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

CHICAGO & MILWAUKEE DIVISION

TIME TABLE NO.60

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

CENTRAL STANDARD TIME

WEDNESDAY DECEMBER 18, 1929

Superseding Time Table No. 59

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES 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

2									CHICAC	OTO	MILWA	UKEE	SUBDIV	ISION-	-WEST	WARD									=
Time Table	Capac	ity of	1. 1			eliette.									FIRST	T CLASS			V Mr. Ch. Ed	The Landing	N/Sub-	MANAGE PAGE	CONTRACTOR	Was made 1700 see	
No. 60	Capac Sidi in C	Cars	fron	h Ca	SYMBOLS	55	31	131	261	5	141	27	33	17	19	7	151	29	49	103	21	149	47	53	25
In Effect 2:01 A. M. December 18, 1929	Passing Tracks	Other Sidings	istance	elegrap	See Special Rule Page 10	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS	N.E.	282	_ 	Ĕ.		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		
(C. 4 N. W. CROSSING) 2.9		Yard		GB	⊕BIJKPR¶	L 155M	L 7.05A	L 8.00AM	原 第二	L 8.15M	L 9.00A	L 9.30A	L 9.45A	L 10.30A	L* 10.35A	L 11.30A	L 12.40PM	L 1.20PM					Charles Miller Charles		1. Sat. & Sun. Only M L 2.55PM
WESTERN AVENUE		Yard	2.9	rite en	⊕ BCIKPTWZ	2.05	8 7.16	8 8.10		8 8.25								• 1.30		75.75	• 1.50	s 1.51	s 2.10		THE RESIDENCE OF THE PARTY OF T
BENSENVILLE YARD		Yard	17.0	BN	*BCPRTWZ													A Figure 1			2.00		3 2.10	s 2.50	s 3.05
TOWER B 17			_		IP																				
GALEWOOD			8.6					The second second		$\Delta = \Delta$															1
(C. M. ST. P. & P. CROSSING) 2.5			5.4	•	IPY	2.09	7.20	8.15		8.30	9.15	9.45	10.00	10.45	10.50	11.45	12.55	1.34	1.35		1.55	1.56	2.23	2.55	2.00
GRAYLAND		100	6.4		P	- Bush	• 7.23		1000000		s 9.18		*10.03		s 10.53		•12.57	1.37	s 1.38				• 2.26	s 2.57	3.09
(C. & N. W. CROSSING) 1.8 (C. & N. W. CROSSING) 0.8				GR	IP	2.12		8.18		8.33	s 9.20	9.48	• 10.06	10.49	10.55	11.48	•12.59	1.39	• 1.41		1.59	2.00	· 2.30	s 3.00	s 3.12
MAYFAIR			9.0		IP		* 7.28				s 9.23		*10.09		s 10 58		• 1.02	1.41	8 1.44				· 2.33	s 3.02	
FOREST GLEN		20		Value of	P		* 7.30				s 9.25		* 10.12		s 11.00		• 1.05	• 1.43	s 1.47				• 2.36	s 3.02	8 3.17
EDGEBROOK			11.8	BR			• 7.33				s 9.28	NAME OF STREET	<u>*10.15</u>	<u> </u>	s 11.03		• 1.08	• 1.46	<u>• 1.50</u>				• 2.39	s 3.08	-
TOWER A 13	W-100	30				2.19	7.35	8.25		8.40	9.31	9.54	10.18	10.56	11.06	11.54	1.11	1.48	1.52		2.06	2.09	2.42	3.10	s 3.24
MORTON GROVE		125			P		• 7.38			S. C. C. C.	s 9.34		• 10.22		s 11.09		• 1.14	• 1.50	• 1.56		12		• 2.45	s 3.13	3 27
			16.2			-	• 7.41			ATTENDED TO	s 9.38	and the second	* 10.26		s 11.13		• 1.18	• 1.53	• 2.00	Course into	description of the		f 2.48		s 3.29 s 3.32
2.8TECHNY		42	17.4	GV	P	2.70	s 7.46				8 9.42		* 10.30	- An	s 11.17		• 1.22	• 1.56	• 2.04				• 2.51	s 3.21	
TOWER A		10	20.2	_			s 7.50	1000	alle WOON		8 9.48		<u>* 10.35</u>		s 11.22		• 1.28	2.02	• 2.10				• 2.56	s 3.27	s 3.35
TOWER A20	10 M 10 M			WR	IP	0.06			100 C 100 C 100 C	10 m								A 25 M 25 M						3.21	8 3 35
NORTHBROOK		- 00	20.3	CN	IP	2.26	7.51	8.33		8.47	9.49	10.01	10.36	11.04	11.23	12.01PM	1.29	2.03	2.11		2.16	2.18	2.58	3.28	3.40
TOWER A 23	W. 90	28	20.9	SR N	P	2.00	• 7.54 				s 9.50		* 10.37		s 11.24		s 1.30	• 2.04	• 2.12				• 3.02	s 3.29	3.40 8 3.42
0.8 DEERFIELD	W. 30	24	28.9	D	P	2.29	7.57	8.36		8.50	9.54	10.04	10.41	11.08	11.28	12.04	1.34	2.07	2.15		2.20	2.22	3.05	3.32	3.46
WEST LAKE FOREST		10	28.0		P		As 8.00AM	0.40	Section		s 9.56		As 10.45AM	NYCE.	As 11.30AM		• 1.36	As 2.10PM	As 2.18FM			s 2.24	• 3.08		As 3.50PM
RONDOUT4.8	No 3, 85 No. 1, 90				BCIJKPRWY	• 2.40		8.42			s 10.02						• 1.42						s 3.14		As 3.30rm
4.5 wilson	10.1,00		86.8	WT	ZD P	* 2.40		As 8.49AM		9.00	As 10.10AM	10.14		11.20		12.14	As 1.50PM				2.30	A 2.35M	• 3.21	14.4	
1.8 GURNEE			88.6	GU	P																		s 3.27		
WADSWORTH	W. 90		42.9	U	IPW	2.51				B 10/L 10													s 3.30		
4.1 RUSSELL			47.0	-	P	2.51				9.11 9.15		10.25		11.31	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	12.25		M. Comment			2.42		8 3.36	4	
(C. & N. W. CROSSING) 4.6	W. 90		51.6	THE RESIDENCE PLANS	IP	2.59						61										The second secon	s 3.43		
TRUESDELL		18	52.6	COLUMN TO THE OWNER.	P	2.59				9.20		10.34	37 P. S. S.	11.41		12.34					2.51		f 3.51		
SOMERS				s	P														124				s 3.53		
STURTEVANT	W. 90		61.8	CS	⊕BCJPW	3.12			L 8.50AM	0.00		91		91	21/485 1-10 M		47						s 4.01		
FRANKSVILLE		21	66.0	K	P			in grant		9.33		s 10.45		11.52		• 12.45				L 2.35PM	• 3.05	***	As 4.15PM	7	1
TOWER A 68	W. 90	No. of Control	68.1	В	IP	3.21			8.59	0.41				781		91				f 2.42	A PROPERTY OF	1940 - No. 1541	有性 #		
CALEDONIA	dan V		69.4	CA	P				0.39	9.41		10.52		11.59	7/100	12.52			* Bong it	2.45	3.13				3
OAKWOOD		16		WD	P	, , , , , , , , , , , , , , , , , , ,						2 320000000	ACTIVITY OF					es agreement	Mary Commence of the State of t	f 2.47		Maria Cara			
5.1 LAKE	W. 90	Yard		x	IP	3.31			9.15	9.51										f 2.53			¹ X:		
(Kinnickinnic River Draw Bridge) 5.0			200 (A) (A) (A)	sw				1	<u> </u>	9.51		11.02	- 13	12.10PM		1.02				f 3.00	3.25	The same of			
(C. & N. W. CROSSING) 1.0 WASHINGTON ST			A SECULIAR SEC	WN	IP			9 94 400												1 308					
NATIONAL AVE		TOTAL STREET	84.1			3.40			9.25	10.01	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1														
(Menomonee River Draw Bridge) 0.9				MQ	*BJPRT¶	As 3.45M	9.1973			10.01 As 10.05AM		11.11	- W. C. (C.)	12.20		1.11			STATE OF THE STATE	• 3.11					
MUSKEGO YARD		VorA	99	WH	MDIV DD STZ				J.30M	10.02M		As 11.15AM		As 12.25PM		As 1.15PM		477		A. 3.15PM	A. 3.40PM	112			

23.1 1.55 46.3 27.7 48.6 26.1 48.6 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

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

Schedule Time

Average Speed per hour

Yard 82.

