic drawbridge	Connection to freight main track.
Washington St.	Facing point crossover between tracks No. 1 and 2, trailing point crossover between tracks Nos. 2 and 3.
Tower B12	Crossover between tracks No. 3 and 4.
Mannheim	Crossover between tracks No. 1 and 2.
Mannheim	Crossover between tracks No. 2 and 3.
Tower B17	Crossover between tracks No. 1 and 2.

X-3 (A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum per-

missible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instructions G-34)
Rondout West end of No. 1 siding.

FIRST SUBDIVISION

X-4 Speed restrictions (in addition to General speed restrictions)	Maximum Speed MPH	Psgr. Other
Location	Trains	Trains
Tower A2 C&NW RR crossing	20	20
Tower A5 CMSTP&P RR crossing	60	45
Grayland C&NW RR crossing	70	45
Mayfair C&NW RR crossing	70	45
Rondout EJ&E RR crossing	50	50
Rondout—Trains and engines moving around EJ&E and CMSTP&P wyes	10	10
Kinnickinnic drawbridge	50	40
Washington St. C&NW RR crossing	45	25
Between Washington St. and east end of curve at Florida St.	45	25
Between east end of curve Florida St. and Plankinton Ave.	30	25
Between Plankinton Ave. and passenger station Milwaukee	12	12
Class F-6 engines between Chicago and Milwaukee	75	60
Class S-2 and S-3 engines between Chicago and Milwaukee: With train	70	60
Running light	45	45
Class L-2, L-3, S-3 engines through slip switches at Union Station Chicago	10	10
Class S-3 engines on curve at Canal Street Chicago	10	10
At Tower A5 when operated on any of the Wye tracks	15	15
Class F-7 engines on Nos. 3 and 4 tracks between Western Avenue and Tower A5	40	40
Trains detoured through track just north of No. 1 track west of Tower A3	15	15
No. 3 track between Western Avenue and Tower A5	45	25
No. 4 track between Western Avenue and Tower A5	25	25
Franklin Park (B-12) No. 3 and 4 main tracks within Interlocking Limits on movements to and from IHB main tracks	20	20
X-5 Class S-2 engines must not be used on joint tracks between Western Avenue and Union Station Chicago. Class L-2 and L-3 engines may be used in this territory only in cases of emergency.		
X-6 Class S-2 engines must not be operated around northwest leg of wye at Tower A-5. S-2 and S-3 engines must not be operated around southeast leg of wye at Tower A-5, or be detoured between Union Station, Chicago, and Tower A-5 via the Bloomingdale Road or the C&E Line, or be used on No. 3 and No. 4 main tracks between Cragin Station and Spaulding Avenue (1100 feet west of Tower A-4). S-3 engines can be operated around the northwest leg of the wye at Tower A-5 at a restricted speed of 5 miles per hour, with the engine headed towards Milwaukee and moving in a forward direction or with the engine headed towards Galewood and moving in a forward direction. S-3 engines must not be backed around the northwest leg of the wye in either direction.		
X-7 Class C-7 or heavier engines must not be used on tracks at Grayland, or on No. 1 track at Swain-Nelson Co. Glenview.		
X-8 Between Western Avenue and Deerfield, steam engines running backward and hauling suburban trains must not exceed 50 miles per hour when the engines are equipped for back-up service. The speed of other steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour.		
X-9 Class S-2 and S-3 engines must not be operated on the following tracks: Stowell—Pelton Steel, Nordbergs, Heils, Perfex, Trackson. Powerton—Seisel, switches on TMER&T end of Powerton tracks.		

Sturtevant—Team track.

Truesdell—Oil track, Farmers track.

Russell—Murries.

Wadsworth—Lux.

Rondout—Northern Bridge, Stewart Construction Co.

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

Tower A20—Oil track.

At Lake on all of the yard tracks in both the east and west yards Class S-2 and Diesel Class D-54 engines may be operated over the leads, but not beyond the clearance point of each of the tracks and at a speed not to exceed 5 miles per hour.

