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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

MILWAUKEE DIVISION

FIRST DISTRICT

TIME TABLE NO. 40

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

CENTRAL STANDARD TIME

SUNDAY, MAY 8, 1938

Superseding Time Table No. 39

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

Seconds	Miles	Seconds Per	Miles
Mile	Hour	Mile	Hou
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

- R. D. MILLER, Assistant Superintendent.
- J. H. VALENTINE, Superintendent.

J. L. BROWN,

General Superintendent of Transportation.

N. A. RYAN, Assistant General Manager.

O. N. HARSTAD, General Manager,

2									CHIC	IGO AN	D MIL	WAUKE	J		DN-WE	STWAI	RD		1	11		01.30	1	739	
Time Table	Cana	city of			10 to 0	(38 t)	18 B	4001.70 2	The		11-	no Mrs	SH	SIV	FIRST	CLASS .			MV	M		M	· W	0 P 400	
No. 40	Sid	city of lings Cars	H 0.	Calls	SYMBOLS	55	31	59	135	261	27	17	29	5	141	145	149	49	21	101	43	137	23	143	153
In Effect 2:01 A. M. Way 8, 1938	-	1 -	ance fr	graph	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	Siding	Other	Chi	Tele		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Dily	Daily	Daily	Sunday Only	Daily Except Sunda	Saturday Only	Saturday Only	Daily	Daily	Saturday Only	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only
CHICAGO	450	Yard	100	GB	BELJKOPRS	L 2.00M	L 5.25				L 8.05M	L 9.10A	L 9.15A	L10.154	• /		L12.18PM		L12 550	I. 1.008				TOTAL STREET	
(c. & N. W. CROSBING) 2.9 WESTERN AVENUE		Yard	2.9		BCIKSTWZ		s 5.33		s 7.23		8.13	9.18	9.23				•12.26		D12.33	2 1.00		s 1.53			• 3.59
BENSENVILLE YARD		Yard		BN	BCIKPRSTWZ			10000	TY I WIN	ink at s	grosz) ,	egninal	m2 .1.			-11.00	12.20	122.20			1.50	- 1.55		- 3.37	3.49
TOWER B 17			17.0		IP																				
GALEWOOD			8.6					A CONTRACTOR OF THE PARTY OF TH			THE OWNER		Thursday		en va	A AF AU	E 101 E								
(C. M. ST. P. & P. CROSSING) 2.5			5.4	CJ	IPY	2.14	5.38	6.03	7.28		8.17	9.22	9.27	10.27	11.33	11.33	12.30	12.32	1.04	1.09	1.41	1.57	4.01	4.03	4.03
1.0 HEALY		100	6.4	ну	P		s 5.41		. 7.31							s11.36		•12.35				s 2.00		• 4.06	
			8.2	GR	IPW	2.17	s 5.45	6.08	• 7.35		8.20	9.25	9.30	10.30	11.39		12.33	12.38			1.44	. 2.03	4.03	The same of the sa	8 4.09
(C. & N. W. CROSSING) 0.8			9.0	MF	IP		. 5.47		• 7.37		8.21	9.26	9.31		11.41							. 2.06	4.05	4.09	
FOREST GLEN		20	10.2	FG	P	10	. 5.50		• 7.40		2 10 12	a Aleman				•11.44		12.44				. 2.09			s 4.15
EDGEBROOK		10	11.6			i		A 6.15M								*11.47		12.46				. 2.12			8 4.18
1.5 A 13	W-100	30	13.1			2.23			7.45		8.24	9.29	9.34	10.34	11.49	11.49	12.39				1.48	2.15	4.08	4.14	4.20
MORTON GROVE		125	14.3	MN	P		. 5.57		s 7.47							•11.52		•12.52				. 2.18			s 4.22
		5	16.2				. 6.00		• 7.50						The Table 1	•11.55		12.55				. 2.22			4.25
GLENVIEW		42	17.4	GV	P		• 6.03	P. S. C.	• 7.53			4			The second second		12.46	THE RESERVE OF THE PARTY OF		North A		2.25			s 4·28
2.8 TECHNY	1	10	20.2			a 150	. 6.09		. 7.59					W CALLED		•12.03M		1.03				2.30			* 4.20
TOWER A	100			WR	I										112.00	312.00		1105				- 2.50			
TOWER A 20		100	20.3	CN	IP	2.30	6.10		8.00		8.30	9.34	9.39	10.39	12.04	12.04	12. 51	1.04	1.17	1.22	1.53	2.31	4.14	4.20	4.34
NORTHBROOK		28	20.9	8R	P		6.12		8.02								s12.53				1.55	. 2.32		4.20	8 4.35
SIDING A 23	W.90		23.1			183	-		3 0,02	100					112.00	312.00	12.33	1.05				2.32			* 4.33
0.8 DEERFIELD		24	23.9	D	P		A 6.18M		s 8.07						12.10	112.10	12.59	A 1 108				• 2.37			s 4.40
WEST LAKE FOREST	7 30	10	28.0	VR	P		- 0.10-		f 8.12		Winter 1	aurenth ;				f12.15						1 2.42			
RONDOUT	No. 3, 85	Yard		RO	BCDIJKPSWY	. 2.42			As 8.18A		8.40	A 9.45M	9.50	10.50			A 1.10PM		1.25	1.30	A 2 05M	M2.49M	4 24	A 4 20M	4.45
4.5 wilson	1.0.1,00	62	36.8			2.12			0.10					10.00	M12.20	M12.20	1.10		1.25	1.30	<u>A 2.05</u>	M 2.49	7.24	A 4.30M	AS 4.51
GURNEE	1,500	18	38.6	GU	P									7						/	/				
WADSWORTH	W.115		42.9	U	DIPW	2.53			7. 100	5 Ph 1	8.49	15.4	9.58	10.58		The same	THE REAL PROPERTY.		1 224	1.37	/		4.31		
4.1 RUSSELL	11.220		DATE:	RU	P	4.55			-		0.12	- 1		10.50					1.34	1.37	1		4.31		
(c. & M. W. CROSEING) 4.6 RANNEY	W. 115			NY	IP	3.01					8.56	MACK	10.05	11.05		*	-		1.38	1.43			4.38		
1.0 TRUESDELL	11.220	18	52.6	8D	P	3.01					0.50		10:00	11.05					1.30	1.43			4.30		
SOMERS	- 6%		57.5		P																			·	
4.3 STURTEVANT	W 115		61.8		BCLIPSWY	3.13				L 8.50M	. 9.10		10.15	11.15					1.45	1.50			4.46		
FRANKSVILLE		21	66.0	K	Р	3.13	1430		0.91	20.50-	- 7.10		10:13		F-28 - (9/24)		W. 1807	100 . N	1.45	1.30	100 100		7.40		
TOWER A 68	W 115		68.1		IP	3.20		N. Salar		8.58	9.17		10 21	11.21	TO THE RES				1.49	1.54			4.52		
CALEDONIA	W.110		69.4		P	3.20				0.30	3.11		10.21	11.21		- 8			1.49	1.54			4.52		
OAKWOOD		16	72.8		P															-					
	W 100	Yard	77.9		IP	2 20			No. AND	9.08	9.26		10 20	11.29			-		1.55	2.00			5.00		
POWERTON	17.100	Yard	80.3			3.29				9.08	9.20	ar en	10.29	11.29					1.55	2.00			5.00		-
2.6	1	_ rard	00.3		I		The same of the sa																		
2.6 (Kinniekinnie River Draw Bridge	216		82.9		•		-			2			100000												
(0. & N. W. CROSSING) 1.0 WASHINGTON ST	1 24		83.9	WN	IP	3.38		Y LINE	2000	9.15	9.33	ABSIBO	10.37	11-37	THE TANK	NO BET	Y 803		2.04	2.09			5.07		
NATIONAL AVE	- Constant		84.1																						
(Menomonee River Draw Bridge) 0.9		Yard	85.0	MQ	BEIKOPRSTW	A 3.45A				M 9.20M	M 9.37M		A 10.40M	As 11.40A	-				4 2 · 10PM	A 2.15P	4		As 5.10PM		
MUSKEGO YARD		Yard	82.0	WH	BCJKPRSTWZ				100		1 90	25	1.07		100							-			
Schedule Time Average Speed per hour						1.45	27.0	27.8	30.7	46.4	1.32	55.3	1.25	60.0	32.3	1.00 32.3	37.2	28.6	68.0	68.0	.35 55.3	30.2	63.7	49.6	32.3

SPECIAL RULES.

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

Trains operating between Western Avenue and Union Passenger Station, Chicago, will be governed by Chicago Union Station Company rules, regulations and signals in this territory.

Trains operating between Tower A20 and Tower B17 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
Automatic block system is in use between Chicago and Milwaukee, and between Tower A-20 and Tower B-17 via C. N. W. R. R. Rule 10-A applies between Chicago and Milwaukee and between tower B-17 and Junction with C. N. W. R. R. Centralized Traffic Control System is in use between Sturtevant and Lake.

The four main tracks between Western Avenue and Tower B-17 will be known as follows: Nos. 1, 2, 3 and 4 and will be numbered consecutively from the north side of right-of-way.

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Avenue and Galewood Hill, and westward freight main track between Galewood Hill and Northwest Bridge located 1.3 miles east of Tower B-17. This track will be used by D & I Division eastward passenger trains daily except Sunday between 7 A. M. and 9 A. M. from Pacific Junction to Tower A-2.

No. 4—Westward freight main track between Western Avenue and Galewood Hill and eastward freight main track between Galewood Hill and Northwest Bridge.