WH *BJKPRTZ

1.45

RULES.

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 2½ miles East of Stowell.

42.5

35.9

.56 1.45 .45 .50 .48 .20 1.00 .34.8 48 6 43.6 38.7 28.8 **24.6** 23.9 Passenger trains must not exceed maximum speed of sixty five (65) miles per hour—steck and merchandlee trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

.48

SPECIAL RULES

No. 91 will carry passengers between Rondout and Milwaukee.

MUSKEGO YARD.

Schedule Time Average Speed per Hour

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 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. swill 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. 21 and 143 will stop at Golf to let off passengers from Unicago Union Depot and Western Avenue.

Nos. 143 and 133 will stop at West Lake Forest to let off passengers from Chicago Union Depot and Western Avenue.

No. 143 will stop at Techny to let off passengers from Chicago Union Depot and Western Avenue.

Nos. 137 and 135 will stop at Rondout to let off passengers from Chicago and Western Avenue.

No. 137 will stop at Deerfield to let off passengers from Chicago Union Depot and Western Avenue.

No. 9 will stop at Sturtevant to let off passengers from Chicago Union Depot and Western Avenue.

42.5

No. 1 will stop on signal at Sturtevant for passengers for St. Paul and beyond.

No. 1 will stop on signal at Startevant for passengers for Three Forks 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.

 55
 .58
 35
 .48
 2.15

 35.1
 24.3
 31.2
 40.4
 37 7

4											VAUKE	E SUBD	IVISIO	N-WES	TWAR	D						
Time Table	8	First 125	181	65	801	861	263	621	COND CL	761	75	60	162	62	105	1 01						
No. 60 In Effect 2:01 A M.	e froi		101		- 001		203	021	61	761	75	69	163	63	165	91	0.50		- Comment and		100	
December 18, 1929	tanc	Equipment Train	Milk Express	Fruit	Time Freight	Time Freight	Coast Line Time Freight	Time Freight	Twin City Time Freight	Time Freight	Milwaukee Local Frt.	Time Freight	Time Freight	Twin City Time Freight	Time Freight	Way Freight					A SELECTION OF SECURITY	A CONTRACTOR OF THE PARTY OF TH
STATIONS	Mil	Except Sun.	Daily	Daily	Daily	Except Tuesday		Daily	Daily .	Daily	Daily	Except Sun	Except Sun.	Daily	Daily	Tues. Thur. & Sat.		To be seen				
(C AN W. CROSSING) 2.9	85.0		L 11.35PM	<u> </u>	-0.0 N N						Mary H		-	7. 7	12. 11. 11	200						
		L 6.40AM	11.45	L 12.05AM	60.0					40000			L 9.30PM		25.25	10.0		- 1				
TOWER B 17				+			L 1.00AN		L 8.00AM		L 12.30 m			L 8.45PM	L 11.15PM							Autor
	76.1																	_			Can Leve	A Maria
PACIFIC JUNCTION C. M. ST. P. & P. CROSSING) 2.5	79.6	6.44	12.05AM	12.25	-							L 7.15 PM	3-43			-			-			A Comment
HEALY		Who are fail	As 12.10AM	12.25								7.25	9.46						1			
(C. & N. W. CROSSING) 1.8	76.8	6.50	AS 1 2. 1 UAM	12.35	Van de la company							7 21	9.51	-						A London		A CONTRACTOR
(C. & N. W. CROSSING) 0.8							₹ .	THE STATE	RY.		RY.	7.31	3.31	7	ż							A STATE OF
FOREST GLEN	74.8						× .		3		š			. X	×.							A CONTRACT
EDGEBROOK	78.7						ż		ż		ż			, , ,	ž							
TOWER A13			ina.	12.50			of .		ه ن		98	7.48	10.00	- 45	•5			The second of		A KELLEY		
MORTON GROVE	CONTRACTOR OF STREET	A. 7.05M				AVI. LA	Via C.		Via		9			C	Via C.					A Fresh	Margarity and	Service -
1.2		11/00/1945					>				>			5	2				Section 1		TOP THE	
GLEÑVIEW		old to be									III the			Marin al					Jan B			
	64.8						-			-					PROBLEM STATE						A THE REAL PROPERTY.	
TOWER A	g4 7			1.10									10.14	57-15-3 9.57					The second			Marine 1
NORTHBROOK	64.1			1.10			2.00		9.00		1.55	8.15	10.14	9.57	12.054							10 10
TOWER A 23				1.18			2.15		9.10		2.04	8.25	10.19	10.05	12.12					A A THAIR		
DEERFIELD		English States					2:13		9.10		201	0.25	10.19	10:03	12.12							
WEST LAKE FOREST	57.0														1201							
(E. J. & E. CROSSING)	52.7			1.35			2.3558 2.55		9.25		2.20 2	8.50	A 10.40PM	10.33	A.12.40A	L 7.45M	M					
witson	48.2															8.00						
GURNEE	46.4													11.00		8.20						
WAD\$WORTH				2.00			4.00		10.00		3.10	9.15		11:2859		8.45						
C. & N. W. CROSSING) 4.6 RANNEY	88.0						-		10.30							9:19	5					
RANNEY	88.4			2.20			4.35		10.3027		3.40	9.40		11.40		9.30	-					
4.9 SOMERS	27.5							Proposition Sq.						-		10.00				A THE REAL PROPERTY.	A THE STATE OF	A Section
4.8	28.2		ar .	255			E 45	L OFF	10.5591	T 11 45	4.15 2	10.05 3-57		12.014		10.30 10.4027 11.55 61-17	7			THE REAL PROPERTY.		
FRANKSVILLE				4 .55	L 4.00AM	L 4.30AM	5.45	9.55	10.5591	L 11.45A	4.35	11.01 1		12.014		11.55 61-17 12.40PM						
TOWER A 68				3.1555 3.25	4.25	4.55	6.15	10.20	11.15	11.58 17 12.05 PM	5.15	11.26		12.15		12.45	7					
CALEDONIA	15.6	THAT I			7.25	4.55										1.15						
OAKWOOD						a April Deliver		the State of the S								• 1.45		77				
LAKE	7.1			3.55	4.50	5.20	6.45	10.40	11.40	12.26	5.50	11:59 59		12.35		2.15						
KINNICKINNIC RIV. DR BR) 5.0	2.1							- Company								2.30						
(C. & N. W. CROSSING) 1.0 .WASHINGTON STREET	1.1			4.30	5.15	5.45	7.15	11.05	12.15PM	12.49	6.30	12.45M		12.55		2 33			A STATE		P. A. S.	
NATIONAL AVE	0.9		THE RESERVE																			
MENOMINEE RIV. DR. BR.)0.5	E. 4.		TEX. 1104	1936 T. 177 .4				`								As 2.45PM	1	The same			Married St.	A STATE OF
MUSKEGO YARD		Or Or			As 5.30M					A: 1.00PM	As 7.00 PM			As 1.15AM							Charles of the same	A THE REAL PROPERTY.
Schedule Time Average Speed per Hour		31.5	11.3	16.8	1.30	1.30	6.30 12.2	1.35	- 4.30 16.6	1.15		5.45	1.10	16.6	1.25	7.00		-				A PARTY

