

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

CHICAGO & MILWAUKEE DIVISION

TIME TABLE No. 21

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

SUNDAY, APRIL 30, 1922

Superseding Time Table No. 20

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

N. P. THURBER,
Superintendent

W. J. THIELE,
General Superintendent

H. G. FOWLER,
Asst. Supt. of Transportation

G. L. WHIPPLE,
Superintendent of Transportation

C. O. BRADSHAW,
Assistant General Manager

J. T. GILLICK,
General Manager

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922					Capacity of Siding in Cars		Distance from Chicago	Telegraph Calls	SYMBOLS See Special Rule Page 10	FIRST CLASS																
					55	241				53	31	131	17	33	5	7	151	149	145	103	21	133	49	135	125	23
STATIONS	Passing Tracks	Other Siding			Passenger	Passenger	Equipment Train	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
					Daily	Except Sun.	Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. only	Sat. only	Except Sun.	Except Sun.	Sun. only	Sat. only	Ex. Sat & Sun	Sat. Sun. only	Daily	Except Sat.		
CHICAGO.....		Yard		GB	ⓈBIJKPR	L 2 10AM		L 5.55AM	L 6.40AM	L 7.10AM	L 8.15AM	L 8.50AM	L 10.10AM	L 11.30AM	L 11.40AM	L 12.32PM	L 12.35PM		L 1.30PM	L 1.50PM	L 1.50PM	L 1.52PM	L 2.15PM	L 3.00PM	L 3.10PM	
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE.....		Yard	2.9		ⓈBCIKPTWZ	2.21		6.06	s 6.51	s 7.21	s 8.26	s 9.01	s 10.21	s 11.41	s 11.51	s 12.43	s 12.46		s 1.41	s 2.01	s 2.01	s 2.03	s 2.26	s 3.11	s 3.21	
BENSENVILLE YARD.....		Yard	17.0	BN	ⓈBCPRTWZ																					
TOWER B.....					IP																					
GALEWOOD.....			8.6																							
PACIFIC JUNCTION.....			5.4	CJ	IPY	2.24		6.10	6.55	7.25	8.30	9.05	10 25	11.45	11.55	12.47	12.50		1.45	2.05	2.05	2.16	2.29	3.15	3.33	
(C. M. & ST. P. CROSSING) 2.5 HEALY.....		100	6.4	HY	P		As 6.14AM	s 6.57				s 9.08			s 11.59		s 12.53		s 2.08	s 2.08	s 2.19				s 3.37	
(C. & N. W. CROSSING) 1.8 GRAYLAND.....			8.2	GR	IP	2.27			s 7.00	7.28	8.34	s 9.12	10 29	11.49	s 12.03PM	12.51	s 12.58		1.49	s 2.13	s 2.13	s 2.22	2.33	3.18	s 3.42	
MAYFAIR.....			9.0	MF	IP				s 7.02	7.29		s 9.15			s 12.06		s 1.01		s 2.16	s 2.16	s 2.24				s 3.45	
(C. & N. W. CROSSING) 0.8 FOREST GLEN.....		20	10.2	FN					s 7.05	7.31		s 9.18			s 12.09		s 1.04		s 2.21	s 2.21	s 2.27				s 3.48	
EDGEBROOK.....		10	11.8	BR					s 7.07	7.33		s 9.21			s 12.12		s 1.07		s 2.24	s 2.24	s 2.32				s 3.51	
TOWER A 13.....	W. 75	30	18.1		No office	2.33			7.10	7.35	8.41	9.24	10.36	11.56	12.15	12.59	1.10		1.56	2.27	2.27	2.37	2.41	3.25	3.53	
MORTON GROVE.....		125	14.8	MN	P				s 7.13	7.37		s 9.28			s 12.19		s 1.13		s 2.30	s 2.30	s 2.41				s 3.56	
GOLF.....		5	16.2						s 7.19	7.39		s 9.32		11.59	s 12.23		s 1.17		2.00	s 2.34	s 2.34	f 2.46			s 3.59	
GLENNVIEW.....		42	17.4	GV	P	2.37			s 7.23	7.41	8.46	s 9.35	10.40	12.02PM	s 12.26	1.05	s 1.21		2.02	s 2.37	s 2.37	s 2.50	2.47	3.30	s 4.00	
TECHNY.....		10	20.2						s 7.28			s 9.40			s 12.31		s 1.25		s 2.41	s 2.41	s 2.55				s 4.07	
TOWER A.....				WR	IP																					
TOWER A 20.....			20.8	CN	IP	2.40			7.30	7.44	8.49	9.41	10.42	12.05	12.32	1.09	1.26		2.05	2.42	2.42	2.56	2.52	3.33	4.08	
SHERMERSVILLE.....		28	20.9	SR	P				s 7.31	7.45	8.50	s 9.42	10.43	12.06	s 12.33		s 1.28		2.06	s 2.43	s 2.43	s 2.57		3.34	s 4.09	
TOWER A 23.....	W. 90		28.1	N	P	2.43			7.34	7.48	8.53	9.46	10.46	12.09	12.37	1.13	1.33		2.09	2.47	2.47	3.02	2.56	3.37	4.15	
DEERFIELD.....		24	23.9	D	P				s 7.36	7.49		As 9.50AM			s 12.40		s 1.35		s 2.50	As 2.50PM	s 3.05	s 3.01			s 4.18	
EVERETT.....		10	28.0	VR	P	2.48			s 7.45	7.54	8.59		10.51	12.15	s 12.47	1.20	s 1.42		2.15	s 2.57		s 3.14	s 3.14	3.43	s 4.26	
RONDOUT.....	No 3, 85 No. 1, 88	Yard	82.8	RO	BCIKPRWY ZD	2.53			s 7.53	As 8.00AM	9.04		10.56	12.20	As 12.55PM	As 1.27PM	As 1.50PM		2.20	As 3.05PM		As 3.22PM	As 3.22PM	3.48	s 4.34	
WILSON.....		62	36.8	WT	P	2.58			s 8.03		9.10		11.01	12.26					2.26					3.54	s 4.46	
GURNEE.....		18	38.6	GU	P	3.00			s 8.08		9.12		11.03	12.28					2.28					3.56	s 4.50	
WADSWORTH.....	W. 90	33	42.9	U	IPW	3.05			s 8.17		9.17		11.07	12.33					2.33					4.01	s 5.03	
RUSSELL.....			47.0	RU	P	3.09			s 8.25		9.22		11.11	12.38					2.38					4.06	s 5.26	
(C. & N. W. CROSSING) 4.6 RANNEY.....	W. 90		51.6	RA	IP	3.14			f 8.34		9.28		11.15	12.44					2.44					4.11	s 5.37	
TRUESDELL.....		18	52.6	SD	P				s 8.36																s 5.40	
SOMERS.....			57.5	S	P	3.20			s 8.44		9.35		11.21	12.51					2.51					4.18	s 5.55	
CORLISS.....	W. 90		61.8	CS	ⓈBCJPRW Y	3.25	As 7 55AM		s 8.55		9.45		s 11.31	s 1.00				As 2.35PM	s 3.00					s 4.25	As 6.05PM	
FRANKSVILLE.....		21	66.0	K	P		8.01		s 9.03									s 2.42								
TOWER A 68.....	W. 90		68.1	B	P	3.32	8.05		9.06		9.55		11.41	1.10				2.45	3.10					4.38		
CALEDONIA.....			69.4	CA			s 8.10		s 9.11									s 2.48	3.11							
OAKWOOD.....		16	72.8	WD	P	3.37	8.16		s 9.22		10.01		11.46	1.16				f 2.55	3.16					4.44		
LAKE.....	W. 75	Yard	77.9	X	IP	3.42	8.22		f 9.32		10.07		11.52	1.22				f 3.02	3.22					4.50		
STOWELL.....			82.9	SW		3.50	8.30		f 9.43		10.15		12.01PM	1.30				f 3.10	3.30					5.00		
(Kinnickinnic River Draw Bridge) 5.0 WASHINGTON ST.....			83.9	WN	IP																					
ALLIS.....			84.1	NA		3.55	s 8.35		s 9.48		s 10.18		s 12.05	s 1.33				s 3.13	s 3.33					s 5.03		
(Menomonee River Draw Bridge) 0.9 MILWAUKEE.....	Yard		85.0	MQ	ⓈBJPRT	As 4.10AM	As 8.40AM		As 9.55AM		As 10.25AM		As 12.10PM	As 1.40PM				As 3.20PM	As 3.40PM					As 5.10PM		
MUSKEGO YARD.....	Yard			WH	ⓈBJKPRTZ																					
Schedule Time						2.00	.45	.19	3.15	.50	2.10	1.00	2.00	2.10	1.15	.55	1.15	.45	2.10	1.15	1.00	1.30	1.07	2.10	2.55	
Average Speed per hour						42.1	30.9	20.2	26.1	38.8	39.2	23.9	42.1	39.2	25.8	35.2	25.8	30.9	39.2	25.8	23.9	21.5	28.9	39.2	21.5	

Nos. 57 and 55 must not exceed maximum speed of sixty five (65) miles per hour—other passenger trains sixty (60) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES.

