

**TABLE OF TRAIN SPEEDS**

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

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

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

## MILWAUKEE DIVISION

### First District

# TIME TABLE No. 2

To be used in conjunction with Special Rules No. 1

Taking effect at 12:01 A. M.  
Central Standard Time

## Sunday, Sept. 24, 1939

For the government and information  
of employes only

**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.

FIRST SUBDIVISION—WESTWARD

Table with columns: TIME TABLE No. 2, STATIONS, Distance from Chicago, Telegraph calls, Capacity in cars, SEE RULE 6-A, Office open week days, and train numbers 55, 31, 59, 261, 27, 135.

Nos. 5 and 101 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

This time-table confers no authority between Chicago and Western Avenue: Chicago Union Station Company time-table and rules govern.

Automatic Block System is in use between Western Avenue and Milwaukee. Centralized Traffic Control System is in use between Sturtevant and Lake.

No. 27 will stop at Western Avenue to take on revenue passengers. No. 59 does not carry passengers.

In Automatic Block System Territory when, due to ice or other unusual conditions, extraordinary effort has been exerted to operate hand throw switches, the electrical connections may have become damaged to the extent that the signals do not function properly and thereby create a hazardous condition.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—WESTWARD

Table with columns: STATIONS, FIRST CLASS (17, 5, 29, 145, 101, 149, 49, 137, 23), and Passenger/Passenger/Passenger/Passenger/Passenger/Passenger/Passenger/Passenger.

Nos. 5 and 101 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 149 will stop at West Lake Forest to let off passengers from Chicago and Western Avenue.

SEE SPECIAL INSTRUCTIONS PAGE 10

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

Table with 12 columns for train numbers (143, 39, 19, 139, 53, 45, 37, 25, 153, 35, 11) and rows for stations from CHICAGO to MUSKEGO YARD. Includes passenger and freight service details.

Nos. 5 and 101 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 153 will stop at Golf, Techny and West Lake Forest to let off passengers from Chicago and Western Avenue. No. 37 will stop at West Lake Forest to let off passengers from Chicago and Western Avenue.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

Table with 12 columns for train numbers (41, 361, 9, 57, 51, 69, 151, 1, 3, 15, 147) and rows for stations from CHICAGO to MUSKEGO YARD. Includes passenger and freight service details.

Nos. 5 and 101 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour.

No. 9 will stop at Deerfield to take on passengers for Green Bay and beyond. No. 1 will stop at Western Avenue to take on passengers for St. Paul and beyond.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—WESTWARD

SECOND CLASS

STATIONS	SECOND CLASS								
	641	681	263	701	77	63	163	65	165
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday
CHICAGO									
(C. & N. W. CROSSING) WESTERN AVENUE									
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)						L 10.03 PM			L 11.31 PM <sup>15</sup>
HEALY									
GRAYLAND (C. & N. W. CROSSING)									
MAYFAIR (C. & N. W. CROSSING)									
FOREST GLEN									
EDGEBROOK									
MORTON GROVE									
GOLF									
GLENVIEW									
TECHNY									
BENSENVILLE YARD			L 11.15 AM		L 3.15 PM	L 9.30 PM		L 11.00 PM	
TOWER B 17			11.20		3.20	9.35		11.05	
TOWER B			Via		Via	Via		Via	
TOWER A			C. & N. W. Ry.		C. & N. W. Ry.	C. & N. W. Ry.		C. & N. W. Ry.	
TOWER A 20			11.50 AM		4.25 PM <sup>23</sup>	10.20 PM	10.27	11.50 PM <sup>15</sup>	12.01 AM
NORTHBROOK									
DEERFIELD			11.56		4.32	10.25	10.31	11.59	12.10
WEST LAKE FOREST									
RONDOUT (E. J. & E. CROSSING)			12.15 PM		4.50	10.40 10.56 <sup>1</sup>	A 10.45 PM	12.30 AM	A 12.35 AM
WILSON									
GURNEE									
WADSWORTH			12.35		5.15	11.25		1.10	
RUSSELL									
RANNEY			12.48		6.00 6.12 <sup>19</sup>	11.40		1.40	
TRUESDELL									
SOMERS									
STURTEVANT	L 5.00 AM	L 5.30 AM	1.05	L 4.30 PM	6.40 8.30 <sup>11 361-9</sup>	12.01 AM		2.30	
FRANKVILLE									
TOWER A 68	5.15	5.45	1.25	4.42	8.50	12.12		2.55	
CALEDONIA									
OAKWOOD									
LAKE	5.30	6.00	1.40	4.50 5.02 <sup>23</sup>	9.15	12.30 12.43 <sup>15</sup>		3.15	
(Kinnikinnic drawbridge)									
(C. & N. W. CROSSING) WASHINGTON ST.	5.50	6.20	1.55	5.20	9.52	1.00		3.30	
(Menomonee drawbridge) MILWAUKEE									
MUSKEGO YARD	A 6.00 AM	A 6.30 AM	A 2.15 PM	A 5.30 PM	A 10.30 PM	A 1.10 AM		A 4.00 AM	

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

No. 163 starts from Galewood at 9:45 P.M.