		·	7			1	6.	CHICA	GO AN	D MIL	- 11/			N — WI	ESTWA	RD						
Time Table	8	010		- 50				1 10			U.	FIRST CL	ASS			entalap te	MULTI SER					al pilet n
No. 40 In Effect 2:01 A. M.	Distance fr	39	139	53	45	37	35	19	41	25	11	361	9	151	57	51	1	3	147	15		
May 8, 1938	Chie	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
STATIONS	_	Except Sunday	Ex. Sat. & Sur	Daily Ex. Sat. & Su	Daily Ex. Sat. & Sun	Daily Except Sunda	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	in the second	
CHICAGO (c. & N. W. CROSSING) 2.9							L 4.47PM					M	L 7.25	L 8.20PM	L 9.00F	L 9.15M	L10.15	L10.45P	L10.46	L11.15PM	J-4 -444 - 1	La L
WESTERN AVENUE	2.9	8 4.01	\$ 4.23	8 4.27	8 4.30	8 4.53	8 4.56	5.13	8 5.30	\$ 5.53	6.28		7.33	s 8 28	9.09	9.23	10.23	10.53	s10.54	11.24		
TOWER B 17	17.0	-											-							260		1000
GALEWOOD												-										
PACIFIC JUNCTION		4.05	4.27	4.31	4.34	4.57	_5.00	5.17	5.34	5.56	6.32	-	7 26	0.00				-	-	165		
HEALY	6.4			-	s 4.37	4.37	■ 5.03	3.17	\$ 5.36	3.36	0.32		7.36	8.33	9.13	9.26	10.27	10.56		11.28		-
(c. & N. W. CROSSING) 1.8	8.2	8 4.10	4.30	4.34	. 4.40	5.00	■ 5.06	5.20	• 5.39	5.59	6.35		7.39	8.38	9.16	9.29	10.30	10.50	\$11.00 \$11.03	11.31		
(C. & N. W. CROSSING) 0.8	9.0	8 4.13	4.31	4.36			s 5.09		. 5.42	6.00				8 8 41	9.17	9.30			\$11.03			
FOREST GLEN	10.2	8 4.16		8 4.39	. 4.46		s 5.12		. 5.45					8 8.44				11.00	s11.09	11.52		Land Highler Tea
EDGEBROOK				. 4.42			8 5.15		5.48					8 8.47		N I			s11.13	B (
SIDING A 13 MORTON GROVE			4.36		The second second second second	5.06	5.17	5.26	5.50	6.04	6.39		7.43	8.49	9.21	9.33	10.34	11.03	11.16	11.36		
GOLF		• 4.23		• 4.48			<u>8 5⋅19</u>		• 5.52					s 8.51		3 4			811.19	A Company of the	Harry M.	A LEWIS CONT
1 0			- 4 42	8 4.51			<u>s 5.22</u>		<u>8 5.55</u>					8 8.54			ok and		f11.21			
GLENVIEW	20.2	4.34	8 4.42	* 4.55		8 5.12			5.58					s 8.57					811.24			
TOWER A					<u>8 5.03</u>		5.30		6.02					8 9.02					811.28			
TOWER A 20	. 20.3	4.35	4.47	5.01	5.04	5.18	5.31	5.36	6.03	6.10	6.46		7.48	9.03	9.29	9.38	10.41	11.00		11 . 43		
NORTHBROOK	. 20.9	• 4.36							• 6.04				7.40	8 9.04	9.29	9.30	10.41	11.08	11.29	11.43		AL DESCRIPTION
SIDING A 23	. 23.1												FELLS		C_01_2	6 01 6			*11.50			1 1 1 1 1 1
DEERFIELD	23.9	A 4.40PM	4.53	As 5.08PM	A 5.12M	s 5·25	As 5.37PM	5.41	A 6.12PM				7.51	8 9.09					s11.38	and the		
VEST LAKE FORESTRONDOUT (1. J. & 1. CROSSING) 4.3	28.0		1 4.58			5.30								9.14	. 46				111.44			77390
4.5			A 5.04PM			A 5.36PM		5.50		A 6.24PM	6.56		7.59	A 9.20PM	9.41	9.49	10.51	A11.20PM	As 11.50PM	11.55		Action To
GURNEE																						De la constante de la constant
WADSWORTH								- FO				-										
RUSSELL								5.59			7.05		8.08		9.50	9.58	11.00			12.04M		
(c. & N. W. CROBSING) 4.6	. 51.6							6.07			7.12		8 · 15		0.50		11.07					
TRUESDELL	. 52.6												8.15		9.58	10.05	11.07			12.12		A SECTION
SOMERS	. 57.5																					
STURTEVANT		Total line						6.18			7.23	L 8.15PM	8 . 25		10.08	10.15	11.17	AL I A	EN PONTE S	12.22	W WEEK	Land with
FRANKSVILLE												f 8.21								Carrie Barrell		
TOWER A 68 1.3 CALEDONIA								6.25			7.29	8.23	8.31		10.15	10.21	11.23	3-4-1-1		12.28		
3.4												f 8.24										Al whis
OAKWOOD 5.1 LAKE												f 8.28					69			63		14-197
POWERTON	80.3							6.34			7.38	f 8.34	8.39		10.23	10.29	11.33			12.38		4-1-2-2
2.6 STOWELL mickinnic River Draw Bridge)								•										-				
c. & N. W. CROSSING) 1.0 WASHINGTON ST	82.9							•														Application of the last
NATIONAL AVE		-						6.42			7.45	8.41	8.47		10.30	10.37	11.40	1 N 3 (B)	P. F. 183	12.45	19 18 18	176 8 1 8000
monee River Draw Bridge) 0.9	85.0							6 · 50PM			A. 7. FOR	A. D. 455	4- 6- 5-									
MUSKEGO YARD							A	6.50ml			A. 7.50PM	As 8.45PM	8.50PM		10.35PM	As 10 . 40PM	4511.45PM			As 12.50A		
Schedule Time Average Speed per hour		29.8	39.5	29.5	28.6	.51 38.0	1.00	1.45	28.6	.39	1.30	.30	1.25	1.00	1.35	1.25	1.30	.35	1.04	1.35		

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

Nos. 27 and 11 will stop at Western Avenue to take on revenue passengers.

No. 43 will stop at Grayland to take on passengers for Walworth and beyond.

No. 5 will stop at Western Avenue on signal to take on revenue passengers.

No. 9 will stop at Deerfield to take on passengers for Green Bay and beyond.

No. 19 will stop at Sturtevant to let off passengers from Chicago and to take on passengers for beyond Milwaukee.

Nos. 57 and 59 do not carry passengers.

Nos. 37, 149, 151 and 153 will stop at West Lake Forest to let off passengers from Chicago and Western Avenue.

Nos. 39, 35 and 153 will stop at Techny to let off passengers from Chicago and Western Avenue.

No. 1 will stop at Western Avenue to take on passengers for St. Paul and beyond.

No 153 will stop at Golf to let off passengers from Chicago and Western Avenue.

4	-						H-respective	CHI	CAGO	AND M	ILWAU	KEE SU	BDIVI	SION-	WEST	WARD								
Time Table	1						SECOND	CLASS			has y	Tema V	AMARIE				24-							
No. 40	g	641	681	263	701	77	69	63	163	65	165		2.0 01	ac t	100 10	The Property	No T	Fee I	Tax C	The state of				TO THE REAL PROPERTY.
In Effect 2:01 A. M. May 8, 1938	ance fro	Time Freight					Time Freight			Time Freight											Manager Clar	A CONTRACTOR OF THE PARTY OF TH	1 Mg	AND DESIGNATION
STATIONS	Chic	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday										_			
	-	Dany	Dany	Daily	Day	Except Sunday	Except Sunday	Daily	Dady	Dany	Except Sunday						-		_			-	-	
CHICAGO (c. & n. w. crossing) 2.9 WESTERN AVENUE	2.9						-																	
BENSENVILLE YARD		-		L11.15A		L 3.15PM	4	L 9.30M		L11.00P													The same	
TOWER B 17	17.0	minutes in the same		11.20		3.25		9.35		11.10														al my make
GALEWOOD		-					L 8.00M		L 9.45		L11.15PM						-							
(C. M. ST. P. & P. CROSSING) 2.5	5.4						8 · 10PM		10.03		11.31PM													M. Lorde
1.0 HEALY	6.4			22.1																				A.I.
(c. & N. W. CROSSING) 1.8	8.2																						Agragi	E.IYLEN.
(c. & N. W. CROSSING) 0.8	9.0			2				. A.																ATT I N
FOREST GLEN	. 10.2			3				3		3														THE L
EDGEBROOK	. 11.6			Z				2		Z of														-
SIDING A 13	13.1			3				ů.		J J														
MORTON GROVE	. 14.8			e N				Z Z		2				777										A SHALL BE
	. 16.2																							
GLENVIEW	17.4													1000										
TECHNY	20.2																							
tower A		Becombiglion					7777777					T. A. T.												
TOWER A 20	. 20.8			11.50AN		4.18	8.39	10.20PM	10.27	11.50P	12.01A													
NORTHBROOK	20.9																							
SIDING A 23	23.1			11.56		4.25	8.44	10.25	10.31	11.59	12.10							A REAL						
DEERFIELD	. 23.9														T TEAL						_			
WEST LAKE FOREST	. 28.0																	1						
(1. J. & N. CROSSING) 4.8	82.8			12.15PM		4.50	9.00	10:40	A 10 . 45P	12.30	A 12.35AN	1 12/2												
wilson	. 86.8																							Service Control
	. 88.6																							
WADSWORTH	42.9			12.35		5.15	9.20	11.25		1.10		7 17 19												
4.1 RUSSELL (G. & N. W. CROSSING) 4.6 RANNEY	47.0																							30
(0. & N. W. GROSSING) 4.6	. 51.6			12.48		6:001	9.35	11.40		1.40						7							31.5.2.12	
TRUESDELL	. 52.6					The Bearing Sales														7 - 12-1				
SOMERS	57.5	ar to fi																						100
STURTEVANT	61.8	L 5.00A	L 5.30AM	1.05	L 4.30PM	6 · 40 11 8 · 30 361-9	9.5057	12.01		2.30														
FRANKSVILLE	66.0							A LEGIS																
TOWER A 68	68.1	5.15	5.45	1.25	4.42	8.50	10.45	12.15		2.55														
CALEDONIA	. 69.4				Market Inc.		EL EL T	BY 47 8 - 1 - 1		1														
OAKWOOD	72.8																							100
	77.9	5.30	6.00	1.40	4 · 55 23 5 · 04 23	9.15	11:38 1	12:3315		3.15														
POWERTON	80.3				I The last			THE STATE OF THE S																
2.6 STOWELL (Kinnickinnic RiverDraw Bridge)																								William .
(C. & N. W. CROSSING) 1.0	82.9		6.00		F 00	0.55	11	1.00	-	2 20														Constant of
NATIONAL AVE	83.9	5.50	6.20	1.55	5.20	9.52	11.55	1.00		3.30						STATE AND		-1-			-			-
(Menomonee River Draw Bridge) 0MILWAUKEE	84.1		-	-	trade		-				-	A- No. 10-4			-									-
	1							T U III	-		- T-													-
MUSKEGO YARD Schedule Time	82.0	A 6.00A	1.00	A 2.15PM 3.00	1.00	A 10 · 30PM	4.15 4.15	A 1.10A	1.00	A 4.00A 5.00	1.20													
Average Speed per hour	1	23.2	23.2		23.2	10.9	19.5		30.0	15.8	22.5			The same										