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

		Ī						rente l'écus de					F	IRST CLA	SS						NUMBER OF STREET	victor of the		Managraphy Color		January Co.
Time Table	8	Capac Sidi in C	ngs Cars	д	54	30	56	132	2	32	136	22	36	34	138	4	24	48	16	210	140	12	10	90	38	142
No. 60	e fron	-		grap	Mail & Expr.		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
In Effect 2:01 A. M. December 18, 1929	tanc	Passing Tracks	Other Sidings	Teleg	Man & Expr.	1 assenger	Tableliger	- Labourger	1 and and a		AND ST.	KHULL S									Samura 3					
STATIONS	Distar	Pas	Oth			Except Sun.		Except Sun.			Except Sun.		Except Sun.		Daily		Except Sun.	THE RESERVE THE PARTY OF THE PA	Daily	Except Sun.	Daily	Daily	Daily	Except Sun.	Daily	Except Sun.
CHICAGO			Yard	GB	As 6.30AM	As 6.40A	As 7.00AM	The state of the s	A STATE OF THE PARTY OF THE PAR		District Hall Printer		PARTY OF THE PARTY	MANUFACTURE AND A PARTY OF THE	1 1000 - 1000 - 1000	As 8.35AM	As 9.00AM	As 9.25AM	As 9.30AM			A. 11.00AM			The State of the S	As 1.30PM
WESTERN AVENUE	2.	9	Yard		6.19	8 6.29	8 6.49	s 7.14	8 7.24	• 7.45	8 7.46	* 7.49	• 7.55	s 7.58	8.19	8.24	s 8.49	8 9.14	9.19		* 10.04	*10.49	• 11.44		<u>* 12.54</u>	· 1.19
BENSENVILLE YARD	17.	0	Yard	BN				+10000000000000000000000000000000000000																	TALES OF	
TOWER B 17	19.	9				newsone in			770000000000000000000000000000000000000							Company (Company)										State of the last
PACIFIC JUNCTION	-	-				6.05	6.45	7.00	- 10	7.40	7.42	7.45	7.51	7.54	8.15	8.18	8.45	9.10	9.15	demand in the Care	10.00	10.45	11.40	Maria Parija	12.50	1.15
C. M. ST. P. & P. CROSSING) 2.	Charles III	4	-		6.15	6.25	6.45	7.08	7.19	7.40 • 7.38		7.45	• 7.48	s 7.52	• 8.11	0.10	6.45	s 9.07	7:15		10:00	10:15	11:10		• 12.46	1.13
HEALY			25	HY	6 10	• 6.22 • 6.18	6.40	• 7.02	7.15	• 7.34	7.37	7 41	• 7.44	7.49	• 8.07	8.13	8.41	s 9.05	9.09		9.54	10.41	11.36		• 12.42	1.10
(C. & N. W. CROSSING) 1.8 (C. & N. W. CROSSING) 0.8		2 E. 55	18	MF	6.10	· 6.14	0.40	• 6.59	7.13	• 7.31			• 7.42		· 8.03			s 9.02						THE PERSON NAMED IN	• 12.38	
MAYFAIR	10.		4			· 6.11		• 6.56		• 7.28			s 7.39		• 8.00	1- D. F -	17. C-11.	8.59			s 9.48				• 12.35	
EDGEBROOK	100000			BR		• 6.09		• 6.52		• 7.25			• 7.36		• 7.56	Carlotte Committee		8 8.55		facility of the last	• 9.44			In Struct to may	• 12.32	
TOWER A13		1 E. 75			6.02		6.29	6.49	7 07	7.22	7.26_	7.30_	7.33	7.43	7.52	8.04	8.33	8.52	9.00		9.40	10.33	11.28		12.30	1.03
MORTON GROVE	9 9		40	MN		• 6.05		6.46		• 7.20	7.24	7.28	L 32-136-22 L 7.30AM		• 7.50			8.50	St. (8)		s 9.38				· 12.28	
1.9 GOLF	A	2				f 6.02		f 6.42		• 7.16	and a second			• 7.39	7.46			f 8.45	er erreignaur freis		f 9.35	CALL DESCRIPTION OF THE PARTY O			• 12.24	
GLENVIEW	. 17.	4		GV		• 5.59		• 6.39		• 7.13				• 7.36	• 7.44			<u>8.42</u>			s 9.32				• 12.21	
TECHNY	. 20.	2				f 5.55		• 6.32		• 7.08					• 7.39			8.37			f 9.28				• 12.17	
TOWER A	_			WR			- 4	Ele II inner		granden liggering.	and the second				Marie Committee											
TOWER A 20	. 20.	8 E. 75		CN	5.51	5.54	6.20		6.59	7.07	7.18	7.21		7.31	7.38	7.53	8.27	8.36	8.51	The second	9.27	10.24	11.22		12.16	12.55
NORTHBROOK	THE PERSON NAMED IN		-	SR		s 5.53		• 6.30		• 7.06				• 7.30	• 7.37	7.50	0.05	* 8.35	0.40		• 9.26	10.21	11.20		12.11	12.52
0.8	10000		20	N	5.48	5.50 L 5.49			6.55	7.02	7.16	7.18 7.16		7. 2 7	7.33 • 7.31	7.50	8.25	8.31 L 8.30AM	8.48		9.22	10.21	11.20		L 12.10PM	
4.1	To the same of			D	5.47	L 5.494		6.23	6.51	L 7.01A	s 7.14 f 7.08	7.16		L 7.25AN	• 7.31		8.23	L 8.3 UAM		LA LE	s 9.21 s 9.14			Marie Control	12.19	
WEST LAKE FOREST RONDOUT4.8		No. 2, 8 No. 6, 9	5 V	VR RO	5.39		6 07	6.17 L 6.10	6.42			L 7.08A			Le 7.21N	7.40	8.15	In said in Some	8.38	CARS A.	L 9.09M	10.11	11.10			L 12.40PM
(E. J. & E. CROSSING) 4.5 WILSON			18		3.39		6.07	LE 6.10A	0.42	EL SE	L. 7.02	2 1.00	3		1.21		0.19	and the second		Fig. No. 10						
1.8 GURNEE			5	GU				E TH														Who you'd by the				
WADSWORTH	1000	9 E. 90	5		5.29		5.55		6.29							7.27	8.05		8.27		A PART OF	10.00	11.00			
RUSSELL	. 47.	. 0	30	RU	-														A Market have							
(C. & N. W. CROSSING) 4.6	. 51.	. 6 E. 90		NY	5.21		5.45		6.19							7.17	7.56	The second second	8.17			9.50	10.51			
TRUESDELL	. 52	. 6	20	SD										98,												
SOMERS	. 57	. 6	50	8									-								-	-	92			
STURTEVANT			Yard		5.11		5.33		6.07				-			7.06	• 7.46		8.05	As 8.30A		9.39 9.32		As 12 50PM		
FRANKSVILLE	66	.0	8					-				-								8.20	The Name of the Control of the Contr			•12.43	1	
TOWER A 68	68	.1 E. 90	71	В	5.04		5.21	-	5.58							6.56	7.39		7.57	8.15		9.30	10.34	12.41		
CALEDONIA 8.4 OAKWOOD	69	.4	18	_	-							-								s 8.12 s 8.07				•12.34		
OAKWOOD	- 72	.8		d X	AND REAL PROPERTY OF THE PARTY		E 11		5.47							6.45	7.29		7.46	f 8.00		9.20	10.24	f 12.29		
STOWELL	11	9 E. 90	Yar	sw	4.54		5.11		3.47					E 29-4-1		0.45	1.29		1.10	f 7.51		720		f 12.20		
(C. & N. W. CROSSING) 1.0 WASHINGTON STREET	88	9		WN		-												A Electricity of	A CHARLEST SHOW	- 1.51	1 - A - A -		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
NATIONAL AVE	84	The state of the s		NA			5.00		5.34							6.30	• 7.19		7.34	s 7.49	a month of the	9.10	•10.14	•12.19		
(MENOMINEE RIV. DR. BR.) 0MILWAUKEE	85	.0	Yar				L 4.55		L 5.30						*		L 7.15			L 7.45		L 9.05	L 10.10	L 12.15	M	
MUSKEGO YARD	82	.0		d WH							1.05	.52	.36	.44	1.09	2.10			2.00		1.06	1.55	1.45	.35	.55	.50
Schedule Time Average Speed per Hour	- -	-		-	1.50			1.15 25.8	2.05 40.8	26.1	29.8		23.8	32.3	28.1	39.2	48.6	26.1	42.5		29.3	44.3	48.6	39.7		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 Janes-ville and west.