No. 165 starts from Galewood at 11:15 P.M.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—EASTWARD

TIME TABLE  
No. 2  
Sept. 24, 1939  
STATIONS

FIRST CLASS

STATIONS	Distance from Milwaukee	FIRST CLASS									
		56	30	2	132	22	32	36	136	4	48
		Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily Except Sunday
CHICAGO	85.0	As 6.30 AM	As 6.45 AM	As 6.55 AM	As 7.25 AM	As 7.30 AM	As 7.43 AM	As 8.02 AM	As 8.04 AM	As 8.10 AM	As 8.25 AM
(C. & N. W. CROSSING) WESTERN AVENUE	82.1	As 6.20 AM	As 6.35 AM	As 6.43 AM	As 7.15 AM	As 7.22 AM	As 7.33 AM	As 7.52 AM	As 7.54 AM	As 7.57 AM	As 8.16 AM
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)	79.6	6.15	6.31	6.39	7.11	7.19	7.30	7.47	7.49	7.53	8.12
HEALY	78.6		s 6.29		s 7.09		s 7.28	s 7.45	s 7.46		s 8.10
GRAYLAND (C. & N. W. CROSSING)	76.8	6.10	s 6.25	6.34	s 7.06	7.14	s 7.24	s 7.42	7.42	7.47	s 8.06
MAYFAIR (C. & N. W. CROSSING)	76.0	6.08	s 6.23	6.32	s 7.04	7.12	s 7.21	s 7.39	7.41	7.45	s 8.03
FOREST GLEN	74.8		s 6.21		s 7.01		s 7.18	s 7.36			s 7.59
EDGEBROOK	73.4		s 6.19	6.29	s 6.57	7.08	s 7.15	L 7.31 AM <sup>36 32</sup>			s 7.56
MORTON GROVE	70.7		s 6.15		s 6.53		s 7.10		s 7.36		s 7.51
GOLF	68.8		f 6.12		f 6.49		s 7.07		s 7.32		s 7.46
GLENVIEW	67.6		s 6.10		s 6.46		s 7.04		s 7.30		s 7.46
TECHNY	64.8		f 6.06		s 6.42						s 7.41
BENSENVILLE YARD	2.3										
TOWER B 17	2.33										
TOWER B	10.36										
TOWER A	1.2										
TOWER A 20	0.6	5.55	6.05	6.18	6.41	6.52	6.59		7.25	7.34	7.39
NORTHBROOK	3.0		s 6.04		s 6.40		s 6.58		s 7.24		s 7.38
DEERFIELD	4.1	5.50 <sup>30</sup>	L 6.00 AM <sup>50</sup>		s 6.36 <sup>32</sup>	6.47	L 6.53 AM <sup>132-22 48</sup>		s 7.14 <sup>48</sup>	7.29 <sup>48</sup>	L 7.34 AM <sup>4</sup>
WEST LAKE FOREST	57.0										
RONDOUT (E. J. & E. CROSSING)	4.3	5.42		6.06	L 6.25 AM	L 6.39 AM			L 7.08 AM <sup>4</sup>	7.21 <sup>136</sup>	
WILSON	48.2										
GURNEE	46.4										
WADSWORTH	42.1	5.33		5.56						7.12	
RUSSELL	38.0										
RANNEY	33.4	5.25		5.47						7.04	
TRUESDELL	32.4										
SOMERS	27.5										
STURTEVANT	23.2	5.14		5.38						6.54	
FRANKVILLE	19.0										
TOWER A 68	16.0	5.07		5.31						6.47	
CALEDONIA	15.6										
OAKWOOD	12.2										
LAKE	7.1	4.58		5.22						6.38	
(Kinnikinnic drawbridge)	5.0										
(C. & N. W. CROSSING) WASHINGTON ST.	1.1	4.49		5.14						6.29	
(Menomonee drawbridge) MILWAUKEE	1.1	L 4.45 AM		L 5.10 AM						L 6.25 AM	
MUSKEGO YARD											

Nos. 6 and 100 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour. Maximum speed for F-6 engines is 75 miles per hour, except between Lake and Deerfield where it is 80 miles per hour and except for Nos. 6 and 100 and sections thereof. Class F-7 engines must not exceed 50 miles per hour between Western Avenue and Mayfair.