	1					-		-				-			FIRST	CLASS					,			- dayou - polo		Ma Mi
Time Table	E e	Capaci Sidin in Ca	ty of		30	132	56	32	2	36	136	48	42	134	138	22 /	4	140	16	24	12	210	144	148	10	20
No. 40 In Effect 2:01 A. M. May 8, 1938	Distance fre Milwaukee	. 1		Telegraph	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge	Passenger	Passenger	Passtriger	Passenger	Passenger	Passenger	Passenger	Passinger/	Passenger
STATIONS	HA	Sidin	Other		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily
CHICAGO	. 85.0	i	Yard				M 6.30M						A 7.38A		77 %				A 8.55M	As 9.05M	As 10.00A			411 20AM	As 11.25A	A 11.3
C. & N. W. CROSSING) 2.9 WESTERN AVENUE	82.1		Yard	_									• 7.28		The second secon	and the same of th					9.50	TILL TO	811.10	911.10	11.15	11.2
ENSENVILLE YARD	. 82.0		Yard										and t	7											MATLIA	Principle and
TOWER B 17	. 76.1																							Thal	CHICK	207
GALEWOOD																										200
PACIFIC JUNCTION M. ST. P. & P. CROSSING) 2.5	79.6			CJ	5.31	6.11	6.15	6.31	6.39	6.50	6.54	7.09	7.23	7.25	7.27	7.30	8.15	8.31	8.39	8.52	9.47	80 1	11.06	11.06	11.12	11.2
HEALY	. 78.6		25	нч	s 5.29	6.09		s 6.29	8 . 8	. 6.48	6.52	· 7.07	8 7.21	• 7.23	20.00		10.0.1	8 8 . 28		EU.8 3			811.02	11.02		1
C. & N. W. CROSSING) 1.8	76.8		45	GR	s 5.25	. 6.06	6.10	6.25	6.34	6.44	6.48	· 7.03	7.18	• 7.19	7.23	7.27	8.09	8 8.25	8.34	8.49	9.44	e0.1	10.58		11.09	11.1
(C. & N. W. CROSSING) 0.8			45	MF	s 5.23	8 6.04	6.08	. 6.23	6.32	. 6.41	6.46	· 7.00	7.17	• 7.16	7.22	7.26	8.07	8.23	8.32	8.48	9.43	100-1	810.55		11.08	11.1
FOREST GLEN			4	FG	. 5.21	. 6.01		6 6.20	28	. 6.38			s 7.15		10.00		80 8 8	s 8·20					•10.53		2010 3	22.77
EDGEBROOK					8 5.19	• 5.57		6 6 . 17	6.29	L 6.334		■ 6.53	s 7.12	• 7.11	200		•	8.17					•10.50			
SIDING A 13	71.9	E. 75			5.17	5.55	6.04	6.14	6.27	-06	6.43		7.10		7.17	7.21	8.00		8.26	8.44	9.39	-00_1	10.47		11.04	11.1
MORTON GROVE	70.7		40	MN	5.15	• 5.53		<u>• 6.12</u>		·N		6.48			Chic II	91.0	Drug U	s 8·13		Tara A			•10 . 45	The second secon	-100	CSSC0-65
GOLF	68.8				1 5.12			■ 6.09	8 1 6	d. T. h	■ 6.37		1 7.05		Direct the		DAVE T	1 8.09					810.42	A STATE OF THE OWNER, OR ASSESSMENT		
GLENVIEW				GV	<u>5.10</u>	5.46		• 6.06			■ 6.35		• 7.02		18.0.1		51-4-1	<u>8 8.06</u>				-	810.39	and the same of th		
TECHNY	64.8				1 5.06	5.42			8 1 8			<u>8 6.38</u>	1 6.57	1 6.56	28.0			8.02					<u>*10.34</u>	10.34	-	-
TOWER A				WR																			2000			-
TOWER A 20		E. 75		CN	5.05	5.41	5.55	6.01	6.18		6.30	6.36	6.56		7.10	7.14	7.50		8.16	8.37	9.32	- 2	10.33		10.57	11.0
NORTHBROOK				- 8R	5.04	<u>5.40</u>		• 6.00			6.29	■ 6.35	· 6.55	6.54	- a 1		21-1-2	8.00				-8	●10 ⋅32	•10.32		
SIDING A 23		E. 97	20				32	56			48	136	L 6.50	(P+		-		7.50		-	-	1	-10.00	110 28		
DEERFIELD			-		L 5.00AM		5.50	L 5.55AM				L 6.31A	L 6.50A					7.56				14.04	10.28 110.23			
VEST LAKE FOREST RONDOUT (1. J. & B. CROBSING) 4.3	57.0	No. 2, 90 No. 6,106	10	VR	RV	• 5.30		10			1 6.18	M	W.		7.00		110	• 7.50 • 4	0.04	0.07	0.01	0 /3		L10.18A	10.47	110
(E. J. & E. CROSSING) 4.3 4.5 WILSON	52.7	No. 6,105		RO	UIL	L 5.25A	5.42	0.0	6.06		L 6.134	-		L 6.40M	L 6.55M	L 7.02A	7.35	L 7.45	8.04	8.27	9.21	4	L10.184	10.10M	10.47	L10.5
WILSON	48.2		18			2		-	DEX		-	32	-		-	1	1		-			4.8	0 1			
	_		-	GU		gry .						A CONTRACTOR	N			V	7 26	G. 4.	7.52	8.10	0.12	14	have		10.39	The same of
RUSSELL	42.1	E. 150	30	RU			5.33		5.56			-					1.40	nake	1.55	_0.12		X	wif		-10.57	
O. & N. W. CROSSING) 4.6 RANNEY	88.0	F 100		NY		Fon	5.25		- A7								7.18	40	7.43	8.12	9.04		1		10.32	
TRUESDELL				8D		Un	5.25		5.47				11-				7.10	0	1.25		2.01	Va	The	77112		1
SOMERS	33.4		50	8			N				80.8		40		por			400		THE AR		11	The	700		100
SUMERS	27.0	F 00				-	11111		5.38	7	1.4		held	91	7		7.08	Mag	7.33	8.04	8.55	As 9.18M			10.24	NaT-L
	10.0	B. 80	8	K			5,1A		_ 3.36		41		1.5	-	42	00.8		0				. 9.12	7		10000	MAR SA
TOWER A 68				В			5.07		5.31				Die	H. a	W		7.02		7.27	7.58	8.49		ALIGN TO THE		10.18	607
CALEDONIA			18	CA			10.01		3.31				178		10		1.02					9.03			Allege	
OAKWOOD	10.0		10	WD									4-		W	25.0						. 8.58			BOG A	
LAKE	-		Yard	X			4.58		5.22				7	15.0	pu	81.0	6.53		7.18	7.50	8.40	1 8.52			10.10	
POWERTON		B. 01	Yard				4.30		3.22				When		-								100 E	1183	ALL POST OF	
2.6 STOWELL	2.7		Tau										0													
nickinnic River Draw Bridge)	2.1									-			V	-								8.44	-	-	10.00	-
C. & N. W. CROSSING) 1.0 WASHINGTON ST				WN			4.49		5.14			-	1- 0			5018	6.44		7.09	7.43	8.33	8.44	-		10.03	-
. NATIONAL AVE omonee River Draw Bridge) 0	0.0			_						-		-		-			-					. 0 46"			T.10. 001	
MILWAUKEE			Yard	MQ			L 4.45M		L 5.10M	-		-		1 0 0			L 6.40		L 7.05M	L 7.40	ь 8.30	L 8.40A			L10.00	
.MUSKEGO YARD			Yard	WH					40 A 1			1 -0.0		The state of the s		All I	100	100					A COLUMN TO SERVICE	A STATE OF THE PARTY OF	1.25	A STATE OF THE PARTY OF THE PAR

SPECIAL RULES.

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

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

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

No. 22 will stop at Deerfield to let off revenue passengers from Madison and beyond.

No. 16 will stop at Deerfield to let off passengers from St. Paul and beyond. No. 12 will stop at Sturtevant on signal to take on passengers for Chicago.