Westward trains before entering Main line from cut off at Tower A20 will be required to obtain Clearance Card and Register on First Class trains.
Trains running between Tower A20 and Bensenville Yard via C. & N. W. Ry. will operate left hand between these points and will be governed by C. & N. W. Rules, Regulations and Signals while on their tracks.
DOUBLE TRACK IS IN USE BETWEEN CHICAGO AND MILWAUKEE.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
AUTOMATIC BLOCK SYSTEM IS IN USE BETWEEN STOWELL AND PACIFIC JCT.
Automatic signals located as follows will be used also as train order signals:
EASTWARD—Signal 500 feet east of Grayland Tower.
WESTWARD—First Signal 1200 feet West of Pacific Junction Signal 500 feet West of Grayland Tower.
See Rules 221B, 811, 362 and 505B.
The four main tracks between West Chicago Avenue and North Avenue will be known and used as follows:
1st track on east side of right of way as No. 1, and assigned to westward passenger trains.
2d track west as No. 2, and assigned to eastward passenger trains.

3d track as No. 3, to be used by eastward freight trains.
4th track as No. 4, to be used by westward freight trains.
The four main tracks between Pacific Junction and east end of Galewood yard will be known and used as follows:
1st track on north side of right of way as No. 1, and assigned to westward passenger trains.
2d track as No. 2, and assigned to eastward passenger trains.
3d track as No. 3, and used by eastward freight trains.
4th track as No. 4, and used by westward freight trains.
This time table conveys no rights to trains between Pacific Junction and Galewood.
Trains not required to stop at Corliss or Rondout will register by card.
Conductors and engineers running between Western Avenue and Union Passenger Station, also between Canal Street and Union Passenger Station, must provide themselves with joint yard time table of the P. C. C. & St. L. Ry., and be governed by the rules and regulations thereof.

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922			Distance from Milwaukee	Office Closed Week Days	FIRST CLASS																			
STATIONS		153			27	137	139	35	59	37	51	9	127	39	41	143	361	1	141	101	43	57	15	147
		Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger
		Sat. only	Sat. Only	Except Sun.	Ex.Sat.&Sun	Ex.Sat.&Sun	Ex.Sat.&Sun	Ex.Sat.&Sun	Friday only	Daily	Ex. Sun.	Sun. only	Except Sun.	Daily	Except Sun.	Daily	Sunday only	Daily	Daily	Daily	Daily	Daily	Daily	
CHICAGO		L 3.10PM	L 3.30PM	L 3.50PM	L 4.16PM	L 4.17PM	L 4.18PM	L 4.24PM	L 4.45PM	L 5.00PM	L 5.01PM	L 5.01PM	L 5.20PM	L 5.45PM		L 6.30PM		L 8.15PM	L 8.20PM	L 9.00PM	L 10.15PM	L 10.50PM		
(C. & N. W. CROSSING) 2.9 WESTERN AVENUE		s 3.21	s 3.41	s 4.01	s 4.27	s 4.28	4.29	s 4.36	s 4.56	s 5.11	s 5.12	s 5.12	s 5.31	s 5.56		s 6.41		s 8.26	s 8.31	9.11	s 10.26	s 11.01		
BENSENVILLE YARD																								
TOWER B																								
GALEWOOD																								
PACIFIC JUNCTION (C. M. & ST. P. CROSSING) 2.5		3.25	3.53	4.05	4.31	4.32	4.33	4.39	5.00	5.15	5.16	5.16	5.35	6.00		6.45		8.30	8.35	9.14	10.30	11.05		
HEALY (C. & N. W. CROSSING) 1.8		s 3.28					As 4.34PM	s 4.42			s 5.18	s 5.18	s 5.38					s 8.38				s 11.08		
GRAYLAND (C. & N. W. CROSSING) 0.8		s 3.31	3.57	4.09	4.33	4.36		s 4.45	5.05	5.19	s 5.23	s 5.23	s 5.42	6.03		6.50		8.34	s 8.41	9.17	10.34	s 11.11		
MAYFAIR (C. & N. W. CROSSING) 0.8		s 3.34						s 4.47			s 5.25	s 5.25	s 5.45					s 8.44				s 11.14		
FOREST GLEN		s 3.37						s 4.50			s 5.27	s 5.27	s 5.48					s 8.47				s 11.17		
EDGEBROOK		s 3.41			4.37			s 4.53			s 5.30	s 5.30	s 5.51	6.07				s 8.51				s 11.21		
TOWER A 13		3.43	4.05	4.15	4.39	4.42		4.56	5.11	5.25	5.32	5.32	5.55	6.09		6.58		8.41	8.53	9.24	10.41	11.23		
MORTON GROVE		s 3.46				s 4.45		s 5.00			s 5.34	s 5.34	s 5.58					s 8.58				s 11.28		
GOLF		f 3.50			4.42	s 4.49		s 5.03			s 5.38	s 5.38	s 6.02					s 9.01				f 11.31		
GLENVIEW		s 3.55	4.10	4.20	4.44	s 4.52		s 5.06	5.16	5.30	s 5.42	s 5.42	s 6.05	s 6.14		7.03		8.46	s 9.06	9.28	10.46	s 11.36		
TECHNY		s 3.59				4.56		s 5.10			s 5.47	s 5.47	s 6.10					s 9.10				s 11.40		
TOWER A																								
TOWER A20		4.00	4.15	4.23	4.48	4.57		5.11	5.19	5.33	5.48	5.48	6.11	6.17		7.07		8.49	9.11	9.31	10.49	11.41		
SHERMERSVILLE		s 4.01			4.49	s 4.58		s 5.12	5.20		s 5.49	s 5.49	s 6.12	s 6.18		7.08		8.50	s 9.12		10.50	s 11.42		
TOWER A 23		4.05	4.19	4.26	4.52	5.02		5.16	5.23	5.36	5.54	5.54	6.17	6.22		7.12		8.53	9.16	9.34	10.53	11.46		
DEERFIELD		s 4.09	s 4.20		4.53	As 5.05PM		As 5.20PM			s 5.58	As 5.58PM	As 6.20PM	s 6.24				As 9.20PM				s 11.50		
EVERETT		s 4.15	s 4.27	4.32	s 4.59				5.29	5.42	s 6.04			6.30		7.17		8.59		9.39	10.59	s 11.57		
RONDOUT 4.8 (R. J. & E. CROSSING)		As 4.21PM	s 4.34	As 4.37PM	As 5.05PM				5.34	5.47	As 6.10PM			As 6.36PM		7.22		9.04		9.43	11.04	As 12.04AM		
WILSON			s 4.46						5.39	5.53						7.28		9.10		9.49	11.10			
GURNEE		s 4.50							5.41	5.56						7.30		9.12			11.12			
WADSWORTH		s 5.03							5.46	6.03						7.35		9.17		9.53	11.17			
RUSSELL		s 5.26							5.51	6.09						7.39		9.22		9.57	11.22			
RANNEY		s 5.37							5.56	6.14						7.45		9.28		10.01	11.29			
TRUESDELL		s 5.42																						
SOMERS		s 5.55							6.03	6.21						7.52		9.34		10.07	11.35			
CORLISS		As 6.05PM							s 6.10	s 6.31					L 8.00PM	s 8.02	L 8.40PM	s 9.45		10.12	s 11.45			
FRANKSVILLE										6.37														
TOWER A 68									6.20	6.41					8.09	8.13	8.49	9.55		10.19	11.55			
CALEDONIA																								
OAKWOOD									6.25	6.47					8.14	8.19	8.54	10.01		10.25	12.01AM			
LAKE									6.30	6.53					8.20	8.26	9.00	10.07		10.29	12.07			
STOWELL (Kinnickinnic River Draw Bridge) 5.0									6.37	7.00					8.28	8.35	9.08	10.16		10.37	12.17			
WASHINGTON ST. (C. & N. W. CROSSING) 1.0									6.40	s 7.03					s 8.30	8.38	s 9.10	s 10.19		10.40	12.20			
ALLIS (Menomonee River Draw Bridge) 0.9									As 6.45PM	As 7.10PM					As 8.35PM	As 8.45PM	As 9.15PM	As 10.25PM		As 10.45PM	As 12.25AM			
MILWAUKEE																								
MUSKEGO YARD																								
Schedule Time		1.11	2.35	.47	.49	.48	.16	.56	2.00	2.10	1.09	.57	1.00	.51	.35	2.15	.35	2.10	1.00	1.45	2.10	1.14		
Average Speed per Hour		27.2	23.9	41.2	39.5	28.9	24.0	25.6	42.5	39.2	28.1	25.1	23.9	38.6	39.8	37.7	39.8	39.2	23.9	48.6	39.2	26.2		

Nos. 57 and 55 must not exceed maximum speed of sixty five (65) miles per hour—other passenger trains sixty (60) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES

- No. 1 will stop at Allis to take on sleeping car passengers.
 No. 7 will stop at Golf to let off passengers from Chicago Union Depot and Western Avenue.
 No. 9 Sundays only will stop at Caledonia to take on and let off passengers.
 No. 9 will stop at Wilson, Gurnee and Wadsworth to let off passengers from Chicago Union Depot and Western Avenue.
 No. 9 will stop at Somers to let off passengers from Chicago Union Depot and pick up passengers for Milwaukee.
 No. 9 will stop at Frankville to let off passengers from Chicago Union Depot, Western Avenue, Racine and Racine Junction, and to take on passengers for Milwaukee and points beyond.