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 passengers from Madison and beyond.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS										
	42	138	134	16	24	140	12	210	10	20	144
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
CHICAGO (C. & N. W. CROSSING)	2.9	As 8.40AM	As 8.42AM	As 8.50AM	As 8.55AM	As 9.05AM	As 9.45AM	As 10.00AM	As 11.25AM	As 11.35AM	As 12.20PM
WESTERN AVENUE (C. & N. W. CROSSING)	2.5	As 8.30AM	As 8.31AM	As 8.40AM	As 8.43AM	As 8.55AM	As 9.35AM	As 9.50AM	A 11.15AM	A 11.25AM	As 12.10PM
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)	1.0	8.25	8.25	8.35	8.39	8.52	9.31	9.47	11.12	11.22	12.06
HEALY	1.8	s 8.23		s 8.33			s 9.28				s 12.02PM
GRAYLAND (C. & N. W. CROSSING)	0.8	8.20	8.21	s 8.29	8.34	8.49	s 9.25	9.44	11.09	11.18	s 11.58
MAYFAIR (C. & N. W. CROSSING)	1.2	8.19	8.20	s 8.26	8.32	8.48	s 9.23	9.43	11.08	11.17	s 11.55
FOREST GLEN 1.4		s 8.17		s 8.24			s 9.20				s 11.53
EDGEBROOK 2.7		s 8.14		s 8.21			s 9.17				s 11.50
MORTON GROVE 1.9		s 8.10		s 8.17			s 9.13				s 11.45
GOLF 1.2		f 8.07		f 8.14			f 9.09				s 11.42
GLENVIEW 2.8		s 8.04		s 8.11			s 9.06				s 11.39
TECHNY		f 7.59		f 8.06			s 9.02				s 11.34
BENSENVILLE YARD	2.3										
TOWER B 17	2.33										
TOWER B	10.36										
TOWER A	1.2										
TOWER A 20 0.6		7.58	8.09	8.05	8.16	8.37	9.01	9.32	10.57	11.06	11.33
NORTHBROOK 3.0		s 7.57		s 8.04			s 9.00				s 11.32
DEERFIELD 4.1		L 7.52AM	s 8.04	s 8.00			s 8.56				s 11.28
WEST LAKE FOREST 4.3			s 7.59	s 7.55			s 8.50				f 11.23
RONDOT (N. J. & B. CROSSING)	4.5		L 7.53AM	L 7.50AM	8.04	8.27	L 8.45AM	9.21	10.47	L 10.55AM	L 11.18AM
WILSON 1.8											
GURNEE 4.3											
WADSWORTH 4.1				7.53	8.19		9.12		10.39		
RUSSELL 4.6											
RANNEY 1.0				7.43	8.12		9.04		10.32		
TRUESDELL 4.9											
SOMERS 4.3											
STURTEVANT 4.2				7.33	8.04		s 8.55	As 9.18AM	10.24		
FRANKSVILLE 2.1								s 9.12			
TOWER A 68 1.3				7.27	7.58		8.49	9.06	10.18		
CALEDONIA 3.4								s 9.03			
OAKWOOD 5.1								s 8.58			
LAKE (Kinnikinnie drawbridge)	5.0			7.18	7.50		8.40	f 8.52	10.10		
WASHINGTON ST. (C. & N. W. CROSSING)	1.0			7.09	7.43		8.33	8.44	10.03		
MILWAUKEE (Menomonee drawbridge)	1.1			L 7.05AM	L 7.40AM		L 8.30AM	L 8.40AM	L 10.00AM		
MUSKEGO YARD											

Nos. 6 and 100 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour. Maximum speed for F-6 engines is 75 miles per hour, except between Lake and Deerfield where it is 80 miles per hour and except for Nos. 6 and 100 and sections thereof.

No. 16 will stop at Deerfield to let off passengers from St. Paul and beyond.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS									
	28	6	152	148	46	154	44	100	250	18
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Sunday Only	Daily Except Sat. & Sunday	Daily	Daily	Daily
CHICAGO (C. & N. W. CROSSING)	2.9	As 1.21PM	As 2.55PM	As 4.25PM	As 4.25PM	As 5.30PM	As 7.05PM	As 7.05PM	As 7.30PM	As 7.40PM
WESTERN AVENUE (C. & N. W. CROSSING)	2.5	A 1.11PM		As 4.15PM	As 4.15PM	As 5.19PM	As 6.55PM	As 6.55PM		A 7.30PM
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)	1.0	1.08	2.42	4.12	4.12	5.15	6.52	6.52	7.17	7.27
HEALY	1.8			s 4.10	s 4.08		s 6.48	s 6.48		
GRAYLAND (C. & N. W. CROSSING)	0.8	1.05		s 4.06	s 4.04	5.12	s 6.45	s 6.45		
MAYFAIR (C. & N. W. CROSSING)	1.2	1.04		s 4.02	s 4.01	5.11	s 6.41	s 6.41		
FOREST GLEN 1.4				s 4.00	s 3.59		s 6.38	s 6.38		
EDGEBROOK 2.7				s 3.57	s 3.57		s 6.35	s 6.35		
MORTON GROVE 1.9				s 3.52	s 3.53		s 6.30	s 6.30		
GOLF 1.2				s 3.50	s 3.50		s 6.27	s 6.27		
GLENVIEW 2.8				s 3.47	s 3.47		s 6.24	s 6.24		
TECHNY				s 3.42	s 3.42		s 6.18	s 6.18		
BENSENVILLE YARD	2.3									
TOWER B 17	2.33									
TOWER B	10.36									
TOWER A	1.2									
TOWER A 20 0.6		12.55	2.29	3.41	3.41	5.00	6.17	6.17	7.04	7.15
NORTHBROOK 3.0				s 3.40	s 3.39		s 6.15	s 6.15		
DEERFIELD 4.1				s 3.35	s 3.35		s 6.10	L 6.10PM		
WEST LAKE FOREST 4.3				f 3.30	f 3.30		f 6.07			
RONDOT (N. J. & B. CROSSING)	4.5	12.46	2.21	L 3.25PM	L 3.25PM	4.49	L 6.02PM		6.56	L 7.05PM
WILSON 1.8										
GURNEE 4.3										
WADSWORTH 4.1		12.38	2.14			4.40			6.49	
RUSSELL 4.6										
RANNEY 1.0		12.32	2.08			4.33			6.43	
TRUESDELL 4.9										
SOMERS 4.3										
STURTEVANT 4.2		12.24	2.01			4.24			6.36	As 6.48PM
FRANKSVILLE 2.1										
TOWER A 68 1.3		12.19	1.57			4.18			6.32	6.41
CALEDONIA 3.4										
OAKWOOD 5.1										
LAKE (Kinnikinnie drawbridge)	5.0	12.11	1.49			4.10			6.24	6.31
WASHINGTON ST. (C. & N. W. CROSSING)	1.0									
MILWAUKEE (Menomonee drawbridge)	1.1	12.04	1.43			4.03			6.18	6.23
MUSKEGO YARD		L 12.01PM	L 1.40PM			L 4.00PM			L 6.15PM	L 6.20PM