	1												FIRST	CLASS					,		
Time Table			28	8	152	46	AA .	154	6 /	50	100	250	18	34	156	158	14	58			T
No. 40	from	Office Closed		-	102		44/	154	-A//	- 30	100										
May 8, 1938	tance	Week Days	Passenger	Passenger	Passenger	Passebger	Partitor	Passenger	Palanger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			MALE A
STATIONS	Mil		Daily	Daly	Daily	Daily	Daily Ex. Sat. & Sun	Sunday Only	Daily	Daily Except Sun.	Daily	Daily	Daily	Sunday Only	Daily Except Sunday	Sunday Only	Daily	Daily	ter de la	18 1	20000
CHICAGO	85.0	THE PERSON AS A SECOND	A . 218	-	As 3.20PM	A 5.30P		A 6.21PM	A 6.45M		As 7.30PM		As 7.40PM	A 8.00PM	A 8.30 P	As 9.10PM	A 9.40M	A 10.55™			
. & N. W. CROSSING) 2.9 /ESTERN AVENUE		Al-ar-La	1.11					8 6.11				. a (6) la la	7.30	7.50	8.20	s 9.01	9.30	10.44			
ENSENVILLE YARD.									L. Ni												
TOWER B 17												Land Services - Long	Managar and Service								
GALEWOOD	- 1012																				
ACIFIC JUNCTION	79.6	r Fart	1.08	2.37	3.06	5.15	6.01	6.07	6.29	7.02	7.17	S. W.	7.27	7.47	8.16	8.57	9.27	10.40		1	
1.0 HEALY		No Office			• 3.03			6.04		8 6.59	52.77	2 -	Wast and			8.54		101 22 2 0	and the last		
GRAYLAND d. & N. W. CROSSING) 1.8	76.8	NO CAMP	1.05	2.34	s 3.00	5.12		s 6.01	6.26	s 6·55				7.44		8.50	9.24	10.36			
c. & N. W. CROBSING) 1.0 C. & N. W. CROBSING) 0.8	78.0		1.04		2.57			• 5.58		s 6·53		112				8.48		10.34			
.FOREST GLEN	-	No Office	1.04	2.33	2.55		• 5.50			s 6.51						8.46					
EDGEBROOK		No Office	-		2.52	-		• 5.53		8 6.48						8.43					and a
1.5	_	No Office	1.00	2.29	2.50	5.07			6.20					7.39			9.19	10.29			
SIDING A 13 1.2 MORTON GROVE			1.00	4.49	2.47	3.07		s 5.48		8 6.43						8.38					
GOLF	_	No Office							0.10	8 6.40						8.35					
GOLF		No Office			2.45			<u>\$ 5.46</u>	6 16	8 6.37						8.32					
GLENVIEW	67.8	No Office			8 2.42			5.42	6.10							f 8.27					
	64.8	No Office			1 2.37		• 5.32	• 5.38		f 6.32					* 125	1 0.21					
TOWER A	-	No Office							6 14	6.31	7.04		7.15	7.34	7.43	8.26	9.13	10.21			
TOWER A 20	_		12.55	2.23		5.00		5.37	6.14	s 6·29	7.04		7.15			8.24					
NORTHBROOK		No Office			2.35		· 5.30	<u>• 5.36</u>		8 0.29		-			-1.71	0.24					
SIDING A 23		No Office							50	L 6.25PM					. 7 27	8.20					
DEERFIELD		No Office			2.30		L 5.25	6 5.31		T 6.55M						f 8.14	•				
VEST LAKE FOREST.		No Office		152	1 2.25			1 5.27	6.07 6.03				T 050			L 8.09M	9.03	10.09			The line of
(B. J. & B. CROSSING) 4.8			12.46	2.14	L 2.20PM	4.49		L 5.22m	6.03		6.56	-	L 7.05PM	L 7.25PM	L 7.26	ь 8.09м	9.03	10.09			
WILSON		No Office			-12													- T			
GURNEE	_	No Office		 	Mar				5.58								8.55	9.59			
WADSWORTH	42.1		12.38	2.07		4.40		-	5.54		6.49						8.33	9.59		V - 8	
RUSSELL		No Office			M				5.50								0.40	0.51			
RANNEY	. 33.4		12.32	2.01	b	4.33			5.46		6.43					-	8.49	9.51			
TRUESDELL		No Office			Va.			-				-									
SOMERS		No Office			Ar.			-	5.40								40	9.40	-		
STURTEVANT	. 23.2		12.24	1.53	20	4.24			1 5.35		6.36	<u>4 6⋅48</u>					8.40	9.40			
FRANKSVILLE		No Office						-	5.30												
TOWER A 68	. 16.9	No Office	12.19	1.48		4.18			5.28		6.32	6.41				-	8.33	9.31			
CALEDONIA			50.84		<u> </u>																
OAKWOOD		No Office							5.23								264				
LAKE			12.11	1.40	102	4.10		43.2	5.18		6.24	6.31					8.25	9.22			
POWERTON	4.7							Back Co.												MALE TO THE REAL PROPERTY.	
2.6 STOWELLickinnie River Draw Bridge)5	ò 2.1	No Office																			- Line - Allin
C. & N. W. CROSSING) 1.0 WASHINGTON ST	1 1	110 011100	12.04	1.33		4.03			5.09		6.18	6.23					8.18	9.14			
NATIONAL AVE	-		10:03	1.33		7.03															
monee River Draw Bridge) 0	.9		L12.01M	I. 1 20m		L 4.00%			L 5.05		L 6.15	L 6.20M					L 8.15	L 9.10M			
MILWAUKEE MUSKEGO YARD														0.5	104	1.01	1.25	1.45			
Schedule Time Average Speed per hour	-		1.20	63.6		1.30 56.6	28.7	32.8	1.40	28.7	68.0	49.7	55.3	55.3	30.5	31.7	60.0	48.6			

SPECIAL RULE.

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

			Mo	1 +	سركملم	1		CHICA	GO AN	D MIL	WAUKE	SUBD	IVISIO	N — EA	STWAF	RD								7
Time Table			Di lon	The same of the sa	179		SEC	OND CLA	SS		N		A STATE OF THE PARTY OF THE PAR											
No. 40		82	74	750	72	194	264	70	610	650	166			T T	T	7//		7/1				100		
In Effect 2:01 A. M. May 8, 1938	rance from	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		-	Time Freight		10.00	1.01	-		1 815		Mangaja					
STATIONS	Distan	Daily	Daily Except Monday		Daily Except Monday						-		200	BALL	TAT		-	321						
CHICAGO	-	Except Monday	Except Monday		Except Monday	Friday Only	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday					-		-	2001			7		
(c. & N. W. CROSSING) 2.9 WESTERN AVENUE	85.0		A 4.05AM	west.	July 1 des	100	Projecting.			n minus lus	The second laws	FI THE R	O variedad i	Constant	1000			-						-
BENSENVILLE YARD		A 3.45M			A 12.01PM		A 11.15PM	A' 1.30AM			A 1.55A								Charles a fe					
TOWER B 17	76.1	3.30			11.45AM		11.00	1.10			1.40													10.0
PACIFIC JUNCTION	-					A 7.15PM				***************************************														
PACIFIC JUNCTION (c, m. st. p. & p. crossing) 2.5			3.55AM			7.00PM									-								,	
1.0 HEALY	78.6				-11					1						Mark La								
(C. & N. W. CROSSING) 1.8 (O. & N. W. CROSSING) 0.8	76.0	É			È		ż	Ry.			ż							-						
FOREST GLEN	74.8	*			*		*	W.		9 8 4	3							-			-			
EDGEBROOK		z		La Chappy	z		ż	ż		Le LI	ż				R BUE									
SIDING A 13	71.9	8.3	3.20		3.	6.45	65	8 3		0.0	4				6.5.00	ne han				metrosia.	A.A.	0		
MORTON GROVE	70.7	Z Z			S S		2	Vis		1														
GOLF	68.8		-	-	D. TY TO	-		ria y lea	Spenske	Durlington					7 21 1									
Z.8 TECHNY	67.6								7-11		-													
TOWER A	. 02.0													-										
TOWER A 20	64.7	2.35AN	3.00		10.52AM	6.30	10 · 15PM	12.10AM			12.18AN				Marine Service									
NORTHBROOK										West Control											0.81			
SIDING A 23	61.9	2.30	2.55		10.42	6.25	10.10	12.014			12.104		10.19		أويين									
DEERFIELD 4.1WEST LAKE FOREST											-					-							-	
RONDOUT	57.0	0.10	2 20		10.05	T.O. 100						-									-			
4.5	48.2	2.10	2.30		10.25		9.55	11.35		-	L11.45M		I E A			-					11 /1.01	Park III		
	46.4							-								-								
WADSWORTH	42.1	1.48	2.05		10.05		9.35	10.50																
RUSSELL	38.0												-											
RANNEY 1.0 TRUESDELL	83.4	1.30	1.45		9.52		9.20	10.25		-	-						16 64				-			
SOMERS	32.4			-								-			-									
STURTEVANT	23.3	1.10	1.25	A 5.05M	9.35		9.00	10.0058	A 0 300	A11.15P				-										
FRANKSVILLE	19.0	1 4 3	1.25	<u> </u>	9.35		9.00	8.20	¥ 9.30°	AII.IS							-						1000	
TOWER A 68	16.9	12.55	1.10	4.50	9.25		8.50	9.05	9.15	11.00	70.11				144	144	II.4							
CALEDONIA							and tell							The second second										
OAKWOOD	12.3	-,-					8.30						*							<u></u>				
	7.1	12.35	12.50	4.32	9.10		8:30 ₁₄ 8:20 ¹⁴	8.45	8.58	10.43				-										
2.6STOWELL	4.7	The said				104					- 53.74	40.00						Trans (
(Kinnickinnic River Draw Bridge) (c. & N. W. CROSSING) 1.0 WASHINGTON ST	2.1				210			14	100 858	NO RECEI	T Knowing I	00,01	State of the state	2000 200	Man West	e need								
0.2		12.15	12.30	4.15	8.50		7.55	8.21	8.40	10.25				-									-	
NATIONAL AVE (Menomonee River Draw Bridge) 0MILWAUKEE	0.9													1	***						San de	Tig. Why have		
MUSKEGO YARD		L12.01	L12 · 158	L 4.00	L 8.40M	160 E 1 E	L 7.45PM	L 8 00m	I. 8 300	1.10.15			-			-					The last of	A TOTAL		
Schedule Time Average Speed per hour		3.44	3.50	1.05	3.05	1.05	3.30	5.30	1.00 23.2	1.00	2.10						-							
and open put non	-	21.1									14.2	1 100 10	1 1 21 1-	A		nal siana and	sabadula af f	these trains a	armit of facts	- cood	PROPERTY N	OR WHAT IS		