- No. 17 will stop at Gurnee on Sundays only to let off passengers from Chicago Union Depot and Western Avenue.
 No. 21 will stop at Golf to let off passengers from Chicago Union Depot and Western Avenue.
 No. 31 and No. 135 will stop at Melody on signal to take on passengers and let off passengers from Chicago Union Depot and Western Ave.
 No. 131 Sundays only, will make regular stop at Golf and will stop at stations Healy to Rondout, inclusive, on signal to take on passengers for west of Rondout.
 No. 137 will stop on signal at Rondout to take on passengers from No. 47.
 No. 137 will stop at Golf to let off passengers from Chicago Union Depot and Western Avenue.
 No. 143 will stop at Everett to let off passengers from Chicago Union Depot and Western Avenue.
 No. 145-147 and No. 151 will make regular stop at Melody for passengers.

CHICAGO TO MILWAUKEE SUBDIVISION—WESTWARD

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922		Distance from Milwaukee	Office Closed Week Days	SECOND CLASS										THIRD CLASS									
				263	63	621	641	69	721	161	165	65	91										
				Coast Line Time Freight	Twin City Time Freight	Time Freight	Time Freight	Oil Train	Freight	Time Freight	Time Freight	Time Freight	Way Freight										
STATIONS				Daily	Except Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thur. Sat.										
CHICAGO		85.0																					
(C. & N. W. CROSSING) 2.9																							
WESTERN AVENUE		82.2																					
BENSENVILLE YARD		79.0		L 1.00AM	L 2.00AM			L 8.30AM					L 7.00AM										
TOWER B		76.1																					
GALEWOOD																							
PACIFIC JUNCTION																							
(C. M. & ST. P. CROSSING) 2.5		79.6																					
HEALY		78.6	3.45 PM to 6.45 AM																				
(C. & N. W. CROSSING) 1.8																							
GRAYLAND		76.8																					
MAYFAIR																							
(C. & N. W. CROSSING) 0.8		76.0																					
FOREST GLEN		74.8	5.00 PM to 8.00 AM																				
EDGE BROOK		73.7	5.00 PM to 8.00 AM																				
TOWER A13		71.9	No office																				
MORTON GROVE		70.7	5.00 PM to 8.00 AM																				
GOLF		68.8	5.30 PM to 7.15 AM																				
GLENVIEW		67.6	5.24 PM to 7.45 AM																				
TECHNY		64.8	No office																				
TOWER A																							
TOWER A 20		64.7		2.10AM	3.10AM			9.42AM		10.26	11.50	12.13	8.10AM										
SHERMERVILLE		64.1	5.30 PM to 8.00 AM	2.12	3.15			9.45		10.28	11.52	12.15	8.15										
TOWER A 23		61.9	No Office	2.22 ⁵⁵	3.35			10.00		10.32	11.57	12.22	8.30										
DEERFIELD		61.1	5.10 PM to 7.30 AM										8.40										
EVERETT		57.0	4.35 PM to 7.35 AM	2.54	3.50			10.15		10.43	12.07AM	12.32	8.50										
RONDOUT		52.7		3.25	4.10			10.25 ⁵		As 10.55PM	As 12.20AM	12.42	8.59 ¹⁷										
(E. J. & E. CROSSING)								11.00 ⁵					10.00										
WILSON		48.2	No Office	3.45	4.35			11.10				12.52	10.15										
GURNEE		46.4	4.59 PM to 7.45 AM	3.50	4.40			11.20				12.55	10.30										
WADSWORTH		42.1	5.00 PM to 8.00 AM	4.10	4.55			11.30				1.10	10.40 ⁵										
RUSSELL		38.0	5.35 PM to 8.00 AM	4.30	5.15			11.50				1.25	11.35										
(C. & N. W. CROSSING) 4.6								12.20 ^{PM}				1.35	11.55										
RANNEY		33.4		4.50	5.35			12.45 ⁷					12.05 ^{PM}										
TRUEDELL		32.4	4.50 PM to 7.50 AM										12.30										
SOMERS		27.5	4.40 PM to 7.40 AM	5.05	5.55			1.10				1.55	12.50 ⁷										
CORLISS		23.2		5.35	6.20	L 7.05AM	L 1.45PM	1.50	L 8.15PM			2.45	1.05										
FRANKSVILLE		19.0	5.00 PM to 8.00 AM										1.25										
TOWER A 68		16.9	No Office	6.10	6.55	7.25	2.00	2.10	8.35			3.05	1.35										
CALEDONIA		15.6	4.00 PM to 7.00 AM										1.50										
OAKWOOD		12.2	4.00 PM to 7.00 AM	6.30	7.15	7.35	2.13	2.25	8.45			3.20	2.05										
LAKE		7.1		6.55	7.35	7.50	2.25	2.40	8.55 ¹⁴¹			3.37 ⁵⁵	2.20										
STOWELL									9.01			3.43											
(KINNICKINNIC RIV. DR. BR.) 5.0		2.1	No Office	7.30	8.10	8.15	2.44	2.55	9.20			3.58	2.35										
(C. & N. W. CROSSING) 1.0																							
WASHINGTON STREET		1.1		7.35	8.15	8.20	2.49	3.05	9.25			4.03	2.45										
ALLIS		0.9																					
(MENOMINEE RIV. DR. BR.) 0.5																							
MILWAUKEE																							
MUSKEGO YARD				As 8.30AM	As 9.00AM	As 9.00AM	As 3.00PM	As 3.30PM	As 9.30PM			As 5.00AM	As 2.55PM										
Schedule Time				7.80	7.00	1.55	1.15	7.00	1.15	1.25	1.85	5.45	7.55										
Average Speed per Hour				10.5	11.2	12.1	18.5	11.3	18.5	20.7	19.0	14.4	9.7										

Nos. 57 and 55 must not exceed maximum speed of sixty five (65) miles per hour—other passenger trains sixty (60) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