Nos. 6 and 100 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour. Maximum speed for F-6 engines is 75 miles per hour, except between Lake and Deerfield where it is 80 miles per hour and except for Nos. 6 and 100 and sections thereof.

SEE SPECIAL INSTRUCTIONS ON PAGE 10

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS			
	156	50	14	58
	Passenger	Passenger	Passenger	Passenger
	Daily	Daily Except Sunday	Daily	Daily
CHICAGO	As 8.30PM	As 9.30PM	As 9.40PM	As 10.55PM
(C. & N. W. CROSSING) WESTERN AVENUE	As 8.21PM	As 9.20PM	A 9.30PM	A 10.44PM
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)	8.17	9.17	9.27	10.40
HEALY	s 8.14	s 9.14		
GRAYLAND (C. & N. W. CROSSING)	s 8.10	s 9.10	9.24	10.36
MAYFAIR (C. & N. W. CROSSING)	s 8.08	s 9.08	9.23	10.34
FOREST GLEN	s 8.06	s 9.06		
EDGEBROOK	s 8.03	s 9.03		
MORTON GROVE	s 7.58	s 8.58		
GOLF	s 7.55	s 8.55		
GLENVIEW	s 7.52	s 8.52		
TECHNY	f 7.47	f 8.47		
BENSENVILLE YARD				
TOWER B 17				
TOWER B				
TOWER A				
TOWER A 20	7.45	8.45	9.13	10.21
NORTHBROOK	s 7.44	s 8.44		
DEERFIELD	s 7.40	L 8.40PM		
WEST LAKE FOREST	f 7.35			
RONDOUT (N. J. & E. CROSSING)	L 7.30PM		9.03	10.09
WILSON				
GURNEE				
WADSWORTH			8.55	9.59
RUSSELL				
RANNEY			8.49	9.51
TRUESDELL				
SOMERS				
STURTEVANT			s 8.40	9.40 <sup>70</sup>
FRANKSVILLE				
TOWER A 68			8.33	9.31
CALEDONIA				
OAKWOOD				
LAKE			8.25 <sup>264</sup>	9.22
(Kinnickinnic drawbridge)				
(C. & N. W. CROSSING) WASHINGTON ST.			8.18 <sup>70</sup>	9.14
(Menomonee drawbridge) MILWAUKEE			L 8.15PM	L 9.10PM
MUSKEGO YARD				

Nos. 6 and 100 must not exceed maximum speed of 100 miles per hour, other passenger trains with passenger engines must not exceed maximum speed of 90 miles per hour. Maximum speed for F-6 engines is 75 miles per hour, except between Lake and Deerfield where it is 80 miles per hour and except for Nos. 6 and 100 and sections thereof.

No. 14 will stop at Deerfield to let off passengers from points beyond Milwaukee on Superior and LaCrosse & River Divisions.

No. 58 on Sundays will stop at Western Avenue to let off revenue passengers.

SPECIAL INSTRUCTIONS

This time-table confers no authority between Tower B and Tower A: C&NWRy. time-table and rules govern.

Four main tracks are in use between Western Avenue and Pacific Jct. and are designated as follows:

Nos. 1, 2, 3, and 4 and are numbered consecutively from the North side of the right-of-way.

No. 1—Westward passenger main track.  
No. 2—Eastward passenger main track.  
No. 3—Eastward freight main track. This track will be used by D.&I. Division eastward passenger trains daily except Sunday between 7:00 A.M. and 9:00 A.M.

No. 4—Westward freight main track. Two main tracks are in use between Pacific Jct. and Milwaukee.

Two main tracks are in use between Bensenville Yard and Tower B and between Tower A and Tower A 20; trains must keep to the left unless otherwise directed.

Four main tracks are in use between Pacific Jct. and Mannheim on the D.&I. Division and are designated as follows: Nos. 1, 2, 3 and 4 and are numbered consecutively beginning from the north side of the right-of-way.

No. 1—Westward passenger main track.  
No. 2—Eastward passenger main track.

No. 3—Eastward freight main track from Pacific Jct. to Mars and westward freight main track from Mars to Mannheim.

No. 4—Westward freight main track from Pacific Jct. to Mars and eastward freight main track from Mars to Mannheim.

Interchange with the T.M.E.&T. Co. will be made at Powerton located 2.6 miles east of Kinnickinnic drawbridge.

The capacity of sidings and other tracks formerly shown at Siding A 13, are included in capacity of other tracks at Morton Grove.