Time Table	Capac Sid in (ity of ings					The		The				IRST CLA	iss ,	/	of	Base	.01		RT	de	SECOND	CLASS	04.1
No. 40 In Effect 2:01 A. M.			E C	Calls	Office Closed Week Days	Symbols See Special Rule	135	17	145	141	149	43	137	143	153	139	37	25	151	3	147	165	163	apple 1
May 8, 1938	25		ince fr	raph (Week Days	Rule Page 10	Passenger	Passenger	Passenger	Passenger/	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	
STATIONS	Sidin	Other Track	Dists	Teleg			Daily	Daily	Daily Except Sunday	Sunday Only	Saturday Only	Saturday Only	Daily Except Sunday	Daily Except Sunday	Sunday Only	Ex. Sat. & Sun.	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily Except Monday	Daily	L. Britis
RONDOUT		Yard		RO		BCDIJK PRSWY	L 8.18AM	L 9.45M	L12.20PM	L12.20PM	L 1.10PM	L 2.05PM	L 2.49M	L 4.30M	L 4.51PM	L 5.04PM	L 5.36PW	L 6.24PM	L 9.20M	L11.20PM	L11.50PM	L 2.00M	L11.25P	
INCTION SWITCH			2.0		No office	J												Table San						C C
LIBERTYVILLE	65		3.2	BV WY	4.00PM to 7.00AM Freight Station 4.00PM to 7.00AM		8.24	9.49	s12·27	12.27	s 1.16	2.10	■ 2.54	• 4.35	4.57	• 5 · 11	■ 5·42	6.29	9.27	11.25	s11·57	2.15	11.35	N. S. Printer
.P.&S.Ste. M. Crossing			7.6		No office	м										17 17 N	7.11							4.13
GRAYS LAKE	55	32	8.7	GK	3.00PM to 6.00AM		8.32	9.55	s12·35	12.35	1.25	2.16	3.04	• 4.44	5.06	· 5·20	• 5.52	6.35	9.35	11.31	■12.05AM	2.40	11.45	Table 1
ROUND LAKE	65	40	11.7	RN	3.30PM to 6.30AM		. 8.37	148-144 9 · 58	s12.40	12.40	1 .30	2.19	* 3.09	• 4.48	• 5.11	s 5.25	• 5.57	6.38	9.40	11.34	•12.10	2.50	11.51	7
LONG LAKE		8	18.7		No office		f 8.40		s12.44	12.44	1.34	15		• 4.51	• 5.15	f 5.29	1 6.02	PLI	9.44		s12.14		" LEE	Line sh
INGLESIDE	52	35	15.5	NI	4.00PM to 7.00AM		8.44	10.02	s12·47			2.23	s 3.17	• 4.55	. 5.19	• 5.34	6.06	6.42	9.47	11.38	:12.17	3.10	11.58	- American
1.7 LAKE 7 River Draw Bridge Interlocking)	78	Yard	17.2	FA		BRWY	As 8.50AN		As 12 · 51PM		1.45	2.25	As 3.22PM	8 4.59	8 5 . 24	As 5.40P	6.13	6 · 45	A 9.51P	11.40	M12.21M	3.30	12.04	
SPRING GROVE		35	21.4	8G	3.45PM to 6.45AM			10.11		f 1.04	1 1.52	2.30	122	5.05	f 5.30		f 6.21	6.55		11.45	-	3.50	12.20	
SOLON MILLS	53	20	23.5	мв	No office			10.13	-	f 1.07	f 1.55	2.32		5.07	f 5.33		1 6.24	6.57		11.47		4.00	12.30	
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(C. M. ST. P. & P. CROSSING)	50	Yard	49.8	G		IJY		10.45				A 3.10PM		. 0		1	6.59	7.31		12.24	10	5.10	2.30	
wilcox			52.0		No office								- Park	12)								
AVALON	65	48	56.5	AV	5.00PM to 8.00AM			10.53					10-1-	7			s 7·11	7.42		12.32		5.27	2.45	
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Passenger trains must not exceed maximum speed of seventy-five (75) miles per hour—freight trains forty (46) miles per hour.

SPECIAL RULES

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

Automatic Block System is in use between Rondout and Fox Lake. See rules 505, 505A and 509A.

Manual Block System is in use between Fox Lake and Janesville. Train Order Signals will also be used as Block Signals (see Rules 221-B and 311).

No. 37, 135, 139, 141, 143, 145, 147, 149, 151 and 153 will stop at Wilson Rd. to let off passengers from Chicago and Western Ave. No. 17 will stop at Bardwell to let off and pick up revenue passengers to and from second District No.'s 21 and 27. No. 17 will stop at Chevrolet plant, Janesville to let off revenue passengers from Chicago.

No. 137 will stop at Long Lake and Wilson Road to let off passengers.

No. 25 will stop at Fox Lake to let off revenue passengers from Chicago and Western Avenue.

Trains starting or terminating at Fox Lake will be the only trains required to register at this point.

Trains starting or terminating at Walworth will be the only trains required to register at this point.

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.

RONDOUT AND JANESVILLE SUBDIVISION — EASTWARD

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Average Speed per Hour		32.2	31.2	34.4	38.0	46.0	34.4	38.0	34.4	50.8	34.4	41.1	29.6	52.0	48.2	33.2	35.8	2.55	5.00	-		-		

Passenger trains must not exceed maximum speed of seventy-five (75) miles per hour—freight trains forty (48) miles per hour

SPECIAL RULES.

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

Nos. 132, 134, 136, 138, 140, 144, 148, 152, 154, 156 and 158 will stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago.

No. 18 will stop at Bardwell to let off revenue passengers to transfer to second District Nos. 36 and 20.

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

TRAIN DISPATCHERS

W. C. ZIMMERMAN W. H. HAMMOND J. L. BAUER C. E. SHAFT H. C. CONE

A C. MORRISSEY
H. F. GUYOT
O. C. TABBERT
R. A. HELTON

C. E. LARSON, Chief Dispatel

GENERAL INSTRUCTIONS

SYMBOLS

D D 11	T T	D D
B—Bulletin	J—Junction	R—Register
C—Coal	K-Connection with	S-Standard Cloc
D—Drenching Tower	foreign road	T—Turntable
E—Refreshments	M-Railroad crossing	W-Water
G-Railroad Crossing	protected by signals	Y—Wye
protected by gates	O—Oil	Z-Track Scales
I—Interlocking	P-Dispatchers' telephone	Marie Manager

The following is a supplement to Rule 10 of Rules and Regulations of the Operating Department and will be known as Rule 10-A:

COLOR SIGNALS

COLOR	INDICATION
(a) Red	Proceed at restricted speed, and for other uses prescribed by the rules. Proceed, and for other uses prescribed by the rules. Flag stop. See Rule 28.

Rule 10-A applies only on certain divisions or portions thereof when so indicated in time table or bulletin, and will then supersede Rule 10 and modify other rules in conflict

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

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

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggagemen, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice-President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read: Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows: If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal

In complying with Rule 14-L the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the train or engine, so that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the engineman's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz: Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: __ at ____ M. and has not passed

." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. 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 engineman 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, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed, at meeting points

when standing waiting arrival of approaching train or trains, when standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 whan 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.

In case of headlight failure, in addition to displaying lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning

signals at highway crossings fail to operate, giving location. Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

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 the 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 enginemen 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 struc-

ture, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, caboose or passenger cars must not be handled between engines and freight

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On double track between Chicago and Milwaukee, extra trains may be run in the

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

The Statutes of the State of Illinois provide that no railroad 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 imposes a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineman 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, employes responsible therefor will be called upon to bear fine imposed. When suits are brought against employes for violating the above statute the Company will take

no action in defending same.
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 train or engine is moving within 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.

Chicago Union Station Company's rules govern the operation of trains and engines between Chicago and Western Avenue.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

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 Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an 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 premises.

Employees are prohibited from riding:

(a) On engine footboards between engine and cars when cars are being pushed.

On leading footboard while coupling engine to cars.

On engine pilots.

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

On ends of cars containing loads which may shift.

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

(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.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed

approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motorman or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high-speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four (24) 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 (24) 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

The following instructions must be observed, as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

BY DAY-Nose held with one hand with other hand pointed toward passing train. HOT JOURNAL BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe BY DAY-Hands shoved in sliding motion out from body. BRAKES STICKING BY NIGHT-Lamp raised and held stationary. BROKEN WHEELS DEFECTIVE TRUCK DRAGGING BRAKE CONNECTION LADING SHIFTED OVER SIDE OR STOP SIGNAL. END OF CAR

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the

SWINGING CAR DOOR OR ANY

OTHER DANGEROUS CONDI-

main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in the case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for double heading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

Normal Speed—The maximum speed authorized by time table in territory involved.

Medium Speed—One-half the authorized maximum speed. Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

Enginemen 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.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars will be detached when in the judgment of the engineman he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: "In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown." Rule D-86 is eliminated.

Employees must not handle or board cars or engines that bear "Bad Order" cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

The following rule is added as a second paragraph to Rule 908 of the Rules and Regulations of the Operating Department: If 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 twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

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, employes are prohibited from going between such car and other cars or engines until the person performing the work have a thorough understanding with the engineman 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 must be set to avoid a movement of

any kind. The engineman must not release 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 engineman and other members of the train crew have been notified and the car properly secured and the engine brakes set.

Sacks hung on mail cranes create insufficient clearance. Employees on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

When train or enginemen feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher they must write a telegram. In single track territory, if a train is met before the information has been conveyed to the Train Dispatcher, that train must be stopped and the conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by track men. Trackmen must be called IMMEDIATELY.

Traveling Electricians ride on certain passenger trains to take care of defects that may develop enroute on air conditioned cars. When such men find it necessary to go under the cars their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the electrician requests the return of the blue flag.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed and track is clear. Where required by law, trains must stop.

Train using a siding must proceed expecting to find it occupied.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Train Dispatcher or in an emergency under flag protection.