5

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922	Distance from Chicago	Capacity of Sidings in Cars		Telegraph Calls	FIRST CLASS																							
		Passing Tracks	Other Sidings		30	132	18	36	134	32	34	136	2	52	4	210	138	24	48	140	16	38	10	90	142	152		
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
					Except Sun.	Except Sun.	Daily	Except Sun.	Sunday only	Except Sun.	Except Sun.	Except Sun.	Daily	Monday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sun.	Except Sun.	Daily
STATIONS																												
CHICAGO..... (C. & N. W. CROSSING) 2.9 WESTERN AVENUE.....	2.9		Yard	GB	As 5.45AM	As 6.25AM	As 7.00AM	As 7.08AM	As 7.10AM	As 7.10AM	As 7.15AM	As 7.17AM	As 7.30AM	As 8.10AM	As 8.35AM		As 9.25AM	As 9.40AM	As 10.40AM	As 10.45AM	As 11.30AM	As 12.35PM	As 1.10PM		As 1.30PM	As 3.30PM		
BENSENVILLE YARD..... 2.9 TOWER B.....	17.0 19.9		Yard	BN	s 5.34	s 6.14	s 6.49	6.57	s 6.59	s 6.59	s 7.04	s 7.06	s 7.19	s 7.59	s 8.24		s 9.14	s 9.29	s 10.20	s 10.34	11.19	s 12.24	s 12.59		s 1.19	s 3.19		
GALEWOOD.....																												
PACIFIC JUNCTION..... (C. M. & ST. P. CROSSING) 2.5 1.0 HEALY.....	5.4 6.4		25	J HY	5.28 s 5.24	6.08 s 6.06	6.44 6.42	6.52 L 6.48AM	6.54 s 6.52	6.54 s 6.52	6.59	7.02 7.00	7.14 7.10	7.53 7.48	8.18		9.00 s 8.56	9.23	10.05	10.28	11.14	12.18 s 12.15	12.53		1.14	3.13 s 3.10		
GRAYLAND..... (C. & N. W. CROSSING) 1.8 MAYFAIR..... (C. & N. W. CROSSING) 0.8	8.2 9.0	E. 55	18 45	GR MF	s 5.20 s 5.16	s 6.03 s 6.00	6.40		s 6.48 s 6.44	s 6.48 s 6.44	6.53	6.57	7.10	7.48	8.14		s 8.52 s 8.47	9.19	9.58	10.24	11.10	s 12.11 s 12.07	12.49		1.10	s 3.06 s 3.03		
FOREST GLEN..... 1.2 EDGEBROOK..... 1.1	10.2 11.3		4	FN BR	s 5.12 s 5.08	s 5.56			s 6.41 s 6.37	s 6.41 s 6.37							s 8.43 s 8.40		s 10.17 s 10.14		s 12.03PM s 11.59				s 3.00 s 2.57			
TOWER A13..... 1.8 MORTON GROVE..... 1.2	13.1 14.3	E. 75			5.05	5.50	134-32 6.33		6.34 ¹⁸ 6.30	6.34 ¹⁸ 6.30	6.46	6.52	7.03	7.41	8.07		8.37	9.13	9.50	10.10	11.03	11.56	12.42		1.03	2.53		
GOLF..... 1.9 GLENVIEW..... 1.2	16.2 17.4		40	MN	s 5.03	s 5.48			s 6.27 f 6.22	s 6.27 s 6.22	s 6.43			6.49			s 8.34	9.11	9.46	s 10.07		s 11.54 f 11.50			s 2.51			
TECHNY..... 2.8	20.2				s 4.59	s 5.44			s 6.19 s 6.15	s 6.19 s 6.15	s 6.37	6.47	6.58	7.35	8.03		s 8.26 s 8.20	9.06	9.39	f 9.59	10.58	s 11.47 s 11.43	12.36		12.59	s 2.43 s 2.38		
TOWER A..... 1.1	20.3	E. 75		WR CN	4.51	5.35	6.23		6.14	6.14	6.33	6.44	6.55	7.32	8.00		8.19	9.03	9.34	9.53	10.55	11.42	12.32		12.55	2.37		
TOWER A 20..... 0.6 SHERMERSVILLE..... 2.2	20.9 23.1			SR N	s 4.50	s 5.34	6.22		s 6.13	s 6.13	s 6.32	6.43	6.54	7.31	7.59		s 8.18	9.02	9.33	s 9.52	10.54	s 11.41	12.31		12.54	s 2.36		
TOWER A 23..... 0.8 DEERFIELD..... 4.1	23.9 28.0	E. 90	20	D VR	L 4.45AM	s 5.27	6.18		s 6.08	L 6.08AM	L 6.28AM	6.39					s 8.12		9.29	s 9.46		L 11.35AM			s 2.30			
EVERETT..... RONDOUT.....4.3..... (E. J. & E. CROSSING)	32.3	No. 2, 85 No. 6, 90	10 Yard	RO		s 5.19 Ls 5.10AM	6.13 6.07		s 5.58 Ls 5.50AM			s 6.35 Ls 6.29AM	6.45 6.39	7.24 7.17	7.50 7.45		s 8.01 Ls 7.50AM	8.53 ⁷⁶ 8.47 ⁷⁶	9.19 ⁷⁶ 9.09 ⁷⁶	9.41 ⁷⁶ Ls 9.35AM ⁷⁶	10.45		12.22 ⁹² 12.17 ⁹²		12.45 ⁹² L 12.40PM ⁹²	s 2.23 Ls 2.15PM		
WILSON..... 1.8 GURNEE..... 4.3	36.8 38.6 42.9		18 5	WT GU U			6.01 5.58						6.33 6.30	7.11 7.09	7.39 7.36		8.40 8.36	s 8.45 s 8.40		10.35 10.32		12.11 12.08						
WADSWORTH..... 4.1 RUSSELL..... (C. & N. W. CROSSING) 4.6	47.0 51.6	E. 90	5	RU RA			5.52 5.46						6.25 6.20	7.04 ⁷⁶ 6.59 ⁷⁶	7.31 ⁷⁶ 7.26		s 8.31 ⁴⁸ s 8.27	s 8.23 ²⁴ s 8.05		10.27 ⁹² 10.22		12.03PM ²⁶⁴ 11.58						
TRUESDELL..... 1.0 SOMERS..... 4.9	52.6 57.5		20 50	SD S										6.07 6.01 ⁷⁶	6.46 s 6.40	7.14 s 7.08		8.16 s 8.10	s 7.36 Ls 7.30AM		10.10 s 10.03		11.45 s 11.39	As 12.50PM				
CORLISS..... 4.2 FRANKSVILLE..... 2.1	61.8 66.0 68.1	E. 90	Yard 8	CS K B		s 5.27							5.49	6.30	6.56	7.35	7.59 7.57 ⁹²				9.52 ²⁶⁴		11.29	12.34				
CALEDONIA..... 1.3 OAKWOOD..... 3.4	69.4 72.8		18	CA WD										6.08	6.33	7.13		7.55			9.46		11.24	s 12.25				
LAKE..... 5.1 STOWELL..... (KINNICKINNIC RIV. DR. BR.) 5.0	77.9 82.9	E. 75	Yard	X SW		5.03 4.53							5.38 5.28	6.18 6.08	6.44 6.33	7.23 ⁹² 7.13		7.45		9.40		11.18	s 12.18 ⁶⁴		11.08	s 12.09		
WASHINGTON STREET..... (C. & N. W. CROSSING) 1.0 ALLIS..... (MENOMINEE RIV. DR. BR.) 0.5	83.9 84.1 85.0			WN NA MQ			4.50						s 5.25 L 5.20AM	6.05 L 6.00AM	s 6.30 L 6.25AM	7.10 L 7.05AM		s 7.35		9.25		s 11.05	s 12.06					
MILWAUKEE..... MUSKEGO YARD.....			Yard Yard	WH		L 4.45AM							L 5.20AM	L 6.00AM	L 6.25AM	L 7.05AM		L 7.30AM		L 9.20AM		L 11.00AM	L 12.01PM					
Schedule Time					1.00	1.14	2.15	.20	1.20	1.02	.47	.48	2.10	2.10	2.10	.40	1.35	2.10	3.10	1.10	2.10	1.00	2.10	.49	.50	1.15		
Average Speed per Hour					23.9	26.2	37.7	19.2	24.2	23.1	30.5	40.3	39.2	39.2	39.2	34.3	20.4	39.2	19.5	27.6	39.2	23.9	39.2	28.4	38.8	25.8		

Nos. 57 and 55 must not exceed maximum speed of sixty five (65) miles per hour—other passenger trains sixty (60) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

SPECIAL RULES.

No. 6 will stop at local stations Milwaukee to Grayland, inclusive, to let off passengers from St. Paul or points west of there.

No. 14 will stop at Gurnee Sundays only to take on and let off passengers.

Minneapolis Section No. 16 will make regular stop at Western Ave.

Coast Section No. 16 will make regular stop at Allis.

Minneapolis Section No. 16 will stop at Allis only when running as First Section.

No. 18 will stop at Allis to let off passengers from points west of Milwaukee.

No. 24 Sundays will stop at Oakwood, Caledonia, Franksville and Gurnee and will stop at stations east of Corliss to let off passengers coming from points west of Corliss.

No. 24 will stop at Somers on signal to let off passengers from Milwaukee.

No. 24 daily except Sunday will stop at Caledonia, Franksville and Gurnee on signal to take on passengers for Western Avenue and Chicago.

No. 44 will stop at Melody on signal to take on and let off passengers.

No. 46 will stop at Rondout daily except Saturday and Sunday for Chicago and Western Ave. passengers.

No. 48 will transfer passengers for Chicago Union Depot and Western Avenue to No. 24, at Wadsworth.

No. 48 stops at all stations Rondout and east to let off passengers from west of Rondout.

No. 136 will stop at Melody to take on passengers for Chicago Union Depot and Western Avenue.

No. 138 will stop at Melody to let off passengers from west of Rondout.

No. 140 will stop at Melody and Golf on signal to take on passengers for Chicago Union Depot and Western Avenue.

No. 142 will stop at Rondout Saturdays only on flag for Chicago and Western Ave. passengers.

No. 144-146-148-150-154 and 156 will stop at local stations Rondout to Healy, inclusive, to let off passengers ticketed from points west of Rondout.

No. 152 will make regular stop at Melody to take on and let off passengers.

No. 210 will stop at Caledonia and Franksville on signal for Racine, Corliss and R. & S. W. Div. passengers and let off passengers from Milwaukee.

No. 142 will slow up at Rondout for mail.