The capacity of sidings and other tracks formerly shown at Siding A 23, are included in capacity of other tracks at Deerfield.

At Rondout, there are two more sidings than shown on Page 2, namely—E No. 2 capacity 90 cars and W No. 3 capacity 85 cars. Rule 5 for westward trains applies at No. 1 siding and for eastward trains at No. 6 sidings.

At Rondout, when the eastward Home signal displays a proceed indication (Rule 601C) eastward second class and extra trains may accept such indication as evidence that all eastward first class trains due, have left. The signalman at Rondout must not display this proceed indication to second class or extra trains without instructions from the train dispatcher.

The second sentence of the second paragraph of Rule G-825 is hereby corrected to read as follows: "Switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through."

At Sturtevant when the westward Home signal displays a proceed indication westward second class and extra trains on First Subdivision may accept such indication as evidence that all westward first class trains due have left. The signalman at Sturtevant must not display this proceed indication to second class or extra trains without instructions from the train dispatcher.

All westward trains with Sturtevant as initial starting point may leave Sturtevant without a clearance when the Home signal on Milwaukee wye displays a proceed at slow speed indication.

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

Within the yard limits of Pacific Jct. and Bensenville, the officials of the Chicago Terminal Division have jurisdiction.

At railroad crossings protected by Automatic signals, the speed of the train may be increased after the engine or leading car has passed over the crossing.

G 11-Five minute fuses should be used in Automatic Block System Territory and ten minute fuses should be used in other Territory.

FIRST SUBDIVISION—EASTWARD

STATIONS	Distance from Muskego Yard	SECOND CLASS											
		82	74	750	72	194	264	70	610	650	166		
		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		
		Daily Except Monday	Daily Except Monday	Daily	Daily Except Monday	Mon, Wed. & Friday Only	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday		
CHICAGO	86.1												
(C. & N. W. CROSSING) WESTERN AVENUE	83.2		A 4.05AM										
PACIFIC JUNCTION (C. M. ST. P. & P. CROSSING)	80.7		3.55		A 7.10PM								
HEALY	79.7												
GRAYLAND (C. & N. W. CROSSING)	77.9												
MAYFAIR (C. & N. W. CROSSING)	77.1												
FOREST GLEN	75.9												
EDGEBROOK	74.5												
MORTON GROVE	71.8												
GOLF	69.9												
GLENVIEW	68.7												
TECHNY	65.9												
BENSENVILLE YARD	82.0	A 3.45AM			A 12.01PM		A 11.15PM	A 1.30AM				A 1.55AM	
TOWER B 17	79.7	3.30			11.45		11.00	1.10				1.40	
TOWER B	77.4	Via			Via		Via	Via				Via	
TOWER A	67.0	C. & N. W. Ry.			C. & N. W. Ry.		C. & N. W. Ry.	C. & N. W. Ry.				C. & N. W. Ry.	
TOWER A 20	65.8	2.35AM	3.00		10.45AM	6.40	10.15PM	12.10AM				12.18AM	
NORTHBROOK	65.2												
DEERFIELD	62.2												
WEST LAKE FOREST	58.1												
RONDOUT (N. J. & E. CROSSING)	53.8	2.10	2.30		10.25	L 6.15PM	9.55	11.35				L 11.45PM	
WILSON	49.3												
GURNEE	47.5												
WADSWORTH	43.2	1.48	2.05		10.05		9.35	10.50					
RUSSELL	39.1												
RANNEY	34.5	1.30	1.45		9.52		9.20	10.25					
TRUESDELL	33.5												
SOMERS	28.6												
STURTEVANT	24.3	1.10	1.25	A 5.05AM	9.35		9.00	10.00 <sup>58</sup> 9.20 <sup>58</sup>	A 9.30PM	A 11.15PM			
FRANKSVILLE	20.1												
TOWER A 68	18.0	12.55	1.10	4.50	9.25		8.50	9.05	9.15	11.00			
CALEDONIA	16.7												
OAKWOOD	13.3												
LAKE	8.2	12.35	12.50	4.32	9.10		8.30 <sup>14</sup> 8.20 <sup>14</sup>	8.45	8.58	10.43			
(Kinnickinnic drawbridge)	3.2												
(C. & N. W. CROSSING) WASHINGTON ST.	1.1	2.2	12.15	12.30	4.15	8.50 <sup>210</sup>	7.55	8.21 <sup>14</sup>	8.40	10.25			
(Menomonee drawbridge) MILWAUKEE													
MUSKEGO YARD		L 12.01AM	L 12.15AM	L 4.00AM	L 8.40AM		L 7.45PM	L 8.00PM	L 8.30PM	L 10.15PM			

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

No. 194 terminates at Galewood.

Table with columns: TIME TABLE No. 2, STATIONS, Distance from Rondout, Telegraph calls, Capacity in cars, See Rule 6-A, Office Open week days, FIRST CLASS (147, 135, 17, 145, 149, 137), and SECOND CLASS (165, 163). Rows include stations like RONDOUT, JUNCTION SWITCH, LIBERTYVILLE, GRAYS LAKE, ROUND LAKE, LONG LAKE, INGLESIDE, FOX LAKE, SPRING GROVE, SOLON MILLS, BELDEN, HEBRON TOWER, ZENDA, WALWORTH, BARDWELL, AVALON, GANO, WHEELER PIT, and JANESVILLE.