SPEED RESTRICTIONS

Unless otherwise specified, the speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed seventy (70) miles per hour and other trains forty-five (45) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Time Table Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, sidings or other side tracks, must be controlled and not exceed ten (10) miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. Turn-outs laid with long frogs are located as follows: Mayfair, first crossover each side of railroad crossing. Tower A-20, crossovers and connection to Bensenville and turnout to siding located near Northbrook depot. Rondout, head-in turnouts on Nos. 1 and 6 sidings; head-out turnout on No. 3 siding, first crossover east and west of railroad crossing and Janesville-Rondout sub-division connection. Wadsworth, Ranney, Tower A-68 and Lake, both crossovers and both ends of eastward and westward sidings.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five (25) 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.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five (25) miles per hour on main track or fifteen (15) miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five (25) miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distant is safe for a speed of not more than thirteen (13) miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed Signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

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

Between Chicago and Milwaukee Between Rondout and Janesville

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practible, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end in the direction train moves. Trains handling the work equipment will 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 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.

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	MILES PER	RHOUR
	On Tangent	On
District Assess to be a livery and and in a contral process of the second is	Track	Curves
Between Milwaukee and Chicago	25	20
Between Rondout and Janesville	25	20

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty (60) miles per hour. These restrictions apply only where conditions or other inspections do not require slower speed.

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 twenty (20) miles per hour.

SPECIAL INSTRUCTIONS

Nos. 100-21 and 101 will not exceed a maximum speed of seventy (70) miles per hour over railroad crossings at Mayfair and Grayland and eighty (80) miles per hour over railroad crossings at Rondout and Ranney.

At Tower A-5, Pacific Junction, a one-arm train order signal is located at tower. Westward trains from east of Tower A-5, Pacific Junction, will be governed by this train order signal.

At Tower A-5, Pacific Junction, a one-arm train order signal is located on the wye track 200 feet west of Springfield Avenue. This train order signal will govern trains moving from Galewood and west to the Milwaukee Division.

At Tower A-20 a four-arm train order signal is located across the tracks opposite tower. Eastward and westward trains between Milwaukee and Chicago will be governed by the upper arms of this train order signal. Eastward and westward trains moving via the cut-off to and from Bensenville will be governed by the lower arms.

At Rondout a three-arm train order signal is located across the tracks opposite tower. Eastward and westward trains between Milwaukee and Chicago and eastward trains from Janesville-Rondout sub-division will be governed by the upper arms of this train order signal. Westward Rondout-Janesville sub-division trains will be governed by the lower arm.

First class eastward trains entering Chicago and Milwaukee Sub-Division at Rondout from Rondout and Janesville Subdivision will not register at Rondout 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.

First class westward trains entering Rondout and Janesville subdivision at Rondout from Chicago and Milwaukee subdivision will not register at Rondout and must have in addition to clearance card and all other orders a 19 order in accordance with Rule 902.

Suburban first class trains commencing their runs at non-registering stations are authorized to proceed on proper verbal clearance obtained over telephone except suburban trains crossing over at Grayland Tower will proceed on signal indications from that tower. At Washington Street when the lower arm of eastward home signal indicates "pro-

At Washington Street when the lower arm of eastward home signal indicates "proceed", eastward second class trains and extra trains may accept such indication as evidence that all eastward first class trains due have left.

The Signalman at Washington Street will not display a proceed indication for eastward second class trains and extra trains without instructions from the Train Dispatcher.

At Tower A-20 when the lower arm of westward train order signal indicates "proceed", westward second class trains and extra trains from C. & N. W. cut-off may accept such indication as evidence that all westward first class trains due have left.

The Signalman at Tower A-20 will not display a "proceed" indication for second class trains and extra trains moving from the C. & N. W. cut-off without instructions from the Train Dispatcher.

At Sturtevant when the home signal governing trains from the Second District through Junction Switch and crossover to westward main track indicates "proceed at slow speed prepared to stop", second class trains and extra trains from Second District may accept such indication as evidence that all westward first class trains due have left. The operator at Sturtevant will not display a "proceed at slow speed prepared to stop" indication to second class trains and extra trains from the Second District with-

At Pacific Junction when the home interlocking signal at west end of wye indicates "proceed at slow speed prepared to stop", second class trains and extra trains from Galewood may accept such indication as evidence that all westward first class trains due have left.

out instructions from the Train Dispatcher.

The Signalman at Pacific Junction will not display a "proceed at slow speed prepared to stop" indication for second class trains and extra trains moving from Galewood to main track without instructions from the Train Dispatcher.

Trains entering upon, or leaving the Rondout and Janesville Subdivision at Rondout must not exceed twenty-five (25) miles per hour between E. J. & E. crossing and the coal shed.

Trains must not exceed thirty (30) miles per hour over draw bridge at Fox Lake.

Trains using North Wye at Bardwell must not exceed five (5) miles per hour.

All trains must move between Five Points and Janesville passenger station prepared to stop unless the main track is seen or known to be clear.

Passenger trains must not exceed forty-five (45) miles per hour and other trains

twenty-five (25) miles per hour passing over interlocked railroad crossing at Hebron Tower.

The running time of first-class trains on the joint tracks between Western Avenue and
Ann Street is three minutes and between Ann Street and the Union Station, Chicago, is
five minutes

The speed of all trains on No. 1 and No. 2 main tracks through the interlocking plant and over railroad crossing at Tower A-2 will not exceed twenty (20) miles per hour.

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 twelve (12) miles per hour between North Plankinton Avenue and Passenger station at Milwaukee.

Bridges in track elevation territory in the Chicago Terminals and north on Milwaukee Division from Pacific Jct. will not clear a man riding on the side of a car.

At Sturtevant the Second District junction switch and the First District main track trailing point crossover switches, located approximately eight hundred (800) feet west of depot, are electrically interlocked and controlled from telegraph office in depot.

All trains moving over the interlocked switches will be goverened by interlocking signals, the aspects and routing of which are as shown on diagrams on bulletin boards. Interlocking rules in Book of Rules and Regulations of the Operating Department apply to these signals.

At Sturtevant one eastward and two westward automatic, color light type, dwarf signals for governing movements against the normal direction of traffic are located as follows: Signal No. 62-0 located opposite west bound home signal, 600 ft. west of passenger depot, governs eastward movements on westward track to automatic signal 61-1. Indications red and yellow. 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 yellow. Signal No. 61-3 located opposite automatic signal 61-1 about 2600 ft. east of passenger depot, governs westward movements on eastward track to dwarf signal opposite westward home signal 600 ft. west of passenger depot. Indications red and yellow. 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.

Spring switches are in service at the east end of the eastward siding at Sturtevant, at the west end of the westward siding at Sturtevant, at the east end of No. 6 siding at Rondout and at the west end of No. 1 siding at Rondout.

When a spring switch has not been lined for a trailing movement that has started thru it no reverse movements shall be made, nor slack taken, until after the engine and all of the cars have passed thru the switch unless the switch is thrown by hand. The spring switch must not be thrown by hand when wheels are standing on any part of the

Color light dwarf signals located at the clearance points will govern movements from sidings to main tracks. These signals serve in place of switch indicators and their use does not relieve enginemen and trainmen from protecting their trains as required by the

Trains finding the signal at east end of No. 6 siding at Rondout and at the west end of No. 1 siding at Rondout at Stop will get in communication with the operator at Rondout and receive instructions before proceeding. Trains or engines finding the signal at the east end of the eastward siding at Sturtevant or the signal at the west end of the westward siding at Sturtevant at Stop may proceed at slow speed under flag protection.

Color light dwarf signals located just east of the spring switch at No. 6 siding at Rondout and 2000 feet east of the east end of the eastward siding at Sturtevant will indicate the position of same for westward movements on the eastward main track.

Dwarf signals located just west of the spring switch at the west end of No. 1 siding at Rondout and 1200 feet west of the west end of the westward siding at Sturtevant will indicate the position of same for eastward movements on the westward main track.

When the dwarf signals governing movements in either direction over the spring switches are at Stop, trainmen or enginemen will, in addition to observing other rules, make no movement over the switch until the points have been examined and found to be fully closed and in proper position.

When a spring switch is thrown by hand it must be relined to the normal position and locked after the movement thru it has been completed. Failure of dwarf signals must be promptly reported to the Train Dispatcher at first open telegraph office where regular

At Tower A all train movements will be governed by the following: The main line crossover and connecting track switches will be electrically interlocked and all train movements over same will be governed by interlocking signals controlled from Tower A-20. Interlocking rules in book of Rules and Regulations of the Operating Department apply to these signals. The aspects and routing of signals are as shown on diagram on bulletin boards.

When the interlocking signals indicate "STOP" and for any reason cannot be operated, trains may proceed only on proper authority from the operator at Tower A-20 and at slow speed, under proper flag protection, expecting to find a broken rail, obstruction, or switch not properly set. Telephones for communicating with the operator at Tower A-20 are provided at home signals.

If the governing signal is not clear or if an irregular movement is to be made, train or enginemen will go to the nearest telephone and receive instructions from the operator at Tower A-20. In case of failure of an interlocked switch, the two lever stand can be operated by hand as per instructions placed in the telephone box. Switches will be operated by hand ONLY under the authority and direction of the operator at Tower A-20.

Failure of the interlocking apparatus or signals must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

At Tower B, Bensenville, located 2.4 miles west of Tower B-17, Bensenville, all train movements will be governed by the following: The main line crossover and connecting track switches will be electrically interlocked and all train movements over same will be governed by interlocking signals controlled from Tower B-17. Interlocking rules in book of Rules and Regulations of the Operating Department apply to these signals. The aspects and routing of signals are as shown on diagram on bulletin boards.

When the interlocking signals indicate "STOP" and for any reason cannot be operated, trains may proceed only on proper authority from the operator at Tower B-17 and at slow speed, under proper flag protection, expecting to find a broken rail, obstruction, or switch not properly set. Telephones for communicating with the operator at Tower B-17 are provided at home signals.