No. 146 daily except Sunday will stop at stations Rondout to Forest Glen inclusive and at Grayland to let off passengers ticketed from points west of Rondout.

No. 20 will stop at stations east of Wilson to let off passengers.

No. 58 will stop at Sturtevant to let off passengers from Milwaukee and beyond.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table	1000		William Control							And the Control		all Marines	FIRST CL	ASS									
No. 60	8	Office Charact	8	44	50	46	250	150	144	40	6	154	28	146	14	20	42	58	182			lı .	
In Effect 2:01 A. M. December 18, 1929	nce fr	Office Closed Week Days	Passenger	Passenger	Passenger	Passenger	Passenger	Equipment Train	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					dan ca
STATIONS	Dista				Sat. and Sun.						1000000				1 assenger	1 assenger	1 assenger	1 assenger	Equipment Train				
				Sat. and Sun.		Daily	Daily	Except Sat. & Sun.	Daily	Daily	Daily	Sun. Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
CHICAGO				A. 4.45PM	THE RESERVE TO SERVE THE PARTY OF THE PARTY	State of the latest state of		As 6.10PM	The second secon	MILES AND AND ADDRESS OF THE PARTY OF THE PA		The state of the s	A STATE OF THE PARTY OF THE PAR	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IN COLUMN	The state of the S	Account to the same of the sam	Charles of the Control of the Contro	As 12.25M					
BENSENVILLE YARD	82.0	market and the second	• 3.39	• 4.34	8 4.49	• 5.34		5.55	6.04	• 7.29	• 7.34	8.54	9.04	<u>9.19</u>	9.54	10.45	•11.14	12.14	A:12.40AM				
TOWER B 17																							
GALEWOOD	10.1		Recording to			A CONTRACTOR OF THE SECOND	Alternative of the latest	The second second second	The Contract of the Contract o														
M. ST. P. & P. CROSSING) 2.5	79.6		3.35	4.30	4.45	F 20		5.50		- 05			——										
1.0 HEALY			3.33	• 4.28	• 4.43	5.30		5.50	6.00	7.25	7.30	8.50	9.00	9.15	9.50	10.30	11.10	12.05	12.32				
(C. & N. W. CROSSING) 1.8	76.8		3 32		s 4.35	F 07			5.56			8.45					11.08		L 12.30AM				
(C. & N. &. CROSSING) 0.8	T 100 000		3.32	s 4.18	s 4.33	5.27	The same of the same of	L 5.40M	5.52	• 7.17	7.26	8.41	8.56	9.10	9.47	10.25	<u>*11.05</u>	12.01					
FOREST GLEN					s 4.30				5.49	• 7.14		8.35					•11.02					A. Leas	
EDGEBROOK					s 4.28				5.45								• 10.58		** **				
TOWER A13			3.25		4.25	5.20			5.41	7.08							• 10.55				THE PERSON NAMED IN	A LEW	
MORTON GROVE	30			8 4.07	• 4.22	3.20			5.37	7.03	7.19	8.27	8.48	9.02	9.38	10.17	10.52	11.53		The second			
1.9 GOLF					La Mabua N. S	(- A - Ta		5.34	• 7.01	Market Service		and annual to the				• 10.49						
GLENVIEW				B 4.01	• 4.16				1 5.30	• 6.57						THE COURSE STATE OF	<u>* 10.45</u>						
TECHNY	The second	The state of the s	THE PERSON NAMED IN		• 4.11				5.27	6.55		errolation of house		entra e vol. english			*10.42						
TOWER A				5 3.56		symmetric spring	indimia, upolin		5.21	• 6.51		A Principle	Saturation to the contract of			STATE OF THE PARTY AND	• 10.37						
TOWER A 20			3.17	3.55	4.10	5.12			F 20	CE0.	7.10	016	6.00	0.51	0.20			11.45				A DOT	
NORTHBROOK				• 3.54	• 4.09				5.20 5.19	650	7.10	8.16	8.38	8.51	9.30	10.07	10.36	11.45				No.	
TOWER A 23	61.9	No office	3.14		4.06	5.09	Name of the last		5.14	6.46	7.07		0.24	0.47	0.27	10.00	• 10.35	11.41			At the April		
DEERFIELD	and the state of	Continued to Continue to the C		L 3.50PM					5.14	L 6.45PM	7.07	8.11	8.34	8.47	9.27	10.03	10.31	11.71			ALCOHOL:		
WEST LAKE FOREST	57.0	5.00 m to 8.00 m							5.07	2 0.45			Hereita et	8.40			L 10.30PM						
(B. J. & B. CROSSING)	52.7		3.05			4.59			La 5.01PM		6.57	L 7.59M	60	L 8.34PM	9.17	9.50		166					
WILSON	48.2	No office				- provide a la comp					0.57	- 1.59	0:24	2 3:34		B 9.43		11.30				- Marian Control	
GURNEE	46,4	5.00 PM to 8.00 AM				pangrada Xumin										s 9.39						State Jan 1	
WADSWORTH			2.55			4.49					6.46		8.13	THE STATE	9.07	• 9.33		11.18			ALL MANAGEMENT	Jan 1 . 15 M	
RUSSELL	88.0	5.00 PM to 8.00 AM		(Anthonio participation)		and the same of the same of	or programmy more	en man Armin			0.10	New Transfer				s 9.27		11.10		1 1 1 1	The state of the s	The state of	
(C. A N. W. CROSSING) 4.6 RANNEY	33.4		2.46	manufacture 1		4.41					6.36		8.04		8.58	f 9.21		11.08			External to	A CONTRACTOR	
TRUESDELL	82.4	5.00 PM to 8.00 AM		SP HUNDY		- Marie - Mari	14/4/08/14	- Non-			0.00					s 9.18				m		1-1-2	
SOMERS	The second second second					Marie Victoria de Brita							and the same of the same			s 9.12						Par Sand	
STURTEVANT	23.2		<u>2.35</u>	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN		• 4.31	As 5.31M				s 6.25		7.53		8 47	L 9.05PM		10.55				The same of	
FRANKSVILLE	19.0	5.00 m to 8.00 am					5.26		100 100 100													All the second	
2.1 TOWER A 68	16.9		2.25			4.24	5.24			200,000	6.15		7.45		8.39			10.46				Maria Maria	
CALEDONIA	15.6	5.00 PM to 8.00 AM									ballion (Fig.	The second		THAT IS NOT THE								Total Control of	
OAKWOOD	12.2	5.00 m to 8.00 AM					5.19				tiet glebrus 1	Series (toyou			100000000000000000000000000000000000000								
STOWELL	7.1		2.14			4.14	5.14				6.05		7.35		8.29			10.36					
MICKINNIC RIV. DR BR) 5.0 C. 4 N. W. CROSSING 1.0	2.1	No Office								10.													
C. A N. W. CROSSING) 1.0 ASHINGTON STREET	19.000000000000000000000000000000000000					The state of	•			THE RESERVE													
. NATIONAL AVE	0.9		• 2.04			• 4.04	5.04	4 4			5.55		7.25		· 8.19			10.25			A STATE OF THE PARTY OF THE PAR	14 4 4 1	
MILWAUKEE			2.00PM			L 4.00PM	L 5.00PM				L 5.50PM		L 7.20PM		L 8.15M			L 10.20PM				The second	
Schedule Time Average Speed per Hour			1.50	.55	. 55	1.45	.81	.30	1.14	.55	1.55	1.06	1.55	.56	1.50	1.50	.55	2.05	.10		The state of the s	King of The	
Average speed per Hour			46.3	26.1	26.1	48.6	44.9	16.4	26.2	26.1	44.3	28.7	44.3	34.6	46.3		25.6	40.8		in the Colombia		many Edward	

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.