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

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

Automatic Block System is in use between Rondout and Fox Lake.

Manual Block System is in use between Fox Lake and Janesville.

Train order signals are also used as block signals.

Rule 307 does not apply to train that enters the block with a clearance Form A, showing block "clear."

Trains starting or terminating their schedules at Fox Lake are the only trains required to register at Fox Lake.

Trains starting or terminating their schedules at Walworth are the only trains required to register at Walworth.

Wilson Road is located one mile west of Long Lake.

At Fox Lake, the time of westward trains that terminate their schedules at this station applies 200 feet west of the train order signal.

Nos. 135, 145, and 149 will stop at Wilson Road to let off passengers from Chicago and Western Avenue.

No. 17 will stop at Bardwell to let off and pick up revenue passengers to and from Second District Nos. 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.

YARD LIMITS AT

Bensenville Extend from Bensenville Yard to Tower B, also Yard..... from Bensenville Yard to Pacific Junction on D. & I. Division.

Pacific Junct...Extend from 2573 feet west of Tower at Pacific Junction to Western Avenue.

Healy and } Extend from 2573 feet west of Tower at Pacific Forest Glen } Junction to 2000 feet west of Forest Glen depot.

Rondout..... Extend from 2000 feet west of west switch on Second Subdivision to connection with eastward main track to First Subdivision.

Sturtevant.....Extend from 1000 feet east of east switch to 4000 feet west of west wye switch on the First District and from 2000 feet west of west switch of siding on First Subdivision of Second District, to 2000 feet east of Racine wye switch on Second Subdivision of Second District.

Milwaukee.... Extend from approximately 2 miles east of Kinnickinnic drawbridge to Milwaukee and Muskego Yard.

Fox Lake.... Extend from 2000 feet east of east switch of siding to 1000 feet west of west switch of siding.

Bardwell..... Extend from 4000 feet east of railroad crossing to railroad crossing.

Janesville.... Extend from 2000 feet east of Wheeler Pit to 2918 feet east of Anderson on the Third Subdivision of the Madison Division; to 2000 feet west of West Yard switch on the Fourth Subdivision of the Madison Division and to 1700 feet west of the junction switch on the Third Subdivision of the Milwaukee Division Second District.

Table with columns: STATIONS, FIRST CLASS (143, 139, 25, 37, 153, 151, 3), and SECOND CLASS (165, 163). Rows include stations like RONDOUT, JUNCTION SWITCH, LIBERTYVILLE, GRAYS LAKE, ROUND LAKE, LONG LAKE, INGLESIDE, FOX LAKE, SPRING GROVE, SOLON MILLS, BELDEN, HEBRON TOWER, ZENDA, WALWORTH, BARDWELL, AVALON, GANO, WHEELER PIT, and JANESVILLE.

Passenger trains must not exceed maximum speed of 75 miles per hour—other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 143, 139, 37, 153, 151, and 147 will stop at Wilson Road to let off passengers from Chicago and Western Avenue.

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

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

- Grayland..... In waiting room.
Forest Glen... In depot.
Edgebrook... In booth opposite depot.
Morton Grove... At east end of former eastward siding.
Glenview..... In depot.
West Lake Forest... In depot.
Gurnee..... In depot.
Russell..... In depot.
Truesdell..... In depot.
Somers..... In depot.
Franksville.... At Frank's spur switch, east side of track.
Tower A68.... Eastward head-out signal, east side of track.
Caledonia..... In booth outside of depot.
Oakwood..... In booth outside of depot.
Lake..... Eastward headout signal, east side of track.

BLOCK TELEPHONES

- Healy..... At cross-over 1/4 mile west of depot, east side of track.
Forest Glen... In booth outside of maintainer's car house, 1/4 mile west of depot.
Tower A..... On west signal bridge C.&N.W.Ry.
Northbrook... On section house just east of depot.
Deerfield..... At east end of former eastward siding.
Wilson..... In depot.
Powerton.... At Lawton Ave., T.M.E.R.&T. Co. spur track.
Kinnickinnic.. On pole at Smith Traction Co., Oklahoma Ave.
In booth on signal bridge Nordberg's spur.
In booth on pole former location Stowell depot.

PORTABLE TELEPHONES ON TRAINS.

- Nos. 5 and 6 located in tap car.
Nos. 100 and 101 located in tap car.
Nos. 1 and 4 located in club car.
Nos. 15 and 16 located in baggage car.