If the governing signal is not clear or if an irregular movement is to be made, train or engineman will go to the nearest telephone and receive instructions from the operator at Tower B-17. In case of failure of an interlocked switch, the two lever stand can be operated by hand as per instructions placed in the telephone box. Switches will be operated by hand only under the authority and direction of the operator at Tower B-17.

Failure of the interlocking apparatus or signals must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

At Bardwell the interlocking plant 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 Second District siding and east end of First District siding, these two siding switches being interlocked and low dwarf signals being provided to govern movements out of the siding onto the main line.

All trains will approach the home signal under control and after proceed signal indication is obtained may proceed over the crossing at a speed not to exceed 25 miles per hour. After the engine or leading car has passed the crossing the speed of the train may

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

At Soo line crossing, 1.1 miles east of Grays Lake, Ill., and C. & N. W. Crossing 2.1 miles east of Janesville, all train movements will be governed by color light type home signals with indications in accordance with rules 601-A and 602-G, located on the righthand side of track and approimately four hunxdred and fifty (450) feet from the crossing. Automatic distant signals with indications in accordance with Rules 501-AA and 501-B. are located approximately twenty-eight hundred (2800) feet east and forty-six hundred (4600) feet west of the home signals.

All trains will approach the home signals under control and, if proceed signal indication is obtained, steam trains may proceed over the crossing at a speed not to exceed twenty-five (25) miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a rainman 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 Roundout 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.

Certain automatic block signals located on up grade on the Milwaukee Division, First District, have been designated as grade signals and are distinguished by letter "G" on a yellow sign fifteen (15) inches square located on the right-hand side of the signal almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten (10) miles per hour and proceed as per Rule No. 509-B at slow speed and expecting to find a train in block, broken rail, obstruction or switch not

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS RE-QUIRING SLOWER SPEED:

That enginemen may have knowledge of maximum permissable speed around curves and at points where normal authorized speed must be restricted, signs indicating permissable speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R. S."-"Resume Speed' at which point normal authorized speed may be resumed.

SEVERE DISCIPLINE WILL BE ADMINISTERED FOR FAILURE TO FULLY COMPLY WITH ABOVE INSTRUCTIONS.

RULE 1. Centralized Traffic Control System is in service between Sturtevant and Lake. The following rules in conjunction with the rules in the "Book of Rules and Regulations" will govern the movement of trains between these points and supersede all other rules and instructions inconsistent therewith.

RULE 2. Centralized Traffic Control Blocks extend between Sturtevant and Tower A-68 and between Tower A-68 and Lake. The indications of electrically interlocked signals shown below will govern the use of these blocks and the movement over controlled switches and will supersede time table superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

> Westward interlocking signals at Sturtevant. Westward interlocking signals at Tower A-68. Eastward interlocking signals at Lake. Eastward interlocking signals at Tower A-68.

RULE 3. Automatic Block Signals govern the use of intermediate blocks between interlockings for movements with the current of traffic and may be Stop and Proceed or Grade Signals. The automatic Block System Rules and General Instructions apply.

RULE 4. The crossovers and siding switches at Tower A-68 are electrically interlocked and controlled by the operator at Sturtevant.

RULE 5. Trains or engines must not enter the Centralized Traffic Control territory unless the governing signal indicates proceed or authority is obtained from the Operator Sturtevant. Telephones for communication with the operator at Sturtevant are provided at points designated.

RULE 6. When a train or engine is stopped by a STOP and Stay signal, it must stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next stop and stay signal displaying a proceed indication or to the next point of communication. Flagman must be sent far enough in advance to insure protection-

RULE 7. When a train or engine is stopped by a Stop and Stay signal and authority to proceed is requested, the operator at Sturtevant after assuring himself that the interlocked switches are in proper position and there is no opposing train or engine movement involved, will authorize the train or engine to proceed in the following manner:-

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

NOTE: Restricted Speed means proceed prepared to stop short of train obstruction, or anything that may require the speed of train to be reduced.

Should the operator at Sturtevant be unable to assure himself that there is no opposing train or engine movement involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following manner:-

"You may proceed under protection of flag to the first signal indicating proceed. Examine the interlocked switches to see that the points are in proper position and fully closed."

These instructions must be repeated by the Conductor or Enginemen to insure correct understanding, and entry made by the Operator at Sturtevant on his block record.

RULE 8. When a train or engine is stopped by a Stop and Proceed Signal, it may proceed when the signal is cleared or if not immediately cleared, it may proceed at restricted speed, except when moving under flag protection as required by Rules 6 and 7.

RULE 9. When a train or engine enters a side track that is not interlocked, the operator at Sturtevant must be notified when clear of the main track and the switches have been closed and locked. The switches must not be opened nor will a train or engine enter upon the main track without first receiving authority from the operator.

RULE 10. A train or engine will not cross over from one main track to the other without first receiving authority from the operator at Sturtevant and the operator must be notified when the cross-over movement has been made and the switches have been

RULE 11. Before entering the main track or moving from one main track to another, except when such entrance is governed by home signal indication, a train or engine must wait at least two minutes after the switches have been opened before passing the fouling point. This will not relieve employes from protecting their trains as required by the rules or from waiting as much longer as may be necessary to insure safety.

RULE 12. A train or engine that has passed beyond the limits of a block must not back into that block without proper authority unless preceded by a flagman sent far enough in advance to insure protection.

RULE 13. A train or engine will not move in the opposite direction to that authorized by the governing signal without proper authority unless preceded by a flagman sent far enough in advance to insure protection.

RULE 14. In case of failure of an interlocked switch at Tower A-68, the switch can be operated by hand as directed by instructions in the telephone booth near the switch. The switch will be operated by hand only under the authority and direction of the operator at Sturtevant. The authority must specify the points between which the movement may be made and no part of the train shall be moved beyond these points.

RULE 15. In case of failure of an interlocking signal, a train or engine may proceed on proper authority from the operator at Sturtevant and then only after the engineman and a trainman have satisfied themselves that the switches are in proper position and at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set. A full understanding with the operator at Lake must also be had before any movements are made over the interlocked switches at that point.

RULE 16. When a train is delayed at an interlocking signal and the cause is unknown or in case of any unusual delay. Conductor or Engineman must notify the Train Dispatcher or Operator at once.

RULE 17. Failure of the interlocking or signals must be promptly reported to the Train Dispatcher from the first open telegraph office where regular stop is made.

RULE 18. The movement of trains or engines will be supervised by the Train Dispatcher who will issue instructions to the operators at Sturtevant and Lake.

RULE 19. Operators located at Sturtevant and Lake are charged with the responsibility of directing by Signal indication, the movement of all trains or engines in either directon between Sturtevant and Lake. They must be famliar with the rules and instructions and pass a satisfactory examination on their understanding of their duties before undertaking to handle the Centralized Traffic Control System. Operators at Sturtevant must familiarize themselves with the operation of the remote controlled interlocking at Tower A-68 and the handling of power operated switches by hand in case of necessity.

RULE 20. Block records must be kept at Sturtevant and Lake showing the time each train or engine enters or leaves the block and in addition the time when trains that take siding, clear the main track. All cross-over movements must be entered on the block records. When operators go off duty transfer must be made in writing to Operator relieving, showing the location of trains in or ready to enter the block.

RULE 21. Operators at Sturtevant must be certain that the block is unoccupied before authorizing the movement of any train or engine into the same block except on the authority of the Train Dispatcher, and except in the case of following movements with the normal current of traffic which are protected by automatic block signals.

RULE 22. When a train enters a side-track or crosses over, the Operator at Sturtevant must know that it is clear of the block before a clear signal may be displayed for that block.

RULE 23. Operators at Sturtevant will give information to Train and Enginemen and others as to when switches in or leading to the main tracks may be thrown.

RULE 24. To permit a train to cross over or return or to move from a side-track to the main track, the Operator at Sturtevant must examine the block record and if the blocks affected are clear of approaching trains, upon receiving authority from the Train Dispatcher will give permission for the movement.

RULE 25. When trains are to meet, pass, or cross over, the Train Dispatcher will direct how the movements should be made.

RULE 26. The operating levers must be blocked or marked and should not be used when a track, switch, or signal is undergoing repairs or when a track is obstructed.

RULE 27. The levers or other operating appliances must be used only by those charged with that duty.

RULE 28. Operators must observe, as far as possible, whether the indications of the signals correspond with the position of the controlling lever.

RULE 29. Operators must promptly report any failure of the telephones, interlocking, or signals to the Train Dispatcher, Supervisor of Telegraph and Signals, and Signal

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 No. 1 track serving Swain Nelson Co., at Glenview. Class L-2 or L-3 engines must not move at a speed exceeding six (6) miles per hour on the stock, coal, and repair tracks at Sturtevant and on No. 2 track serving Lutter Brick Co. at Glenview.

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.

YARD LIMITS AT

Bensenville	.Extend from 250	feet north	of Irving	Park 1	Boulevard	to Bensen-
	ville Yard.					
Pacific Jct	.Extend from Ar				of Pacific]	unction to
	Western Avenue	and Bens	enville Ya	rd.		

Extend from 2837 feet east of Healy Station to 2000 feet west of Healy and Forest Glen Forest Glen Station. Extend from 4000 feet east of east switch of No. 3 siding to 4000 feet west of west crossover switch on Chicago and Milwaukee

Sturtevant....Extend from 4000 feet east of east switch to 4000 feet west of west wye switch on Chicago and Milwaukee Sub-division and 2000 feet west of west siding switch on Second District Sturtevant and Kittredge Sub-division to 2000 feet east of Racine wye switch on Racine and Sturtevant Sub-division.

Sub-Division, and to 2000 feet west of west switch on Rondout

Milwaukee Extend from 10480 feet east of Kinnickinnic Drawbridge to Milwaukee and Muskego Yard.

Fox Lake..... Extend from 2000 feet east of east siding switch to 2000 feet west of west siding switch.
Extend from 2000 feet east of passenger station to 3600 feet west Walworth.

of passenger station. Bardwell......Extend from 4000 feet east of railroad crossing to 4900 feet west

of railroad crossing.