MILWAUKEE TO CHICAGO SUBDIVISION—EASTWARD

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922		FIRST CLASS																					
STATIONS	Distance from Milwaukee	Office Closed Week Days	8	54	44	230	46	144	148	128	40	150	154	146	156	6	14	42	58				
			Passenger	Equipment Train	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
			Except Sun.	Ex. Sat. & Sun.	Daily	Except Sun.	Daily	Sunday Only	Sunday Only	Except Sun.	Sun. only	Sunday Only	Sunday Only	Except Sun.	Sunday Only	Daily	Daily	Daily	Daily				
CHICAGO.....	85.0		As 4.05 PM		As 6.25 PM		As 6.10 PM	As 7.20 PM	As 7.50 PM	As 7.55 PM	As 7.55 PM	As 8.30 PM	As 8.40 PM	As 8.55 PM	As 8.55 PM	As 9.00 PM	As 10.15 PM	As 10.35 PM	As 12.25 AM				
(C. & N. W. CROSSING) 2.9																							
WESTERN AVENUE.....	82.2		s 3.54	As 4.50 PM	s 6.14		s 5.59	s 7.09	s 7.39	s 7.44	s 7.44	s 8.19	s 8.29	s 8.44	s 8.44	s 8.49	s 10.04	s 10.24	12.14				
BENSENVILLE YARD.....	79.0																						
2.9																							
TOWER B.....	76.1																						
GALEWOOD.....																							
PACIFIC JUNCTION.....																							
(C. M. & ST. P. CROSSING) 2.5	79.6		3.48	4.41	6.08		5.54	7.00	7.30	7.37	7.37	8.13	8.23	8.37	8.37	8.44	9.59	10.18	12.11				
1.0																							
HEALY.....	78.6	3.45 PM to 6.45 AM		L 4.40 PM	s 6.05			6.56	7.24	s 7.34	s 7.34	8.10	8.20					s 10.15					
(C. & N. W. CROSSING) 1.8																							
GRAYLAND.....	76.8		3.43		s 6.00		5.50	6.50	7.20	s 7.30	s 7.30	8.05	8.15	8.32	8.32	8.39	9.55	s 10.11	12.08 AM				
MAYFAIR.....	76.0				s 5.56					s 7.27	s 7.27							s 10.08					
(C. & N. W. CROSSING) 0.8																							
FOREST GLEN.....	74.8	5.00 PM to 8.00 AM			s 5.52					s 7.23	s 7.23							s 10.04					
1.1																							
EDGE BROOK.....	73.7	5.00 PM to 8.00 AM			s 5.48					s 7.19	s 7.19							s 10.01					
1.8																							
TOWER A13.....	71.9	No office	3.36		^{5.45} 5.39 ⁴⁶		⁴⁴ 5.43	6.39	¹⁶⁰ 7.09	¹⁶⁰ 7.16	¹⁶⁰ 7.16	7.51	8.01	8.22	8.22	8.33	9.47	9.59	11.59				
1.2																							
MORTON GROVE.....	70.7	5.00 PM to 8.00 AM			s 5.35					s 7.14	s 7.14							s 9.57					
1.9																							
GOLF.....	68.8	5.30 PM to 7.15 AM			f 5.28					s 7.09	s 7.09							s 9.53					
1.2																							
GLENVIEW.....	67.6	5.24 PM to 7.45 AM	3.30		s 5.24		5.38	6.31	7.01	s 7.07	s 7.07	7.43	7.53	8.16	8.16	8.28	9.42	s 9.50	11.55				
2.8																							
TECHNY.....	64.8	No office			s 5.18					s 7.03	s 7.03							s 9.47					
TOWER A.....																							
1.1																							
TOWER A 20.....	64.7		3.27		5.17		5.35	6.26	6.56	7.02	7.02	7.38	7.48	8.12	8.12	8.25	9.39	9.46	11.51				
0.6																							
SHERMerville.....	64.1	5.30 PM to 8.00 AM	3.26		s 5.16		5.34	6.25	6.55	s 7.01	s 7.01	7.37	7.47	8.11	8.11	8.24	9.38	s 9.45	11.50				
2.2																							
TOWER A 23.....	61.9	No office	3.23		⁶⁴ 5.11		⁶⁴ 5.31	6.22	6.52	6.58	6.58	7.33	7.43	8.08	8.08	8.21	9.35	9.42	⁶⁰ 11.46				
0.8																							
DEERFIELD.....	61.1	5.10 PM to 7.30 AM			s 5.09					s 6.57	Ls 6.57 PM						9.34	Ls 9.40 PM					
4.1																							
EVERETT.....	57.0	4.35 PM to 7.35 AM	3.17		s 5.02		5.25	6.12	6.42	s 6.45		7.23	7.33	8.01	8.01	8.15	9.29		11.40				
RONDOUT.....	52.7		3.12		s 4.54		5.20	L 6.05 PM	L 6.35 PM	Ls 6.35 PM		L 7.16 PM	L 7.26 PM	L 7.55 PM	L 7.55 PM	8.10	⁶⁰ 9.23		11.35				
(B. J. & B. CROSSING)																							
4.5																							
WILSON.....	48.2	No office	3.06		s 4.46		5.15									8.05	9.17		11.29				
1.8																							
GURNEE.....	46.4	4.59 PM to 7.45 AM	3.04		s 4.41		5.13									8.03	9.13		11.26				
4.3																							
WADSWORTH.....	42.1	5.00 PM to 8.00 AM	2.59		s 4.34		5.08									⁶⁰ 7.58	9.09		11.21				
4.1																							
RUSSELL.....	38.0	5.35 PM to 8.00 AM	2.54		s 4.27		5.03									7.53	9.04		11.15				
(C. & N. W. CROSSING) 4.6																							
RANNEY.....	33.4		2.48		f 4.19		4.58									7.48	8.58		11.10				
1.0																							
TRUEDELL.....	32.4	4.50 PM to 7.50 AM			s 4.15																		
4.9																							
SOMERS.....	27.5	4.40 PM to 7.40 AM	2.41		s 4.08		4.51									7.41	8.51		11.03				
4.3																							
CORLISS.....	23.2		s 2.35		s 4.00	As 4.15 PM	s 4.46									s 7.35	s 8.45		10.57				
4.2																							
FRANKSVILLE.....	19.0	5.00 PM to 8.00 AM			s 3.47	4.07																	
2.1																							
TOWER A 68.....	16.9	No office	2.25		3.42	4.04	4.36									7.25	8.28		10.48				
1.3																							
CALEDONIA.....	15.6	4.00 PM to 7.00 AM			s 3.40																		
3.4																							
OAKWOOD.....	12.2	4.00 PM to 7.00 AM	2.19		s 3.32	3.57	4.31									7.19	8.23		10.42				
5.1																							
LAKE.....	7.1		2.13		s 3.23	3.50	4.25									7.13	8.17		⁷⁴ 10.36				
STOWELL.....																							
(KINNICKINNIE RIV. DR. BR.) 5.0	2.1	No Office	2.03		s 3.13	3.43	4.18									7.03	8.08		10.27				
(C. & N. W. CROSSING) 1.0																							
WASHINGTON STREET.....	1.1																						
0.2																							
ALLIS.....	0.9		s 2.00		s 3.10	s 3.40	4.15									s 7.00	s 8.05		10.25				
(MENOMINEE RIV. DR. BR.) 0.5																							
MILWAUKEE.....			L 1.55 PM		L 3.05 PM	L 3.35 PM	L 4.10 PM									L 6.55 PM	L 8.00 PM		L 10.20 PM				
MUSKEGO YARD.....																							
Schedule Time			2.10	10	3.20	40	2.00	1.15	1.15	1.20	.58	1.14	1.14	1.00	1.00	2.05	2.15	.55	2.05				
Average Speed per Hour			39.2	21.6	25.5	34.3	42.5	25.8	25.8	24.2	24.7	26.2	26.2	32.3	32.3	40.8	37.7	26.1	40.8				

Nos. 57 and 55 must not exceed maximum speed of sixty five (65) miles per hour—other passenger trains sixty (60) miles per hour—stock and merchandise trains forty (40) miles per hour; other freight trains thirty five (35) miles per hour