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 2 Sept. 24, 1939 STATIONS	Distance From Janesville	FIRST CLASS									
		132	22	136	138	134	140	20	144	148	152
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily	Sunday Only	Daily Except Sunday
RONDOUT 2.0	66.8	As 6.25AM	A 6.39AM	A 7.08AM	As 7.53AM	As 7.50AM	Af 8.45AM	A 10.55AM	As 11.18AM	As 3.25PM	Af 3.25PM
JUNCTION SWITCH 1.2	64.8										
LIBERTYVILLE 4.4	63.6	s 6.18	6.33	s 7.01	s 7.46	s 7.43	s 8.39	10.50	s 11.12	s 3.19	s 3.19
(BOO LINE CROSSING) 1.1	59.2										
GRAYS LAKE 3.0	58.1	s 6.10	6.25	s 6.53	s 7.38	s 7.35	s 8.30	10.44	s 11.03	s 3.10	s 3.10
ROUND LAKE 2.0	55.1	s 6.05	6.21	s 6.48	s 7.33	s 7.30	s 8.25	10.41	s 10.58	s 3.05	s 3.05
LONG LAKE 1.8	53.1	s 6.01		s 6.44	s 7.26	s 7.26	s 8.21		s 10.54	s 3.01	s 3.01
INGLESIDE 1.7	51.3	s 5.56	6.16	s 6.39	s 7.24	s 7.23	s 8.18	10.36	s 10.49	s 2.58	s 2.58
FOX LAKE 0.7	49.6	L 5.53AM	6.13	L 6.35AM	s 7.20	L 7.20AM	L 8.15AM	s 10.33	L 10.45AM	s 2.55	L 2.55PM
(Fox River drawbridge) 3.5	48.9										
SPRING GROVE 2.1	45.4		6.07		f 7.12			10.26		s 2.46	
SOLOM MILLS 4.1	43.3		6.05		f 7.10			10.24		f 2.43	
BELDEN 1.9	39.2										
HEBRON TOWER (C. & N. W. CROSSING) 5.6	37.3		5.59		f 7.04			10.18		f 2.37	
ZENDA 6.1	31.7		5.53		f 6.58			10.12		s 2.30	
WALWORTH 8.6	25.6		s 5.45		L 6.50AM			s 10.03		L 2.20PM	
BARDWELL (C. M. ST. P. & F. CROSSING) 6.7	17.0		5.35					9.54			
AVALON 4.2	10.3		5.28					9.48			
GANO 2.2	6.1		5.23					9.44			
WHEELER PIT 1.8	3.9										
(C. & N. W. CROSSING) 2.1	2.1		5.17					9.38			
JANESVILLE			L 5.13AM					L 9.35AM			

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 132, 136, 138, 134, 140, 144, 148 and 152 will stop at Wilson Road on signal to take on passengers for Western Avenue and Chicago. No. 20 will stop at Zenda to take on revenue passengers for Chicago.

G-365 (B) To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, the following form of train order must be used: No. .... may enter the block at ..... ahead of No. .... The trains receiving this order will run according to the rules.

SUNDAY HOURS AT STATIONS

Chicago .....	Continuous	
Pacific Junction .....	Continuous	
Grayland .....	Continuous	
Mayfair .....	Continuous	
Tower B-17 .....	Continuous	
Tower A-20 .....	Continuous	
Rondout .....	Continuous	
Wadsworth .....	Continuous	
Ranney .....	Continuous	
Sturtevant .....	Continuous	
Lake .....	Continuous	
Washington Street .....	Continuous	
Milwaukee .....	Continuous	
Fox Lake.....	{ 6:00am to 8:00am 9:30am to 3:00pm 4:00pm to 12:00mn	
Walworth.....	{ 12:30pm to 2:30pm 6:00pm to 8:00pm	
Bardwell.....	{ 12:00mn to 11:00am 3:00pm to 8:00pm 11:00pm to 12:00mn	
Janesville .....	Continuous	

Other stations closed.

SECOND SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS				SECOND CLASS	THIRD CLASS
	150	154	18	156	166	194
	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight
	Saturday Only	Sunday Only	Daily	Daily	Daily Except Sunday	Mon., Wed. & Friday Only
RONDOUT 2.0		As 6.02PM	A 7.05PM	Af 7.30PM	A 10.45PM	A 5.20PM
JUNCTION SWITCH 1.2						
LIBERTYVILLE 4.4		s 5.56	6.59 <sup>153</sup>	s 7.24	10.37 <sup>151</sup>	5.11
(BOO LINE CROSSING) 1.1						
GRAYS LAKE 3.0		s 5.49	6.54 <sup>37</sup>	s 7.16	10.00	4.44
ROUND LAKE 2.0		s 5.43	6.51 <sup>153</sup>	s 7.12	9.40	4.25
LONG LAKE 1.8		s 5.38		s 7.08		
INGLESIDE 1.7		s 5.34	6.47 <sup>37</sup>	s 7.05	9.30	4.17 <sup>137</sup>
FOX LAKE 0.7	As 4.35PM <sup>137</sup>	L 5.30PM	6.45 <sup>139-25-156</sup>	L 7.00PM <sup>18-25</sup>	9.27	4.00
(Fox River drawbridge) 3.5						
SPRING GROVE 2.1	f 4.25		6.39		9.17	3.45
SOLOM MILLS 4.1	4.22		6.37		9.13	3.33
BELDEN 1.9						
HEBRON TOWER (C. & N. W. CROSSING) 5.6	4.15		6.32		9.03	3.15
ZENDA 6.1	f 4.09		6.25 <sup>143</sup>		8.54	3.00
WALWORTH 8.6	L 4.00PM		s 6.14		8.44	2.40
BARDWELL (C. M. ST. P. & F. CROSSING) 6.7			6.05		8.27	1.40
AVALON 4.2			5.59		8.05 <sup>37</sup>	1.00
GANO 2.2			5.55		7.55	12.45
WHEELER PIT 1.8						
(C. & N. W. CROSSING) 2.1			5.49		7.48	12.35
JANESVILLE			L 5.46PM		L 7.45PM	L 12.30PM

Passenger trains must not exceed maximum speed of 75 miles per hour—other trains 40 miles per hour.