Janesville.....Extend from 2000 feet east of Wheeler Pit to Janesville.

Trainmen and enginemen operating in and out of Janesville must provide themselves with a Madison Division Time Table and be governed by Special Rules and Instructions therein while using Madison Division tracks between this yard limit board 2000 feet east of Wheelers Pit and Janesville.

The following are special recall signals for call-

ing in flagmen on mains between Western Avenue and Pacific Junction:

and Pacine Junction:

5 long whistles—1 short whistle:
Flagman may return from east on No. 1 track.

4 long whistles—1 short whistle:
Flagman may return from west on No. 1 track.

5 long whistles—2 short whistles:
Flagman may return from east on No. 2 track.

4 long whistles—2 short whistles:
Flagman may return from west on No. 2 track.

5 long whistles—3 short whistles:
Flagman may return form east on No. 3 track.

4 long whistles—3 short whistles:

4 long whistles—3 short whistles: Flagman may return from west on No. 3 track. 5 long whistles—4 short whistles: Flagman may return from east on No. 4 track. 4 long whistles—4 short whistles.
Flagman may return from west on No. 4 track.

WATCH INSPECTORS

LOCATION	INSPECTORS	LOCATION	INSPECTORS
Chicago Chicago Chicago Chicago Edw Chicago Elkhorn Janesville Janesville	P. W. Stuhr .A. Hess & SonF. M. Padgett Milton J. Heegn M. Young . Kirchberg, IncJ. H. HennesC. F. Graff Dewey & Bandt .D. W. Mackay	Chicago Chicago Chicago Chicago Madison . E. Milwaukee . H Milwaukee Milwaukee Milwaukee	W. Heurich cky Jewelry Co. F. J. SchneiderC. H. BernE. C. Olson W. Parker, Inc. HammersmithJoe Wellstein J. Grandlich M. H. Klopf
		Milwaukee	W. B. Heald

HOURS STATIONS OPEN SUNDAYS

Pacific Junction			
Grayland			
Mayfair			
Tower A-20			
Rondout			
Wadsworth			
Ranney	Contint	ious	EXCLUSION OF
Sturtevant			
	6:00am	to	8:00am
Fox Lake	9:45am	to	2:00pm
	6:00pm		8:00pm
Hebron Tower	6:40am	to	3:40pm
	6:00am	to	10.45am
Walworth	5:30pm	to	7:30pm
Bardwell	12:00mn	to	11:00am
Bardwell	3:00pm	to	8:00pm
	11:00pm	to	12:00mn
Janesville	Contin	nous	s
Other stations closed.			

COMPANY	SURGEONS	ARE LOC	ATED	AS	FOLLOW	5:
Nama		Desiden	1 D			0

	Out Ait I Solide	HO ARE LUCATED AS FULLUMS	
Location	Name	Residence and Phone	Office and Phone
Chicago, Illinois	§‡A. R. Metz, Chief Surgeon		Washington Boulevard Hospital, Seeley 1640.
	THE REPORT OF THE PARTY OF THE		Union Station Control 7600
Chicago, Illinois	§‡R. Householder, Asst. to Chief Surg	eon	Washington Boulevard Hospital, Seeley 1640.
			Union Station Central 7600
Chicago, Illinois	§‡James De Pree, Asst. to Chief Surg	eon	Washington Boulevard Hospital, Seeley 1640.
Chiana Illinaia	S*Weggett & Weggett Oguliste		Union Station, Central 7600.
Chicago, Illinois	I E MaPride Aurich		30 North Michigan Ave., Dearborn 3127.
Chicago, Illinois	H A Hopper Dentist	••••••	122 So. Michigan Ave., Wabash 22/2.
Rensenville Illinois	F Oakes M. D		53 E. Washington St., State 0509.
Northbrook Illinois	Roland Rembe M. D.	Northbrook 40	Northbrode 40
Deerfield, Illinois	W. B. Metcalf, M. D.	Deerfield, Ill., Phone 200	Deerfield Phone 60
Sturtevant, Wisconsin	F. G. Peehm. M. D	Sturtevant, Phone 22	Sturtevant Phone 22
Racine, Wisconsin	W. C. Roth, M. D	1819 12th St., Jackson 7963R	1607 Washington Ave. Tackson 660.
Milwaukee, Wisconsin	§‡O. R. Lillie, M. D	6112 W. Washington Blvd., Hopkins 0178	208 E. Wisconsin Ave., Daly 3221.
Milwaukee, Wisconsin	§‡G. W. Fox, M.D	2118 E. Kenilworth Pl., Lakeside 4505.	208 E. Wisconsin Ave., Daly 3221.
Milwaukee, Wisconsin	§H. O. Zurheide, M.D	2703 N. 38th St., Kilb. 0673	758 N. 27th St. West 0219
Milwaukee, Wisconsin	F. D. Murphy, Medical Consultant.		536 W. Wisconsin Ave., Marquette 1188.
Milwaukee, Wisconsin	Drs. Gordon and Sproule, Oculists	Libertyville, Phone 101	208 E. Wisconsin Ave., Daly 3873.
Libertyville, Illinois	J. L. Laylor, M. D	Libertyville, Phone 101	540 Milwaukee Ave., Libertyville 19.
Grave Lake Illinois	H D Struthors M D	Libertyville, Phone 525	540 Milwaukee Ave., Libertyville 19.
For Lake Illinois	A C Neeseman	Grays Lake, Phone 52	Grays Lake, Phone 32.
Walworth Wisconsin	W. W. Coon M D.	Walworth, Phone 25	Walworth Phone 25
Janesville, Wisconsin	8±A. H. Pember M. D.	703 Court St., Phone 2667	500 West Milwayles St Phone 562
Janesville, Wisconsin	T. O. Nuzum, M. D.	932 Mineral Point St., Phone 1468	500 West Milwaukee St. Phone 562
Janesville, Wisconsin	§ T. W. Nuzum, M. D	602 Milwaukee Ave., Phone 1117	500 West Milwaukee St. Phone 562
Janesville, Wisconsin	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.

Telephones for emergency use at blind sidings and stations where operators not on duty are located as follows:

West Lake Forest......In depot

In booth on pole, old depot location.

Dispatchers Telephone

Grayland......In waiting room.

Edgebrook. In depot Edgebrook. In booth Siding A-13 At east end At west end Glenview. In depot	eastward siding. westward siding.	Gurnee In depot Russell In depot Truesdell In depot Somers In depot Franksville In depot
	Block Telej	phone
Healy	At c	rossover ½ mile west of depot. Vieland dairy, ½ mile west of depot.
Grayland	In w	raiting room.
Forest Glenn		epot.
		ooth outside maintainer's car house 1/4 mile we of depot.
Edgebrook	In be	ooth.

Tower A	On westward signal bridge, C.&N.W.R.R.
	On westward signal bridge, C.M.St.P.&P.R.R.
	In booth on remote control instrument house.
Northbrook	In section house just east of depot.
Siding A-23	At east end eastward siding.
West Lake Forest	In depot.
Wilson	In depot.
Gurnee	In depot.
Russell	

Siding A-13..... At west end westward siding.

Glenview......In depot.

Somers..... In depot.

Franksville......In depot. Caledonia...... In booth outside depot. Oakwood...... In booth outside depot. Powerton. At Lawton Ave., T.M.E.R.&L. spur track.
Stowell. On pole at Smith Traction Co. at Oklahoma Ave. In booth on signal bridge at Nordberg Spur.

	e g					TON	NAGI	ERA	TIN	G			
STATIONS	Ruling Grade	CLASS L3				CLASS L2			CLASS C-2 and C-5				
		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
Lake to Rondout	.66	4100	3500	3200	2950	3800	3300	3050	2700	2600	2200	2050	1800
Rondout to Bensenville	.3	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2350	1800
Bensenville to Rondout	.5	4900	3800	3500	3200	4400	3500	3200	2850	2600	2200	2050	1800
Rondout to Milwaukee	.5	5400	4300	4000	3700	5000	4100	3800	3450	3100	2700	2550	2300
Janesville to Rondout	.5	4000	3450	3200	2950	3800	3150	2950	2700	1800	1550	1450	1250
Rondout to Grays Lake	.66	3000	2650	2400	2100	2700	2350	2100	1850	1800	1550	1450	1250
Grays Lake to Janesville	.66	3200	2750	2500	2250	2700	2350	2100	1850	2000	1700	1600	1400

1-25 Degrees above Zero or over. | 2-5 to 25 Degrees above Zero very frosty or wet.

Weather Rating . 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

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.

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Chicago, June 21, 1938

13 C 67-105

Messrs: C. L. Whiting
J. H. Valentine
E. H. Bannon
F. T. Buechler
L. F. Donald
D. T. Bagnell
R. C. Dodds
J. A. Macdonald



With reference to my letter of May 13th, regarding handling of tin cans to the packing territory this season. Please make the following revision:

Madison Division -

Lima Center to Genesee -

Lv. Galewood - No. 163 - Sun., Tue., Thur., Sat., for connection with No. 94 out of Milton Jct., Mon., Wed., Fri., Mon.

Lv. Bensenville - No. 63 - Mon., Wed., Fri., via Milwaukee for connection with No. 93 out of Milwaukee, Tue., Thur., Sat.

J. L. Brown,

General Supt. of Transportation

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Royal Chic

Chicago, June 22, 1938

13 0 67 - 105

Messrs: C. L. Whiting

J. H. Valentine

E. H. Bannon

F. T. Buechler

L. F. Donald D. T. Bagnell

R. C. Dodds

J. A. Macdonald

Please refer to mine of May 13th regarding handling of tin cans, and be advised that effective with Northern Division 67, due out of Milwaukee at 9:00 PM, today, this train will be set back to leave Milwaukee at 12:45 AM, connecting with C&M Division No. 69, due Milwaukee at 12:15 AM. This during the canning season, thus providing 24 hour earlier delivery on cans at destination.

J. L. Brown

General Supt. of Transportation

cc- ONH NAR PHN EWSorgel TWP AAW EAL JAD ATB EJK WJD RHJ