Class L engines may be operated over all of these tracks at a speed not to exceed 8 miles per hour.

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

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

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

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

Within the yard limits of Tower A2 and Bryn Mawr, the officials of the Chicago Terminal Division have jurisdiction.

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

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

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

X-17 Account narrow center between freight main tracks in the area lying between Sixth Street Viaduct and Burnham Bridge, Milwaukee, trains and engines handling high and wide loads on either main must not pass other trains and engines within these limits.

X-18 Automatic Block System is in use between Western Avenue and Bensenville on No. 1 and No. 2 main tracks, also on No. 3 main track between Western Ave. and Tower A-5, and between Tower B-17 and Bryn Mawr.

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

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

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

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

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

Double track is in use between Mannheim and Bensenville.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At Rondout, when the dwarf signal at the spring switch at the east end of No. 6 siding or at the spring switch at the west end of No. 1 siding, displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineer will communicate with the operator at Rond-

out for instructions; such instructions do not relieve train and enginemen from protecting their train, as required by the rules.

X34A Automatic Cab Signal indicators supplement Automatic Block signals in governing the use of blocks, but do not supersede the superiority of trains nor dispense with the use or observance of Automatic Block, Interlocking or other signals and rules governing them, except as provided for in Section (e).

(a) A green light displayed in the Automatic Cab signal indicator indicates PROCEED.

(b) A yellow light in the Automatic Cab signal indicator indicates PREPARE TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED, MUST IMMEDIATELY REDUCE TO THAT SPEED.

(c) A red light in the Automatic Cab signal indicator indicates PREPARE TO STOP—EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET.

(The above indications do not apply when moving in non-automatic cab signal territory or against the current of traffic.)

(d) When the Automatic Cab signal indicator changes to a more restrictive indication, the engineer must immediately control the train in accordance with the cab signal indication.

(e) When the Automatic Cab signal indicator changes to a less restrictive indication, the train may proceed in accordance with the new indication after the train has moved its own length beyond the point where the indication changed.

(f) Any indication of Automatic Cab signal inconsistent with wayside signals, or failure of the cab signal whistle to function promptly, must be promptly reported to the train dispatcher. If the failure is such as to cause serious delay to the train, the cab signals may be cut out under the following conditions: After passing through not less than 3 consecutive blocks where the wayside signals display Proceed-indication during which time a red light is displayed continuously by the cab signal indicator, the train may proceed under authority of the wayside signals at medium speed to the first open telegraph office where report must be made to and instructions received from the train dispatcher. After ascertaining that it is safe for the train to continue, the train dispatcher may authorize the crew to cut out the cab signals, proceed at normal speed and be governed by Automatic wayside block signal indication. When moving in Automatic Cab signal system territory with cab signals cut out, the fireman must be so advised and such additional precautions must be taken as conditions may require.

(g) The opening of switches and derails operate to cause Automatic Cab signals of approaching trains to display restrictive indication. Trainmen and others must guard against any unnecessary restrictive speed indication.

(h) If engineer takes charge of locomotive enroute in Automatic Cab Signal territory he shall know whether or not the device is in service.

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

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

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

X-36 REMOTE CONTROL INTERLOCKING:

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

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

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

X-38 At Tower A-2 over the interlocking plant no movements are to be made with Class F or Class L engines in either forward or backward movement through double slip switches and short connections from No. 4 westward freight main track to No. 3 eastward freight main track and from No. 3 eastward freight main track to No. 4 westward freight main track.

X-39 On the Chicago Union Station Co. tracks, maximum permissible speeds are as follows:

Between Polk St. and Jefferson St.	15 M.P.H.
Between Jefferson St. and Racine Ave.	30 M.P.H.
Between Racine Ave. and Western Ave. on tracks 1 and 2	60 M.P.H.
Between Morgan St. and Western Ave. on tracks 3 and 4.....	15 M.P.H.
Between Van Buren St. and Jackson Blvd. on Joint tracks 7 and 9	10 M.P.H.
Between Jackson Blvd. and Canal St. on Joint tracks 7 and 9	15 M.P.H.
On station platform tracks	7 M.P.H.
Diverging movements at non-interlocked turnouts	10 M.P.H.
At Western Ave. over interlocked railroad crossing Tower A-2	20 M.P.H.