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

Nos. 154 and 156 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. 18 will stop at Fox Lake to let off revenue passengers for Fox Lake and east for transfer to No. 156.

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

W. C. ZIMMERMAN,  
J. L. BAUER,  
C. E. SHAFT,  
H. C. CONE,  
A. C. MORRISSEY,

J. V. TUOMEY,  
O. C. TABBERT,  
R. A. HELTON,  
H. J. THAYER,

TRAIN DISPATCHERS.

C. E. LARSON,  
CHIEF DISPATCHER.



## COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago.....	‡A. R. Metz, Chief Surgeon.....		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago.....	‡R. Householder, Asst. to Chief Surgeon.....		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago.....	‡James De Pree, Asst. to Chief Surgeon.....		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago.....	*Wescott & Wescott, Oculist.....		30 North Michigan Ave., Dearborn 3127.
Chicago.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., Wabash 2272.
Chicago.....	H. A. Hooper, Dentist.....		53 E. Washington St., State 0509.
Bensenville....	F. Oakes, M. D.....		York and Wood St., Phone 72.
Northbrook...	Roland Rembe, M. D.....	Northbrook, 40 .....	Northbrook 40.
Deerfield.....	W. B. Metcalf, M. D.....	Deerfield, Phone 200.....	Deerfield, Phone 69.
Sturtevant.....	F. G. Peehm, M. D.....	Sturtevant, Phone 22.....	Sturtevant, Phone 22.
Racine.....	W. C. Roth, M. D.....	1819 12th St., Jackson 7963R.....	1607 Washington Ave., Jackson 660.
Milwaukee....	‡O. R. Lillie, M. D.....	6112 W. Washington Blvd., Hop. 0178	208 E. Wisconsin Ave., Daly 3221.
Milwaukee....	‡G. W. Fox, M. D.....	2118 E. Kenilworth Pl., Lakeside 4505	208 E. Wisconsin Ave., Daly 3221.
Milwaukee....	§ H. O. Zurheide, M. D.....	2703 N. 38th St., Kilb. 0673.....	758 N. 27th St., West 0219.
Milwaukee....	F. D. Murphy, Medical Consultant.....		536 W. Wisconsin Ave., Marquette 1188.
Milwaukee....	Drs. Gordon and Sproule, Oculists.....		208 E. Wisconsin Ave., Daly 3873.
Libertyville...	J. L. Taylor, M. D.....	Libertyville, Phone 101.....	540 Milwaukee Ave., Libertyville 19.
Libertyville...	M. D. Penny, M. D.....	Libertyville, Phone 525.....	540 Milwaukee Ave., Libertyville 19.
Grays Lake..	H. R. Struthers, M. D.....	Grays Lake, Phone 52.....	Grays Lake, Phone 52.
Fox Lake....	A. C. Neeseman, M. D.....	Fox Lake, Phone 114W.....	Fox Lake, Phone 24.
Walworth....	W. W. Coon, M. D.....	Walworth, Phone 25.....	Walworth, Phone 25.
Janesville....	‡A. H. Pember, M. D.....	703 Court St., Phone 2667.....	500 West Milwaukee St., Phone 562.
Janesville....	T. O. Nuzum, M. D.....	932 Mineral Point St., Phone 1468....	500 West Milwaukee St., Phone 562.
Janesville....	‡T. W. Nuzum, M. D.....	602 Milwaukee Ave., Phone 1117....	500 West Milwaukee St., Phone 562.
Janesville....	W. A. Munn, M. D.....	532 South Main St.....	19 South Main St., Phone 3310.

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

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

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

### WATCH INSPECTORS

#### LOCATION INSPECTORS

Chicago.....	P. W. Stuhr
Chicago.....	A. Hess & Son
Chicago.....	F. M. Padgett
Chicago....	Milton J. Heegn
Chicago.....	M. Young
Chicago Edw. Kirchberg, Inc.	
Chicago.....	J. H. Hennes
Chicago.....	W. Heurich
Chicago..Trocky Jewelry Co.	
Chicago.....	F. J. Schneider
Chicago.....	C. H. Bern
Chicago.....	E. C. Olson
Madison..E. W. Parker, Inc.	
Milwaukee..H. Hammersmith	
Milwaukee....	Joe Wellstein
Milwaukee.....	J. Grandlich
Milwaukee....	M. H. Klopff
Milwaukee....	W. B. Heald
Elkhorn.....	C. F. Graff
Janesville....	Dewey & Bandt
Libertyville...	D. W. Mackay

STATIONS	TONNAGE RATING		
	S-2 Eng.	L-3 Eng.	L-2 Eng.
	1	1	1
Milwaukee to Lake.....	4300	3000	2700
Lake to Rondout.....	6500	4100	3800
Rondout to Bensenville..	7500	4900	4400
Bensenville to Rondout..	7500	4900	4400
Rondout to Milwaukee..	8000	5400	5000
Janesville to Rondout...		4000	3800
Rondout to Grays Lake..		3000	2700
Grays Lake to Janesville..		3200	2700

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

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