Time Table		MENTAL TO	PRO 40 81	07250						SECOND	CLASS		en en el el el el											
No. 60	оп		74	82	80	890	64	264	60	870	66	70	610	166	76	650	84	92						
In Effect 2:01 A. M. December 18, 1929	ance fr		Time Freight	Twin City Time Freight	Red Ball	Time Freight	C. & MJ. Line Stock	Coast Line Time Freight	S. M. River W. V. Div. Stock	Time Freight	Twin City Stock and Meat	Paper Train	Western Time Freight	Stock Freight	Milwaukee Mdss.	South West Time Freight	Red Ball	Way Freight		712			10.0	Estate in land
STATIONS	Dist		Except Mon.	Ex. Tues.	Daily	Ex. Monday	Mon., Wed.	Daily	Sun. Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sun.	Mon., Wed. & Friday						
CHICAGO	85.0																						(SNOW)	
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.2		A. 6.00M												A 4.00M		mark of				200		1912	print.
BENSENVILLE YARD	82.0			As 8.00AM	A. 6.30PM		As 7.00M	As 10.00PM	As 10.55™		A 11.00PM	As 1.40M		As 1.45M			A. 7.30AM							
TOWER B 17	76.1									desire on		Action with the												
GALEWOOD										1						mt 1						100	2111111	<u> </u>
C. M. ST. P. & P. CROSSING) 2.5			5.50					de la company						A Control of the Cont	3.50									
HEALY	78.6																		expose .	THE REAL PROPERTY.	E7 .		Name of Street	1 ERON 1
(C. A N. W. CROSSING) 1.8	76.8			Ry.				C. 1. 60			Na.					210	Ŗ.		A STATE OF	V				
(C. & M. W. CROSSING) 0.8	76.0			×.	R,		S.	2	ě.		F.	. Ry		5			3		SCHOOL STATE					-
FOREST GLEN	74.8			ż	3		3	3	*		, ×	3	Makesayar bal	3			ż							
EDGEBROOK	78.7			ø	ž		Z	Z	Z.		z	Z		ż	CHIPA ST		8		Charles West			1 XX days		-
TOWER A13	71.9		5.25	Ö	3			3	ů.		% .;	ů.		3	<u> </u>	16, 11	ن ن		mbroit	341 (1.0)			1000.00	
MORTON GROVE				Via	Via		4	4	3		4	Z Z		5			Via							
	68.8							Scalabili College of	Town Will														120	
GLENVIEW	67.6														Parameter Ass									
TECHNY	64.8		100 P. C. V.						2 1 2 1 1				16 5 7 5											
TOWER A																					A 60 1 1 10		2/200	an since
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							108
NORTHBROOK	64.1			and Abertania (196		Maritim period	4.58						Maria de la compania del compania del compania de la compania del la compania de							-	-		-	-
TOWER A 23	61.9		4.50	5.45	4.00		4.48	8.25	9.15		9.17	11.27		12.10M	2.15		4.25							
DEERFIELD	61.1						4.45												y Mary V	10 / W	100			
# A.1 EVERETT	57.0		-		3.35 8		4.30	8.05	8.40 28					58									_	-
(m. J. & m. CROSSING) 4.5	52.7		4.20	5.15	3.35 8 2.50		4.15	8: 05 ₁₅₄	8.40 28 8.20 146		8.50	11.00		L 11.45%	1.40		4.00	As 1.45PM			-	 	THE SECOND	
	48.2						3.55					- ALLEGO AND THE REAL PROPERTY AND THE REAL						• 1.30					-	
QURNEE	46.4	the st	-			111	3.40				8.20 00					20 (21)		s 1.20						-
WADSWORTH	42.1		3.20	4.45	2.00		3.25	7.05	7.40		8:20 28 8:10	10.30			12.50		2.40	* 12.55				1		
(C. A.W. W. CROSSING) 4.6	88.0		-				3.05 2.55 8 2.40	6:40 6										■ 12.25PM			1	1	-	
1 0			3.00	4.20	1.30			6.30	7.15		7.45	10.00			12.20	10 O T	2.15	f 11.55					T AVI	
TRUESDELL	82.4		-				2.35											• 11.50			-		1	I many
STURTEVANT	27.5			2.45	10 200	1.10.458	2.20	6.00		10 F 00N		0.00			11.50			* 11.10 10.55 ₁₀ * 10.10			 			A Company of the
FRANKSVILLE	19.0		2.25	3.45	12.30%	As12.45PM		6.00	6.45	A\$ 7.00PM	7.25	9.30	As 10.15PM		11.50	As 12.01A	1.45	9.55 ₁₂ 9.10	and the latest the second					
TOWER A 68			2.00	2.40	11 55	10.05	1.40	5.40	6.20 ₆	6.40		0.55	0.50		11.10		10.00	Manager and the second			1 1 1 1 1 1 1 1 1			Mark
CALEDONIA	15.6		2.00	2.40	11.55	12.25	1.25	2.40	6.10	6.40	7.00	8.55	9.50		11.19	11.35	12.20AM				The second	The section of the se		
OAKWOOD	12.2	7					12.55		7 194									• 9.00 • 9.40						
LAKE	7.1		1.35	2.00	11.25	12.05PM		5:17 ₂₅₀	5.45	6.15	6.25	8.30 14 8.25	9.35	The Committee of	10.55	11.10	11 55	8.408.20	V Sportilopel					
EINNICKINNIC RIV. DR BR) 5.0	2.1		1.17	1.35	10.55		12.20		5.20	5.50		7.50	9.35		10.33	10.45		• 8.20 • 7.58		-				
(C. & N. W. CROSSING) 1.0 WASHINGTON STREET.	1.1		1.17	1.30			12.15PM		5.15	5.45	6.08	7.45	9.15	TOTAL PROPERTY	10.31	10.45		• 7.58						
NATIONAL AVE	0.9		1.15	1.30	10.50	11.45	12.15	4.35	3.15	3.45	6.05	7.45	9.13		10.21	10.40	11.30	* 7.35						
(MENOMINEE RIV. DR. BR.) 0.5								The same			T.REE	ALTONIA.								-	AVERAGE BY			
MUSKEGO YARD								L 4.15M					the state of the s	The second secon		L 10.30PM	Market Street Street of the Street							
Schedule Time	Date of the last		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	5.55		The second second				