X-40 Account of restricted clearance on main tracks No. 2 and No. 3 at subway shelter located at the east end of Western Avenue passenger station platform, employes are prohibited from riding on side of cars or engine passing this point.

X-41 Account of close clearance in all roundhouse districts in Chicago Terminal employes are prohibited from riding on the side of engine or cars and not get out on cab steps of engine while in motion.

X-42 When taking charge of train to back it out of the Union Station Chicago or Coach Yard Western Avenue the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coach Yard or from Union Station until the pilot has identified himself.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

When the engineman hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp

signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.

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

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

SECOND SUBDIVISION

Location	Maximum speed M.P.H.	
	Psg. trains	Other trains
X-43 Speed Restrictions (in addition to General Speed Restrictions)		
Soo Line RR crossing 1.1 mile east of Grays Lake	50	40
Class A, F-6, F-7, L-2 and L-3 engines over bridge A-446, 1.7 miles west of Solon Mills	50	40
Hebron Siding C&NW RR crossing	45	35
Bardwell CMSTP&P RR crossing	75	40
Bardwell North leg of wye	5	5
C&NW RR crossing 2.1 miles east of Janesville	20	20
Class F-6 and L-3 engines over bridges A-532, A-536 and A-538 about 1 mile east of Janesville	50	40
Class L-2 and L-3 engines between Rondout and Janesville	50	40
Class F-6 and F-7 engines between Rondout and Zenda	70	40
Class F-7 engines between Zenda and Bardwell	60	40
Class F-6 engines between Zenda and Janesville	60	40
Janesville—over street crossings	15	15
Trains and engines between Five Points and passenger depot Janesville	Restricted Speed	Restricted Speed

X-44 The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour.

X-45 At Spring Grove and Belden, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X-46 At Janesville, the middle track at passenger station is the established siding for passenger trains.

X-47 Five minute fusees should be used in Automatic Block System territory and 10 minutes fusees should be used in other territories.

X-48 At Hebron siding the normal position of crossing gates with C&NW RR is against the C&NW RR.

X-49 At Rondout, the train order signal is located across the track opposite the tower; it has two arms to govern westward trains. The lower arm or light governs westward Second Subdivision trains.

X-50 Trains or engines will not move onto or over the crossing of Highway 12 on the tail track of the wye at Fox Lake, Ill., except in case of emergency. If such an emergency arises, two trainmen will protect highway traffic, one on each side of the train to guard against accident and Superintendent notified by wire explaining the circumstances.

YARD LIMITS AT

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

SUNDAY AND HOLIDAY HOURS AT STATIONS

Chicago	Continuous	Washington Street	Continuous
Tower A5	Continuous	Milwaukee	Continuous
Grayland	Continuous	Fox Lake	Continuous
Mayfair	Continuous	Walworth	6.00pm to 8.15pm
Tower B-17	Continuous	Bardwell	Continuous
Tower A-20	Continuous	Janesville	Continuous
Rondout	Continuous		
Wadsworth	Continuous		
Sturtevant	Continuous		
Lake	Continuous		

Other stations closed.