RONDOUT TO JANESVILLE SUBDIVISION—WESTWARD

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922	Capacity of Sidings in Cars		Distance from Rondout	Distance from Janesville	Telegraph Calls	Office Closed Week Days	Symbols see Special Rule Page 10	FIRST CLASS										SECOND CLASS			THIRD CLASS						
	Passing Tracks	Other Sidings						131	151	149	145	133	135	153	137	139	127	143	147	165	161		193				
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight		Way Freight			
								Daily	Daily	Sat. only	Sat. only	Sunday only	Daily	Sat only	Except Sun.	Ex., Sat & Sun.	Except Sun.	Daily	Daily	Daily	Daily		Tues., Thurs. & Saturday				
..... RONDOUT	61	Yard		66.8	RO		BCIJKR WYZ	L ¹³⁸ 8.00AM	L ¹⁴² 12.55PM	L 1.27PM	L 1.50PM	L 3.05PM	L 3.25PM	L 4.21PM	L 4.37PM	L 5.05PM	L ¹⁴⁸⁻¹⁴⁴ 6.36PM	L ¹⁶⁶ 12.04AM	L 12.25AM	L 11.10PM		L ¹⁴⁰ 9.35AM					
2.0 JUNCTION SWITCH			2.0	64.8		No office	JTW																				
1.2 LIBERTYVILLE	60		3.2	63.6	WY BV	New Station 5.00 PM to 8.00 AM Old Station 5.00 PM to 8.00 AM	R	s 8.07	As ¹⁹⁴ 1.05PM	s ¹⁵² 1.36	s ¹⁵² 1.57	s 3.12	s 3.35	s 4.28	s 4.44	s 5.12	A ¹⁶⁰ 6.17PM	s 6.43	s 12.10	12.35	¹⁶⁶ 11.45		9.45				
(800 LINE CROSSING) 4.4. GOO TOWER			7.6	59.2	W			8.15		1.47	2.06	3.20	3.45	4.37	4.53	5.20		6.51	12.18	12.51	12.01AM		10.00				
1.1 GRAYS LAKE	64	32	8.7	58.1	GK	5.10 PM to 7.00 AM		s 8.17		s 1.53	s 2.10	s 3.23	s 3.50	s 4.39	s 4.55	s ¹⁶⁰ 5.23		s ¹⁵⁰ 6.54	s 12.21	1.01	12.05		s 10.20				
1.5 HAINESVILLE			10.2	56.6		No office		8.20		s 1.58	s 2.15	s 3.26	s 3.53	f 4.42	4.57	f 5.26		6.57	f 12.24								
1.5 ROUND LAKE	65	115	11.7	55.1	RN	9.00 PM to 6.45 AM		s 8.24		s 2.08	s 2.22	s 3.32	s 3.58	s ¹⁶⁰ 4.48	s ¹⁶⁰ 5.01	s 5.32		s ¹⁵⁴ 7.01	s 12.30	1.15	12.15		s 10.45				
2.0 LONG LAKE		67	18.7	53.1	ON	No office		f 8.27		s 2.16	s 2.27	s 3.37	s 4.03	s 4.52	5.03	s 5.37		7.05	s 12.35								
1.8 INGLESIDE	61	53	15.5	51.3	NI	8.00 PM to 6.50 AM	CW	s 8.30		s 2.21	s 2.35	s 3.41	s 4.09	s 4.55	s 5.06	s 5.41		s 7.09	s 12.39	1.25	12.25		s 11.10				
1.7 (FOX RIVER DRAW BRIDGE) FOX LAKE	78	Yard	17.2	49.6	FA	7.30 PM to 6.40 AM	RY	s 8.41		As 2.35PM	As 2.40PM	As ¹⁶⁰ 3.50PM	As ¹⁶⁰ 4.20	As 5.00PM	s 5.16	As ¹⁶⁰ 5.50PM		s ^{146 156} 7.19	As ¹⁶⁰ 12.50AM	1.40	12.35		s 11.35				
4.2 SPRING GROVE		35	21.4	45.4	SG	5.00 PM to 8.00 AM		s ¹⁴⁰ 8.48					s 4.30		5.23			f 7.28		2.05	1.10		s ¹⁴² 11.52				
2.1 SOLON MILLS	65	20	23.5	43.3	MS	3.30 PM to 6.30 AM		8.53					s 4.36		5.27			f 7.35		2.15	1.20		s 12.22PM				
4.1 BELDEN			27.6	39.2	BN	No office		8.59					4.44		5.32												
1.9 (C. & N. W. CROSSING) HEBRON TOWER	65		29.5	37.3	HN		I	9.02					f 4.47		5.35			7.43		2.50	1.40		12.50				
1.6 ARMSBY		12	31.1	35.7	BY	No office																					
4.0 ZENDA		23	35.1	31.7	DA	4.40 PM to 7.40 AM		s 9.12					s 5.04		f 5.45			7.54		3.15	1.55		s 1.10				
6.1 (C. H. & G. L. CROSSING) WALWORTH	62	71	41.2	25.6	WO	8.30 PM to 6.00 AM	KRTW	s ¹⁹⁴ 9.24					As 5.20PM		s 5.56			s 8.04		3.45	2.20		s 1.40				
8.6 (C. M. & ST. P. CROSSING) BARDWELL	52	Yard	49.8	17.0	G		IJ	s 9.38							s ¹⁴⁶ 6.10			s ¹⁶⁶ 8.19		4.20	As 2.40AM		s 2.00				
6.7 AVALON	65	48	56.5	10.3	AV	5.00 PM to 8.00 AM		s 9.50							f 6.22			f 8.26		4.55			s 2.45				
4.2 GANO	61		60.7	6.1	GN	No office		9.56							6.30			8.32		5.20			3.15				
4.0 (C. & N. W. AND R. I. CR'G) ROCK RIVER TOWER			64.7	2.1	RK	No Office	I	10.01							6.40			8.38		5.35			3.40				
2.1 JANESVILLE		Yard	66.8		BE		@BCJKR TWYZ	As 10.10AM							As ¹⁶⁶ 6.50PM			As 8.45PM		As 6.00AM			As 4.00PM				
Schedule Time								2.10	.10	1.08	.50	.45	1.55	.39	2.13	.45	.07	2.09	.46	5.35	3.30		6.25				
Average Speed per Hour								30.8	19.2	15.1	20.6	22.9	21.6	26.4	30.1	22.9	27.4	31.0	22.6	11.9	14.3		12.8				

Passenger trains must not exceed maximum speed of fifty (50) miles per hour—stock and merchandise trains thirty-five (35) miles per hour; other freight trains thirty (30) miles per hour.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS **MANUAL BLOCK SYSTEM IS IN USE BETWEEN RONDOUT AND JANESVILLE.**

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

Block Signal Rule 319-A applies at Rondout. Trains other than passenger trains accepting and moving under a clear signal must approach Rondout under control and proceed only as the way is seen or known to be clear.

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

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

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

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

No. 133 will take siding at Fox Lake for No. 160.

Nos. 133, 139, 143, 145, 147, 149, 153 will stop at Wilson Road to let off passengers from Chicago Union Depot and Western Avenue.

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

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

No. 143 will stop at Hebron Tower and Zenda to let off passengers from Chicago Union Depot and Western Avenue and to take on passengers for Janesville and points beyond.

No. 147 will register at Fox Lake.

No. 127 will pull into Old Station Libertyville and register at Junction Switch.

JANESVILLE TO RONDOUT SUBDIVISION—EASTWARD

9

Time Table No. 21 In Effect 2:01 A. M. April 30, 1922		Distance from Rondout	Distance from Janesville	FIRST CLASS										SECOND CLASS					THIRD CLASS				
				132	134	136	138	140	142	152	144	148	128	150	154	146	156	160	166	194			
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Stock Freight	Way Freight			
STATIONS				Ex. Sun.	Sunday only	Except Sun.	Daily	Daily	Except Sun.	Daily	Sun. Only	Sun. Only	Except Sun.	Sun. Only	Sun. Only	Ex. Sun	Sun. Only	Daily	Daily	Mon., Wed. & Friday			
..... RONDOUT		66.8		A 5.10AM	A 5.50AM	A 6.29AM	A 7.50AM ¹³¹	A 9.35AM ¹⁹³	A 12.40PM ¹⁵¹	A 2.15PM	A 6.05PM ¹⁴³	A 6.35PM ¹⁴³	A 6.35PM ¹⁴³	A 7.16PM	A 7.26PM	A 7.55PM	A 7.55PM	As 5.45PM ¹²⁷	A 11.55PM ¹⁴⁷	As 1.55PM			
..... JUNCTION SWITCH		2.0	64.8																				
..... LIBERTYVILLE		3.2	63.6	s 5.05	s 5.44	s 6.24	s 7.42	s 9.25	s 12.29	L 2.05PM ¹⁴⁵ ¹⁴⁹	s 5.56	s 6.24	L 6.25PM	s 7.08	s 7.18	s 7.46	7.46	5.35	11.45 ¹⁰¹	1.35 ¹⁵¹			
..... SOO TOWER..... 4.4 (SOO LINE CROSSING)		7.6	59.2	4.53	5.38	6.17	7.32	9.19	12.23		5.51	6.18		7.00	7.11	7.41	7.41	5.25	11.33	1.25			
..... GRAYS LAKE		8.7	58.1	s 4.51	s 5.36	s 6.15	s 7.29	s 9.17	s 12.21		5.49	s 6.16		s 6.54 ¹⁴³	s 7.09	s 7.39	7.39	5.23 ¹³⁹	11.30	s 1.20			
..... HAINESVILLE		10.2	56.6	f 4.48	f 5.33	f 6.12	s 7.24	9.12	12.19		5.46	6.13		s 7.04	7.36	7.36							
..... ROUND LAKE		11.7	55.7	s 4.44	s 5.29	s 6.09	s 7.20	s 9.09	s 12.16		5.43	s 6.09		6.47	s 7.01 ¹⁴³	s 7.33	7.33	5.01 ¹³⁷ 4.45 ¹⁵³	11.20	s 1.00			
..... LONG LAKE		13.7	53.1	s 4.40	s 5.25	s 6.05	s 7.14	9.04	12.10		5.39	s 6.05		s 6.42	s 6.56	s 7.29	7.29						
..... INGLESIDE		15.5	51.3	s 4.35	s 5.20	s 6.00	s 7.09	s 9.02	s 12.07 ¹⁹⁴		5.35	L 6.00PM		6.39	s 6.52	s 7.25	7.25	4.30	11.05	12.17 PM s 11.55 ¹⁴²			
..... FOX LAKE..... 1.7 (FOX RIVER DRAW BRIDGE)		17.2	49.6	L 4.30AM	L 5.15AM	L 5.55AM	s 7.01	s 8.57	s 12.01PM		L 5.30PM			L 6.30PM	L 6.45PM ¹⁴³	s 7.19 ¹⁴³	7.19 ¹⁴³	133-135 4.20	10.50	s 11.45			
..... SPRING GROVE		21.4	45.4				s 6.53	s 8.48 ¹³¹	s 11.52 ¹⁹³							s 7.10	s 7.10	4.00	10.35	s 11.25			
..... SOLON MILLS		23.5	43.3				s 6.48	f 8.44	11.47							s 7.06	s 7.06	3.50	10.25	s 11.05			
..... BELDEN		27.6	39.2				6.41	8.38	11.42							6.57	6.57	3.43					
..... HEBRON TOWER..... 1.9 (C. & N. W. CROSSING)		29.5	37.3				f 6.38	8.36	11.38							6.54	6.54	3.40	10.00	10.40			
..... ARMSBY		31.1	35.7																				
..... ZENDA		35.1	31.7				s 6.23	s 8.28	s 11.30							s 6.43	s 6.43	3.25	9.40	s 10.20			
..... WALWORTH..... 6.1 (C. H. & G. L. CROSSING)		41.2	25.6				L 6.05AM	s 8.18	s 11.20							s 6.30	s 6.30	3.10	9.05	s 9.24 ¹³¹			
..... BARDWELL..... 8.6 (C. M. & ST. P. CROSSING)		49.8	17.0					s 8.04	s 11.05							s 6.10 ¹³⁷	s 6.10	L 2.45PM	8.20 ¹⁴³ 7.50	s 8.45			
..... AVALON.....		56.5	10.3					s 7.53	10.55							s 5.59	s 5.59		7.30	s 8.25			
..... GANO.....		60.7	6.1					7.47	10.50							5.52	5.52		7.15	8.10			
..... ROCK RIVER TOWER..... 4.0 (C. & N. W. AND R. I. CR'G)		64.7	2.1					7.40	10.44							5.46	5.46		7.00	7.55			
..... JANESVILLE		66.8					L 7.35AM	L 10.40AM								L 5.42PM	L 5.42PM		L 6.50PM ¹³⁷	L 7.45AM			
Schedule Time				.40	.35	.34	1.45	2.00	2.00	.10	.35	.35	.10	.46	.41	2.13	2.13	3.00	5.05	6.10			
Average Speed per Hour				25.8	29.3	30.3	23.6	33.3	33.3	19.2	29.4	29.4	32.0	22.6	25.7	30.1	30.0	16.6	13.1	12.9			