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	Capa Sidir C	city of ags in ars											F	IRST CLA	SS						SECON	D CLASS	THIRD
No. 60			по	omo	Calls	Office Closed Week Days	Symbols see Special Rule	147	131	141	151	153	149	143	133	135	137	139	11	and the second	165	163	193
December 18, 1929	90 83	. 50	nnce fr	nce fr	raph (Week Days	Page 10	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger .	Passenger	Passenger	Passenger	Passenger		Time Freigh	Time Freight	Way Freight
STATIONS	Passing Tracks	Other Sidings	Distan Rondo	Dista	Teleg			Daily	Daily	Sun. Only	Ex. Sun.	Sun. Only	Sat. Only	Except Sat. and Sun.	Except Sun.	Sun. Only	Except Sun.	Except Sun.	Daily	Part - A	Daily	Except Sun.	Tues., Thurs. & Saturday
RONDOUT	61	Yard		66.8	RO		BCIJKR WYZ	L 12.55AM	L 8.49A	L 10.10AM	L 1.50PM	L 1.50PM	L 2.35PM	L 4.26PM	L 5.26PM	L 6.00PM	L 6.05PM	L 6.40Pl	L 7.03PM		L 1.15A	L 10.40PM	L 7.30AM
JUNCTION SWITCH	TAR.		2.0	64.8		No office	RJ	C			24			2144						1.1.12			The same and the
LIBERTYVILLE	55		3.2	63.6	BV WY	1.30PM to 400PM 12MN to 5.30PM Old Station 5.00PM to 8.00AM		s 1.01	s 9.01	s 10.16	s 1.56	s 1.56	s 2.41	s 4.31	s 5.32	s 6.05	s 6.11	s 6.46	7.09		1.40	10.50	7.45
4.4SOO TOWER			7.6	59.2	w	No office		and the second			Ball of t												
GRAYS LAKE	55	32	8.7	58.1	GK	5.00PM to 8.00AM		s 1.11	s 9.12	s 10.26	s 2.06	s 2.06	s 2.51	s 4.43	s 5.42	s. 6.15	s 6.21	s 6.56	7.17		2.20	11.10	s 8.05
HIGHLAND LAKE	i ağıalı		10.2	56.6		No office												3.33			2.20	11.10	0.03
ROUND LAKE	65	40	11.7	55.1	RN	5.00PM to 8.00AM		s 1.16	s 9.20	s 10.31	s 2.11	s 2.11	s 2.56	s 4.47	s 5.47	s 6.20	s 6.27	s 7.01	7.21		2.33	11.20	8.40140 s 9.30131
LONG LAKE		3	13.7	53.1	ON	No office		s 1.20	f 9.24	s 10.35	s 2.15	f 2.15	s 3.00	s 4.52	s 5.51	6.24	0.21	f 7.05			2.33	11.20	J.30131
INGLESIDE	52	35	15.5	51.3	NI	3.15PM to 6.15AM	С	s 1.25	s 9.28	s 10.40	s 2.20	s 2.20	s 3.05	s 4.58	s 5.56	s 6.28	s 6.36	s 7.10	7.25		2.45	11.30	s 9.45
FOX LAKE	78	Yard	17.2	49.6	FA	X	RYW	As 1.30AM	s 9.34	As10.45AM		s 2.25	s 3.11		As 6.00PM			As 7.15P			2.53	11.35	s 10.05
SPRING GROVE		35	21.4	45.4	SG	5.00PM to 8.00AM		outnoise de	s 9.42		As 2.40PM	731-1-1	s 3.21	s 5.12		f 6.38	6.48		7.34		3.05	11.50	s 10.25
SOLON MILLS	52	. 20	23.5	43.3	MS	No office			9.46			s 2.35	s 3.24	s 5.16		f 6.43	6.51		7.37		3.10	11.57	s 10.40
4.1 BELDEN			27.6	39.2	BN	No office	entrale i	25.2	9.51	94./kg							6.56		7.42		3.10		10.10
HEBRON TOWER 1.9 (c. & n. w. crossing)	60		29.5	37.3	HN	in plate and the	I		9.54			f 2.43	s 3.32	5.26		f 6.52	6.59		7.45		3.30	12.15AM	11.05
ARMSBY		12	31.1	35.7	ВУ	No office												(1)			3.30	12:13	11.05
ZENDA		21	35.1	31.7	DA	5.00PM to 8.00AM			s 10.01			s 2.50	s 3.40	s 5.35		s 7.00	7.06		7.52		3.45	12.30	s 11:20 14:40
6.1 (c. H. & G. L. CROSSING) WALWORTH	55	71	41.2	25.6	wo	10.00PM to 6.00AM	DKRTW		s 10.13	24-1		As 3.00PM		As 5.45PM		As 7.10PM	146		s 8.05		4.00	12.45	s 12.20PM
(C. M. ST. P. & P. CROSSING)	50	Yard	49.8	17.0	G		IJ		s 10.30								7.26		8. 17		4.35	1.30	s 1.01
wilcox		Company of the Compan	52.0	14.8				De C		an garage	To THE CHANGE		E PLE	19-31-1-		CE WELL	47 17			MAN TO A	1.55	2.50	1.01
4.5 AVALON	65	48	56.5	10.3	AV	5.00PM to 6.30PM 8.30PM to 8.00AM	SEL.		s 10.39							neitercarin -o	f 7.36		8.25		4.55	1.50	s 1.30
4.2 GANO	55		60.7	6.1	GN	No office		Edition of a	10.45								7.45		8.30		5.31	2.05	1.45
WHEELER PIT			62.9	3.9													,,,,		0.30		3.31	2.03	1.43
1.8 (c. & N. W. AND R. I. CR'G) ROCK RIVER TOWER			64.7	2.1	RK	No office	ı		10.50			-1.01-0			25 14		7.52		8.37		5.50	2.20	2.01
JANESVILLE		Yard	66.8		BE	Jan - 198	⊕BCJKR TWYZ¶	44	As 1 1 . OOAN	A A			amenta				As 8.00PM		As 8.45PM		194		As 2.30PM
Schedule Time								.35	2.11	.35	.50	1.10	1.15	1.19	.35	1.10	1.55	.35	1.42		5.15	4.20	7.00
Average Speed per Hour	11.4		4.76	Min-				29.5	30.6	29.5	25.6	35.3	32.9	31.3	29.5	35.3	34.8	29.5	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 FOX LAKE AND JANESVILLE.

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

Train Order Signals will also be used as Block Signals (see Rule 221-B and 311).

Trains not required to stop at Rondout will register by card except when displaying signals for following trains, when conductors will register in person.

No. 131 Sundays will stop at Solon Mills and Hebron Tower on signal to take on or let off passengers.

No. 131 will stop at Hebron Tower to let off passengers from Chicago Union Depot and Western Avenue and to take on passengers for Janesville and points beyond and points reached via Bardwell and R. & S. W. Division.

No. 131 will stop at Solon Mills to let off passengers from Chicago Union Depot and Western Avenue and take on passengers for Walworth and points beyond.

Nos. 133, 187, 189, 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		W 1875	A SECTION AND ASSESSMENT OF THE PARTY OF THE			FIRS	T CLASS					SECOND	CLASS	THIRD
No. 60	шо	шо	132	136	22	138	140	142	144	154	146	166	Sections of the last of the la	194
December 18, 1929	nce fr	rille	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stock Freight	it.	Way Freight
STATIONS	Distar	Distance from Janesville	Except Sun.	Except Sun.	Daily	Daily	Daily	Except Sun.	Daily	Sunday Only	Daily	Daily		Mon., Wed. & Friday
RONDOUT		-	A. 6.10M	A. 7.02M	A 7.08AN	As 7.21M	A. 9.09A	A 12.40PM	As 5.01PM	A 7.59M	A 8.34PM	A 10.40PM		As 2.15PM
JUNCTION SWITCH	2.0	64.8												
LIBERTYVILLE	8.2	63.6	• 6.01	• 6.57	7.04	• 7.15	• 9.01	•12.28	• 4.53	• 7.52	• 8.27	10.30	Pipuda yas Malakasa	1.56
	7.6	59.2												
GRAYS LAKE	8.7	58.1	• 5.52	• 6.48	6.56	• 7.06	• 8.52	•12.19	• 4.43	• 7.43	8 .19	10.15		• 1.35
HIGHLAND LAKE	10.2	56.6	Same :									No. of Contrast	California (California)	
ROUND LAKE	11.7	55.1	• 5.45	• 6.42	6.50	• 7.00	• 8.47	•12.13	• 4.38	• 7.37	• 8.13	10.05		• 1.10
Long Lake	18.7	58.1	• 5.41	• 6.38	M. Philippe	• 6.56	8.42	12.06	• 4.33	• 7.32	• 8.08			
INGLESIDE	15.5	51.3	• 5.36	• 6.34	6.43	• 6.52	• 8.38	•12.03PM		• 7.25	8.04	9.50	many for the	• 12.40
1.7 (FOX LAKE	17.2	49.6	L 5.30M	L 6.30AM	6.39	L 6.48M	• 8.34	• 11.56	s 3.10149	s 7.17	8.00	9.45		12.10M142
SPRING GROVE	21.4	45.4		No apply the	6.32		• 8.25	• 11.47	L 3.00PM	• 7.08	• 7.51	9.35		· 10.50
solon MILLS	28.5	48.8	AND THE PARTY OF	But you'd for power words	6.29	CHARLES OF THE COLUMN TWO	• 8.21	11.42		• 7.03	• 7.48	9.30	or 12 049 ig	• 10.20
BELDEN	27.6	89.2					8.15	11.37		6.57	7.42			
	29.5	87.3	r manta		6.22	o seas award of	8.12	11.33		f 6 52	7.35	9.15		9.54
ARMSBY	81.1	85.7		Market PAT		and the more ag			a to the					
4.0 .ZENDA	85.1	81.7		die belege en	6.13	MATERIAL STREET	• 8.04	f 1 1 . 25	ACH CONTRACTOR	• 6.43	• 7.25	9.05		• 9.25
6.1 (C. H. & G. L. CROSSING) WALWORTH	41.2	25.6	A service		• 6.04		L 7.55M	•11.15	Substitution (L 6.30PM	• 7.15	8.50	1911	8.45
8.6 (C. M. ST. P. & P. CROSSING	49.8	17.0			5.48			• 11.00			7.03	8.17		• 7.30
wilcox	52.0	14.8		ar Yang tanad	E		And Albert	orthogoatter to						Talk said
4.5 AVALON	56.5	10.3	12190		5.38			10.50		The majors in	• 6.53	7.36		• 7.10
4.2 GANO	60.7	6.1		NO FOL	5.31			10.45			6.47	7.20	p model mad	6.55
WHEELER PIT	62.9	8.9											A STATE OF THE STA	WAL SHWITE AL
1.8 (C. & N. W. AND R. I. CR'G) ROCK RIVER TOWER	64.7	2.1			5.25			10.39	100000000000000000000000000000000000000	10 10 10 10	6.40	7.00		6.40
JANESVILLE	66.8				L 5.20M			L 10.35M			L 6.35P	L 6.55P	A CALABOTA COM	L 6.30M
Schedule Time			.40	. \$2	1.48	33	1.14	2.05	2.01	1.31	1.59	3 45		7.45
Average Speed Per Hour	6		25.8	32.2	37.1	31.2	32.1	82.0	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 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 dipatcher'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