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

DISPATCHER AND BLOCK TELEPHONES

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

BLOCK TELEPHONES

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

LOCATION OF PORTABLE TELEPHONES ON FOLLOWING TRAINS

- Nos. 5, 6, 100 and 101 in tap car.
- Nos. 15 and 16 in locker baggage end of dormitory car.
- Nos. 1 and 4 in club car.
- Nos. 17 and 18 in baggage car.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago.....	§†A. R. Metz, Chief Surgeon.....		Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500. Union Station, Central 6-7600.
Chicago.....	§†R. Householder, Asst. Chief Surgeon.....		Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500. Union Station, Central 6-7600.
Chicago.....	§†Gerrit Dangremond, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500. Union Station, Central 6-7600.
Chicago.....	§*Virgil Wescott, Oculist.....		30 North Michigan Ave., Dearborn 2-3127.
Chicago.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., Wabash 2-2272.
Chicago.....	H. A. Hooper, Dentist.....		53 E. Washington St., State 1-0509.
Bensenville....	Dr. Joseph P. McKay.....		204 So. York St., Phone 72.
Bensenville....	Dr. Kenneth L. Fisk.....	102 W. Green St., Phone 805.....	102 W. Greene St., Phone 805.
Waukegan....	Dr. Stanley D. Anderson		4 South Genesee St.
Northbrook...	Roland Rembe, M. D.....	Northbrook, 40	Northbrook 40.
Deerfield.....	R. K. Kinney.....	Deerfield, Phone 200.....	Deerfield, Phone 426.
Sturtevant....	F. G. Peehn, M. D.....	Sturtevant, Phone 22.....	Sturtevant, Phone 22.
Racine.....	*W. C. Roth, M. D.....		1541 Wisconsin St., Jackson 660.
Milwaukee....	§†Dr. Irwin Schulz.....	8122 Warren Ave., Wauwatosa.....	208 E. Wisconsin Ave., Daly 8-4431.
Milwaukee....	§†Dr. Paul F. Hausmann.....		208 E. Wisconsin Ave., Daly 8-4431.
Milwaukee....	§†Dr. Donald S. Thatcher.....		208 E. Wisconsin Ave., Daly 8-4431.
Milwaukee....	F. D. Murphy, Medical Consultant.....		536 W. Wisconsin Ave., Marquette 8-1188.
Milwaukee....	§ Dr. R. P. Sproule, Oculist and Dr. Richard J. Muenzner, Asst. Oculist ...		208 E. Wisconsin Ave., Daly 8-3873.
Libertyville..	C. O. Edwards, M. D.....		540 N. Milwaukee Ave., Libertyville 19.
Libertyville..	M. D. Penny, M. D.....	Libertyville, Phone 525.....	540 Milwaukee Ave., Libertyville 19.
Grays Lake..	Dr. Lawrence R. Qualman.....		Grays Lake, Phone 2211.
Round Lake..	G. A. Goshgarian.....	Round Lake, Phone 2512.....	Round Lake, Phone 2511.
Fox Lake.....	Dr. Samuel, L. Fried.....	Fox Lake, Phone 3251.....	Grand Ave., Phone 3251.....
Fox Lake.....	Dr. Bradford, J. Willett.....	Venice Ave., Phone 3442.....	25 E. Grand Ave., Phone 3442.....
Walworth....	W. W. Coon, M. D.....	Walworth, Phone 25.....	Walworth, Phone 25.
Janesville....	Dr. A. H. Pember, Oculist.....	703 Court St., Phone 2667.....	508 West Milwaukee St., Phone 562.
Janesville....	J. H. Gamet, Ass't Oculist.....	703 Court St., Phone 2667.....	508 West Milwaukee St., Phone 562.
Janesville....	§†T. J. Snodgrass, M. D.....	1108 Racine St., Phone 815.....	500 West Milwaukee St., Phone 562.
Janesville....	§†T. W. Nuzum, M. D.....	602 Milwaukee Ave., Phone 1117....	500 West Milwaukee St., Phone 562.
Janesville....	W. A. Munn, M. D.....	532 South Main St.....	19 South Main St., Phone 3310.

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

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

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

WATCH INSPECTORS

LOCATION INSPECTORS

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

STATIONS	TONNAGE RATING			
	S-2 Eng.	L-3 Eng.	L-2 Eng.	F-6 Eng.
	1	1	1	1
Milwaukee to Lake.....	4500	3300	3000	2600
Lake to Rondout.....	7000	4500	4000	3700
Rondout to Bensenville..	8000	5500	4700	4000
Bensenville to Rondout..	7500	4900	4400	
Rondout to Milwaukee..	8000	5400	5000	
Janesville to Rondout..		4000	3800	
Rondout to Grays Lake..		3000	2700	
Grays Lake to Janesville..		3200	2700	

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

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