Passenger trains must not exceed maximum speed of fifty(50) miles per hour—stock and merchandise trains thirty five (35) miles per hour; other freight trains thirty (30) miles per hour

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 132, 134, 136, 144, 150, will stop at Wilson Road on signal to take on passengers.
No. 140 will take siding at Spring Grove for No. 131.
No. 142 will stop at Avalon to let off passengers ticketed from points on Mineral Point Division, except Janesville.
No. 142 will stop at Long Lake on signal to take on passengers for Western Avenue and Chicago Union Depot.
No. 146 will stop at Hebron Tower to let off passengers from Prairie du Chien and Mineral Point division, and take on passengers for Western Avenue and Chicago Union Depot.
No. 160 handles stock from local stations, Avalon to Spring Grove, inclusive, connecting with No. 64 at Rondout.
No. 160's crew will go to Avalon for milk and stock and to take over milk car on arrival at Bardwell from Beloit.
No. 161 and 160 will register at Bardwell.
No. 194 handles stock from local stations, Fox Lake to Libertyville, inclusive, connecting with No. 64 at Rondout.
No. 144, 148, 150 will not handle baggage.
No. 156 will stop at stations east of Spring Grove to let off passengers.
No. 128 will leave from Old Station Libertyville and register at Junction Switch.

W. C. ZIMMERMAN,
C. W. SPOOR,
C. E. SHAFT
E. C. BABCOCK,
C. E. LARSON
Train Dispatchers.

W. H. HAMMOND
R. A. WOODWORTH,
H. C. CONE,
R. L. HAMILTON,
Train Dispatchers.

G. T. CARROLL,
Chief Dispatcher.
J. W. BLOSSINGHAM,
Asst. Train Master
E. H. BANNON,
Train Master.

SPECIAL INSTRUCTIONS

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

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

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division unless otherwise provided.

First class eastward trains entering Milwaukee to Chicago Sub-Division at Rondout from Janesville to Rondout Sub-Division will register by card and will not require clearance card providing the train order signal is clear. Operator at Rondout may clear these trains if there are no train orders or special instructions.

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

In case of head-light failure, in addition to putting a lantern in cage of head-light, engineers will sound the whistle frequently at all obscure places, also on straight track, so as to protect signal maintainers and sectionmen.

When trains are run with double headers, the air brakes on the leading engine must be connected through the second engine with the train, and the train controlled by Engineer of leading engine. Before starting train from point at which double header is attached, Conductor must see that air brakes on train are tested from the leading engine.

"When for any reason an engine leaves its train or part of its train on the main track, great care must be taken when returning to avoid colliding with the detached portion and at night, or when the view is obscured from any cause, the conductor and engineer must take every precaution for protection. When conditions require it, the flagman must protect the returning engine.

SYMBOLS

●—Standard Clock.
B—Bulletin Boards.
C—Coal.
D—Drenching Tower.
I—Interlocked.
J—Junction.

K—Connection with Foreign Road.
O—Oil.
P—Dispatcher's Telephone.
R—Register.
T—Turntable.

W—Water.
Y—Wye.
Z—Track Scales.
⌘—Refreshments.

SPEED RESTRICTIONS.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles per hour, and other trains twenty (20) miles per hour passing over railroad crossings and through interlocking plant limits.

The speed of all trains passing through crossovers entering upon or leaving ends of double tracks, passing tracks or other side track, must be controlled and not exceed ten (10) miles per hour, except at designated turnouts laid with long frogs, where speed may be increased to but not exceeding twenty (20) miles per hour, long frogs are located at both ends of passing tracks at Tower A-13, A-23, Wadsworth, Ranney, Tower A-68, Lake, and head-in switches on Nos. 1, 2 and 6 at Rondout.

When K-1 engines are used on passenger trains, speed must be restricted to thirty (30) miles per hour. When running light or with a very light train, speed must not exceed thirty (30) miles per hour.

All trains will reduce speed on westward track to forty miles per hour from Thomas switch to a point one-half mile east of Stowell Westward trains, running on eastward track from Lake to Stowell, must not exceed twenty-five (25) miles per hour around Kellys Cut Curves, two miles west of Lake.

Trains must not exceed six (6) miles per hour between Clinton Street and Passenger Station at Milwaukee. Trains entering upon, or leaving the Rondout-Janesville Subdivision at Rondout must not exceed ten (10) miles per hour between E. J. & E. crossing and the coal shed.

Work trains handling laborers must not exceed twenty (20) miles per hour, and cars used in carrying the men to and from their work must not be run ahead of the engine, if it can be avoided.

When moving Lidgeerwood unloaders the speed must not exceed fifteen (15) miles per hour.

Trains must not exceed fifteen (15) miles per hour over draw bridge at Fox Lake.

Freight trains, westward, will reduce speed to ten miles per hour from a point one mile east of Stowell to Allis, and will not exceed same under any circumstances.

When moving Scale Test Car No. 2, the speed must not exceed twenty-five (25) miles per hour.

Where conditions do not require a slower speed, the maximum speed of passenger trains must not exceed thirty five (35) miles per hour at any point nor the schedule time of the train be exceeded when an engine from freight service or when any single truck locomotive is used, nor when double heading with one freight and one passenger engine. When two passenger engines are double heading a speed of forty-five (45) miles per hour must not be exceeded.

Trains handling Steam Derrick will not exceed speed of twenty-five (25) miles per hour on Main Lines and fifteen (15) miles per hour on Branch Lines.

Freight trains will not exceed speed as shown below.

Chicago to Milwaukee Sub-division—Twenty (20) miles per hour. Rondout to Janesville Sub-division—Twenty (20) miles per hour.

WESTWARD

Between one-half mile East of Russell to Russell Depot.
Between one-half mile East of Ranney to one-fourth mile West.
Between one-fourth mile East of Caledonia to one-fourth mile West.
Between Root River and Oakwood.
Between one mile West of Lake to West end of Kelly's Cut.
Between one-half mile East of Gurnee to one mile West.

EASTWARD

Between one-fourth mile West of Ranney to one mile East.
Between one mile West of Wadsworth to one-fourth mile East.
Between one mile West of Shermerville to Techny.
Between one-half mile West of Morton Grove to one-fourth mile East.

WESTWARD

Between Grays Lake and Hainesville.
Between Round Lake and Long Lake.
Between three miles West of Walworth to one mile East of Bardwell.

EASTWARD

Between Avalon and Bardwell.
Between Zenda and Armsby.
Between Belden and one-fourth mile West of Spring Grove.
Between one-half mile East of Soo Tower and Junction Switch.

WESTWARD—Twelve (12) miles per hour.

Between one mile West of Avalon to Rock River Tower.

TRACK RESTRICTIONS.

Class L-2 or L-3 engines must not be run on joint track between Western Avenue and Chicago Passenger Station. Class L-2, C-5 or heavier engines must not be moved over the following tracks.

Wilcox track at Grayland, Manure track and two Poehlman tracks at Morton Grove, No. 1 track serving Swain Nelson Co. and No. 3, known as dirt track, at Glenview Bridge A-114½ and Alsips track west of bridge at Tower A-23, west end of wire track at Rondout.

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

Engines larger than Class B-4 or G-7 or -K1 must not use freight house and run-around tracks at Corliss, Techny Spur track or Armour's Switch.

Engines larger than Class B-2 must not use the Brown-Bowman track, the two Wisconsin Engine Co.'s tracks, nor the Power House track at Corliss.

Class L-3 engines cannot be moved over Nos. 3 and 4 main tracks between West Chicago Ave. and North Ave. Chicago.

The following tracks in Wilcox Yard at Grayland can be used by C-2 or smaller engines as follows:

Trestle track. Track No. 1 lower yard track. Track No. 3 can be used by engine as far as the cement house. Track No. 4 is OK for service at a speed not to exceed six miles per hour. Engines must not go in on track No. 2 under any circumstances.

Trains using North Wye at Bardwell must not exceed five miles per hour and F 3 or larger engines must head around this Wye. F 3 or larger engines cannot be used on Wye at Spring Grove or on Armour's Spur Track on account of sharp curvature.

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS.

Chicago to Milwaukee sub-division.

Deerfield—2000 feet east of depot (westward).
Deerfield—2000 feet west of depot (eastward).
Rondout—4000 feet east of No. 1 east switch (westward).
Rondout—4000 feet west of west cross-over switch (eastward).
Corliss—4000 feet east of east switch (westward).
Corliss—4000 feet west of west wye switch (eastward).
Lake—4000 feet east of train order signal (westward).
Lake—4000 feet west of train order signal (eastward).