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 be the read and will not require decrease eard providing the train order signal is clear. Operator at Rondout may clear these

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.

tached, 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.

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.

(f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.

(g) 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,
 B—Bulletin Boards,
 C—Coal.

D—Drenching Tower.
I—Interlocked.
J—Junction.

K-Connection with Foreign Road. P-Dispatcher's Telephone.

R—Register. T—Turntable. W—Water.

Y—Wye. Z—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 approaching rainout 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 Poehlow.

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 Sturte-

vant 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 Armours 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

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.

Rondout to Janesville sub-division:
Rondout ... 2000 ft. west of west passing track switch.
Libertyville .8000 ft. west of passenger station.
Libertyville .2000 ft. east of passenger station.
Ingleside ... 2000 ft. west of depot.
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. 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. east of depot (eastward).
Rondout ... 4000 ft. east of No. 1 east switch (westward).
Rondout ... 4000 ft. west of esst switch (westward).
Sturtevant ... 4000 ft. east of east switch (westward).
Sturtevant ... 4000 ft. west of east switch (westward).
Yard limits extend from 200 feet east of Rawson Avenue, Lake, through to and including Milwaukee Terminals on eastward and westward tracks.

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

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

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 wee 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.

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

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

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

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

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

STATIONS	Ruling			SS L3 0-8999				SS L2)-8499			CLAS 7200-	S C5 -7499		PROPERTY OF	6300	SS F5 -6499 -6999			7100	SS C2 -7199 - 7999			CLAS 6100- 6500- CLAS 4300-	6199 6599 S B4			5000- 5500- CLASS 2850-	5049 5644 G7S			CLAS 2800- 2400-	2849			2700	SS G6 -2799 -2899	
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Milwaukee to Lake	.66	3000	2650	2500	2250	2700	2350	2100	1800	1900	1650	1500	1300	1700	1450	1350	1200	1800	1850	1450	1250	1300	1100	1000	900	1500	1300	1200	1150	1300	1100	1000	900	900	750	700	650
Lake to Sturtevant	. 66	4100	3500	3200	2950	3800	3300	3050	2700	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	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	8500	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	8150	2950	2700	2600	2200	2050	1800	2300	1960	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	1800	1200	1050	1500	1300	1200	1060	1200	1050	950			THE PERSON NAMED IN	1050		1200			850	800	650	600	550
Grays Lake to Janesville	. 66	3200	2750	2500	2250	2700	2350	2100	1850	2000	1700	1600	1400	1700	1450	1850	1600	1700	1450	1850	1600	1400	1200	1100	950	-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1250				MILLION CO.			10 50	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.

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

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

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 Permissable.

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.

ber of cars below.	Inoperative
No. of Cars	
6 cars or less	0 cars
7 cars to 13 cars inclusive	1 007
14 cars to 19 cars inclusive	2
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 89 cars inclusive	5 cars
40 cars to 46 cars inclusive	6 cars
47 cars to 53 cars inclusive	
54 cars to 59 cars inclusive	8 0070
00 cars to 00 cars inclusive	O Cars
60 cars to 66 cars inclusive	9 CRIS
67 cars to 78 cars inclusive	
74 cars to 79 cars inclusive	11 cars
80 cars to 86 cars inclusive	12 cars
87 cars to 93 cars inclusive	
94 cars to 99 cars inclusive	
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 cers

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	ge by bulletin. When so changed an conce	and will note change in penell on their copy of time table.
STATIONS SUNDAY HOURS	STATIONS SUNDAY HOURS	STATIONS SUNDAY HOURS	WEIGHTS OF DEAD LOCOMOTIVES.
Janesville	Tower A68 Continuous Franksville Closed Sturtevant Continuous Somers Closed Truesdell Closed Ranney Continuous Russell Closed Wadsworth Continuous	West Lake Forest Closed Deerfield Closed Tower A23 Closed Dorthbrook Closed Tower A20 Continuous Tower A Continuous Tower B Continuous Glenview Closed Golf Closed Morton Grove Closed Edgebrook Closed Forest Glen Closed Forest Glen Closed Mayfair Continuous Grayland Continuous Healy Closed Pacific Junction Continuous	N2—198 Ton. L2—138 Ton. G7— 92 Ton. L3—150 Ton. G6— 89 Ton. F5—127 Ton. A2— 88 Ton. F3—124 Ton. C5—110 Ton. C2—108 Ton. C1— 89 Ton. B4— 80 Ton.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Chicago, Illinois. A. R. Metz, Chief Surgeon	Location	Name	Residence and Phone	Office and Phone
Chicago, Illinois R. Householder, Asst. to Chief Surgeon Washington Boulevard Hospital, West 3170. Chicago, Illinois G. G. Hallenbeck, Asst. to Chief Surgeon Union Station, Central 7600. Chicago, Illinois Wescott & Wescott, Coulists Coulists Union Station, Central 7600. Chicago, Illinois L. F. McBride, Aurist 58 E. Washington Boulevard Hospital, West 3170. Chicago, Illinois L. F. McBride, Aurist 58 E. Washington St., Dearborn 4934. Chicago, Illinois H. A. Hooper, Dentist 58 E. Washington St., Dearborn 4934. Chicago, Illinois J. B. S. King, M. D Glenview, Illinois 1121 Masonic Temple, Chicago, Dearborn 5914. Glenview, Illinois Louis J. Sintzel, M. D Shermer Ave., 6 Northbrook. Deerfield, Illinois W. B. Mctcalf, M. D Deerfield, Illinois, Phone No. 8 Sturtevant, Wisconsin. F. G. Peehm, M. D Sturtevant, Wisc, 22 Sturtevant. Franksville, Wisconsin W. C. Roth, M. D Sturtevant, Wisconsin, 22 Sturtevant. Franksville, Wisconsin G. W. Nott, M. D 744 Main St., Phone 325. 744 Main St., Phone 325. Milwaukee, Wisconsin Robert Y. Wheelihan, Asst. Milwaukee, Wisconsin Robert Y. Wheelihan, Asst. Milwaukee, Wisconsin R. H. Fredericks, Asst. Milwaukee, Wisconsin Seaman, Tolan and Haessler, Oculists 540 Milwaukee Ave., Libertyville 19R. Grays Lake, Illinois F. T. Rollins Fox Lake, Ill. Fracke, Illinois F. T. Rollins Fox Lake, Ill.	Chicago, Illinois	. R. Metz, Chief Surgeon		Washington Boulevard Hospital, West 3170.
Chicago, Illinois G. G. Hallenbeck, Asst. to Chief Surgeon Union Station, Central 7600. Chicago, Illinois Wescott & Wescott, Oculists				Union Station, Central 7600.
Chicago, Illinois	Chicago, Illinois I	R. Householder, Asst. to Chief Surgeon		
Chicago, Illinois. Wescott & Wescott, Oculists. 58 E. Washington St., Dearborn 4934. Chicago, Illinois. L. F. McBride, Aurist. 122 So. Michigan Ave., Wabash 9467. Chicago, Illinois. H. A. Hooper, Dentist. 58 E. Washington St., State 0509. Glenview, Illinois. J. B. S. King, M. D. Glenview, Illinois. 1121 Masonic Temple, Chicago, Dearborn 5914. Glenview 12J 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. Lillie, M. D. 954 Sherman Blvd., Kilbourn 178. Room 1119 Majestic Bldg., Grand 852. 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.				Union Station, Central 7600.
Chicago, Illinois Wescott & Wescott, Oculists 58 E. Washington St., Dearborn 4934. Chicago, Illinois L. F. McBride, Aurist 122 So. Michigan Ave., Wabash 9467. Chicago, Illinois H. A. Hooper, Dentist 58 E. Washington St., State 0509. Glenview, Illinois J. B. S. King, M. D. Glenview, Illinois. 1121 Masonic Temple, Chicago, Dearborn 5914. Glenview 12J Northbrook, Illinois. Louis J. Sintzel, M. D. 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, Wisconsin, 22 Sturtevant. Franksville, Wisconsin. W. C. Roth, M. D. Sturtevant, Wisc, 22 Sturtevant, Wisconsin, 22 Sturtevant. Franksville, Wisconsin. G. W. Nott, M. D. 744 Main St., Phone 325. 744 Main St., Phone 325. Milwaukee, Wisconsin. Robert Y. Wheelihan, Asst. Milwaukee, Wisconsin. Robert Y. Wheelihan, Asst. Milwaukee, Wisconsin. Reseman, 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.	Chicago, Illinois	G. G. Hallenbeck, Asst. to Chief Surgeon		Washington Boulevard Hospital, West 3170.
Chicago, Illinois L. F. McBride, Aurist	Obleana Illinois	Vogastt & Wagastt Ossilata		Union Station, Central 7600.
Chicago, Illinois				
Glenview, Illinois				
Northbrook, Illinois Louis J. Sintzel, M. D. Shermer Ave., 6 Northbrook. Deerfield, Illinois W. B. Metcalf, M. D. Deerfield, Illinois, Phone No. 8 Sturtevant, Wisconsin F. G. Peehm, M. D. Sturtevant, Wisconsin, 22 Sturtevant. Franksyille, 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. Lillie, 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 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.	Claryion Illinois	P & King M D	Clonview Illinois	1121 Magania Florance Chicago Decel
Northbrook, Illinois. Louis J. Sintzel, M. D. 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. Franksville, Wisconsin. W. C. Roth, M. D. Sturtevant, Wis., 22 Sturtevant. Franksville, Wisconsin. G. W. Nott, M. D. 744 Main St., Phone 325. 744 Main St., Phone 325. Milwaukee, Wisconsin. O. R. Lillie, M. D. 954 Sherman Blvd., Kilbourn 178. Room 1119 Majestic Bldg., Grand 852. Milwaukee, Wisconsin. Robert Y. 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.	Glenview, Inmois	. B. S. King, M. D		1121 Masonic Temple, Chicago, Dearborn 5914.
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 544 Main St., Phone 325 744 Main St., Phone 325. Milwaukee, Wisconsin O. R. Lillie, M. D 954 Sherman Blvd., Kilbourn 178. Room 1119 Majestic Bldg., Grand 852. Milwaukee, Wisconsin Robert Y. Wheelihan, Asst. Milwaukee, Wisconsin R. H. Fredericks, 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.	Northbrook, IllinoisI	ouis J. Sintzel, M. D		Shermer Ave 6 Northbrook
Sturtevant, Wisconsin. F. G. Peehm, M. D. Sturtevant, Wis., 22 Sturtevant. Sturtevant, Wisconsin, 22 Sturtevant. Franksville, Wisconsin. W. C. Roth, M. D. 744 Main St., Phone 325. 744 Main St., Phone 325. Milwaukee, Wisconsin. O. R. Lillie, M. D. 954 Sherman Blvd., Kilbourn 178. Room 1119 Majestic Bldg., Grand 852. Milwaukee, Wisconsin. Robert Y. 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.				or the second control of the second control
Racine, Wisconsin				Sturtevant, Wisconsin, 22 Sturtevant.
Milwaukee, Wisconsin O. R. Lillie, M. D	Franksville, WisconsinV	V. C. Roth, M. D		
Milwaukee, Wisconsin R. H. Fredericks, Asst. Milwaukee, Wisconsin R. H. Fredericks, Asst. Milwaukee, Wisconsin Seaman, Tolan and Haessler, Oculists Libertyville, Illinois J. L. Taylor, M. D 128 Broadway, Libertyville 101540 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.	Racine, Wisconsin	4. W. Nott, M. D	.744 Main St., Phone 325	744 Main St., Phone 325.
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.			.954 Sherman Blvd., Kilbourn 178	Room 1119 Majestic Bldg., Grand 852.
Milwaukee, Wisconsin Seaman, Tolan and Haessler, Oculists Libertyville, Illinois J. L. Taylor, M. D 128 Broadway, Libertyville 101540 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.				
Libertyville, Illinois				
Grays Lake, Illinois				540 Milwayless Ava Libertuville 10D
Fox Lake, IllinoisF. T. Rollins				
				same.
				Same.
Walworth, WisconsinG. W. Curless, M. D				
Janesville, WisconsinJ. F. Pember, M. D	Janesville, Wisconsin	I. F. Pember, M. D.	. 103 So. Jackson St., Phone 1362	225 West Milwaukee St., Phone No. 144.
Janesville, WisconsinT. W. Nuzum, M. D				
Whenever passengers or employes are injured, everything possible must be done taking the injured to a doctor instead of waiting for him to call. You must wir	Whenever passengers or employ	ves are injured everything possible must b	e done taking the injured to a doc	eter instead of waiting for him to call. You must wir

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

the Superintendent full particulars of all personal injuries at the time they occur, and where an employee 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

WATCH INSPECTORS

INSPECTORS LOCATION	INSPECTORS LOCATION	INSPECTORS LOCATION
Johnson, O. L Chicago	Sutton, G. C Chicago	F. J. SchneiderChicago
Knight, H. NChicago	Westmark, A. E Chicago	C. E. BernChicago
Stuhr, P. W Chicago	Young, M Chicago	M. OrmistonChicago
Bartholomew, F. H Chicago	Sauberg, F. E Chicago	Graff, C. F Elkhorn
Padgett, F. M Chicago	Friske, A. G Chicago	Smith, J. J Janesville
Pence, Milton Chicago	Herzog, W. H Chicago	A. J. McDonald Libertyville

INSPECTORS LOCATION E. W. Parker, Inc. Madison
Hammersmith, H. Milwaukee
Wellstein, Joe Milwaukee
Grandlich, J. Milwaukee
Klopf, M. S. Milwaukee