Rondout to Janesville sub-division.

Rondout—2000 feet west of west passing track switch.
Libertyville—2000 feet east of passenger station.
Ingleside—2000 feet west of depot.
Ingleside—2000 feet east of east passing track switch.
Fox Lake—2000 feet east of east passing track switch.
Fox Lake—2000 feet west of west passing track switch.
Walworth—2000 feet east of depot.
Bardwell—2500 feet east of tower.
Stowell—200 east of signal 81-5 westward.

MAIL

If it becomes necessary on account of accident or other cause to transfer passengers to another train, U. S. mail in mail or baggage cars must also be transferred. If possible, mail clerks should be notified in advance.

Conductors of trains handling U. S. mail must know that the mail for their train is loaded or mail shortage slip delivered before leaving a station at which their train receives mail.

Decline to accept pouches containing mail matter unless they are properly locked. This includes pouches without locks or with locks open.

FIRE PREVENTIVE

Engineers must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their engineer to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

FEDERAL, STATE AND MUNICIPAL LAWS AND REGULATIONS

The Statutes of the State of Illinois provide that no railroad corporation shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and impose a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineer or conductor violating the provisions of the act, to be recovered in an action of debt in the name of the people of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum.

When suits are instituted against the Company for blocking highway crossings under this statute, employees responsible therefor will be called upon to bear fine imposed and if they refuse so to do will be discharged from the service of the Company. When suits are brought against employees for violating the above statute the Company will take no action in defending same.

Within the limits of the City of Chicago, engineers will not sound whistle except for the protection of their trains and the public. The engine bell must be rung at all times while engines and trains are moving within said limits.

All concerned must understand that they must not shove cars over highway crossings without protection, by having a trainman flag the crossing.

SPEED TABLE.

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Chicago, Ill. A. I. Bouffleur, Chief Surgeon.

" B. F. Lounsbury,

Ass't Chief Surgeon, Phone West 3170

" A. R. Metz, Ass't Surgeon.

" 2449 Washington Blvd.

" C. D. Westcott, Oculist, 22 E. Washington St.

" Phone Central 2212

" Dr. H. P. Davidson Oculist and Aurist.

" Dr. C. P. Westcott Oculist

Glenview J. B. S. King, M. D.

Shermerville, Ill. Louis Sintzel, M. D.

Corliss, Wis. F. G. Peehn, M. D.

Racine, Wis. G. W. Nott, M. D.—E. A. Taylor, Ass't.

Milwaukee, Wis. H. M. Brown, Consultant.

" H. Reineking, M. D.

" O. R. Lillie, Asst' Surgeon.

" Dr. P. G. Frey

" Drs. Hitz, Seaman and Gordon, Oculists.

Libertyville, Ill. J. L. Taylor, M. D.

Spring Grove, Ill. John C. Furlong, M. D.

Walworth, Wis. C. W. Curless, M. D.

Janesville, Wis. J. F. Pember, M. D.

" T. W. Nuzum, M. D.

Grays Lake, Ill. H. R. Struthers, M. D.

WATCH INSPECTORS

INSPECTORS

Shumacher, M. Chicago
Johnson, O. L. Chicago
Knight, H. N. Chicago
Stuhr, P. W. Chicago
Bartholomew, F. H. Chicago
Mann Bros. Chicago

LOCATION

INSPECTORS

Sutton, G. C. Chicago
Westmark, A. E. Chicago
Young, M. Chicago
Graff, C. F. Elkhorn
Smith J. J. Janesville
Sauberg, F. E. Chicago

LOCATION

INSPECTORS

Huss, A. Libertyville
Gamm Jewelry Madison
Hammersmith, H. Milwaukee
Wellstein, Joe. Milwaukee
Gonlich, J. Milwaukee

LOCATION

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

STATIONS	SUNDAY HOURS
Janesville	Continuous
Rock River Tower	Closed
Avalon	Closed
Bardwell	Continuous
Walworth	8:00 am to 8:00 pm 5:40 pm to 7:40 pm
Zenda	8:00 am to 10:00 pm
Hebron Tower	Continuous
Solon Mills	Closed
Spring Grove	Closed
Fox Lake	7:00 am to 9:00 am 5:30 pm to 7:30 pm
Ingleside	7:00 am to 9:00 am 6:00 pm to 8:00 pm
Round Lake	7:00 am to 9:00 am 6:00 pm to 8:00 pm
Grays Lake	7:00 am to 9:00 am 6:00 pm to 8:00 pm

STATIONS	SUNDAY HOURS
Soo Tower	Continuous
Libertyville, New Station	7:15 am to 9:15 am 2:00 pm to 4:00 pm
Lake	Continuous
Oakwood	7:00 am to 9:00 am
Caledonia	Closed
Tower A68	Closed
Franksville	Closed
Corliss	Continuous
Somers	Closed
Truesdell	Closed
Ranney	Continuous
Russell	Closed
Wadsworth	Closed
Gurnee	8:00 am to 10:00 am
Wilson	Closed
Rondout	Continuous

STATIONS	SUNDAY HOURS
Everett	Closed
Deerfield	Closed
Tower A23	Closed
Shermerville	Closed
Tower A20	Continuous
Tower A	Continuous
Tower B	Continuous
Glenview	Closed
Golf	Closed
Morton Grove	Closed
Edgebrook	Closed
Forest Glen	Closed
Mayfair	Continuous
Grayland	Continuous
Healy	Closed
Pacific Junction	Continuous

STATIONS	Ruling Grade	CLASS L3 8500-8999				CLASS L2 8000-8499				CLASS C5 7200-7499				CLASS F5 6800-6499 6700-6999				CLASS C2 7100-7199 7600-7999				CLASS F3 6100-6199 6500-6599 CLASS B4 4300-4399				CLASS K1 5000-5049 5500-5644 CLASS G7S 2850-2949				CLASS G7 2800-2849 2400-2499				CLASS G6 2700-2799 2300-2399			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Milwaukee to Lake.....	.66	2800	2450	2300	2050	2500	2150	2000	1750	1900	1650	1500	1300	1700	1450	1350	1200	1800	1850	1450	1250	1300	1100	1000	900	1500	1300	1200	1150	1300	1100	1000	900	900	750	700	650
Lake to Corliss.....	.66	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Corliss to Rondout.....	.5	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Rondout to Bensenville..	.3	4100	3500	3350	2950	3800	3200	3050	2650	3000	2550	2400	2100	2700	2300	2150	1900	2800	2400	2250	1960	2200	1850	1750	1550	2500	2150	2000	1750	2200	1850	1750	1550	1600	1350	1250	1100
Bensenville to Rondout..	.5	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Rondout to Corliss.....	.5	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Corliss to Milwaukee...	.5	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Janesville to Walworth..	.5	2800	2450	2300	2050	2500	2150	2000	1750	1800	1550	1450	1250	1500	1300	1200	1050	1600	1350	1250	1100	1300	1100	1000	900	1450	1250	1150	1000	1300	1100	1000	900	800	650	600	550
Walworth to Rondout...	.5	3700	3200	3000	2700	3400	2900	2700	2400	2600	2200	2050	1800	2300	1950	1850	1600	2400	2050	1900	1700	1800	1550	1450	1250	2100	1800	1700	1500	1800	1550	1450	1250	1200	1050	950	850
Rondout to Grays Lake..	.66	2800	2450	2300	2050	2500	2150	2000	1750	1800	1550	1450	1250	1500	1300	1200	1050	1500	1300	1200	1050	1200	1050	950	850	1350	1150	1050	850	1200	1050	950	850	800	650	600	550
Grays Lake to Janesville	.66	3000	2600	2450	2200	2700	2300	2150	1900	2000	1700	1600	1400	1700	1450	1350	1200	1700	1450	1350	1200	1400	1200	1100	950	1600	1350	1250	1100	1400	1200	1100	950	1200	1050	950	850

Weather Rating 1-25 Degrees above Zero or over.
2-5 to 25 Degrees above Zero very frosty or wet.
3-5 Degrees above to 10 Below Zero.
4-10 Degrees below Zero and colder

Trains with Helper Engines will handle same tonnage Milwaukee to Lake as between Lake and Corliss.

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

L2 Engines with over 60 cars will handle tonnage as follows:

3300—60 to 70 Cars.
3200—70 to 80 Cars.
3000—80 to 90 Cars.

Unless otherwise instructed Car Limit on Milwaukee to Chicago Sub-Division will be 90 Cars. On Janesville to Rondout Sub-Division will be 65 Cars.

WEIGHTS OF DEAD LOCOMOTIVES.

M2—193 Ton.
L2—138 Ton.
L3—150 Ton.
F5—127 Ton.
F3—124 Ton.
C5—110 Ton.
C2—108 Ton.
C1— 89 Ton.
B4— 89 Ton.
B3— 83 Ton.

K1—103 Ton.
G7— 92 Ton.
G6— 89 Ton.
A2— 88 Ton.
A1— 75 Ton.
I5— 63 Ton.
H7— 46 Ton.
H6— 50 Ton.
L3—252 Ton, including tender.
L2—216 Ton, including tender.
L2A—224 Ton, including tender.



