

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



SAVE
COAL

WISCONSIN DIVISION

No. 417 TIME TABLE No. 417

Takes Effect Sunday, April 28, 1940

At 1:00 o'clock A. M.

Central Time

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
80.....	0	45
85.....	0	42
90.....	0	40
95.....	0	38
100.....	0	36

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

F. J. BYINGTON,
GENERAL MANAGER.

W. A. KRAEMER,
ASS'T GEN'L MANAGER.

P. G. CAMPBELL,
SUPERINTENDENT.

FIRST CLASS

Subdivision 1
STATIONS
Time Table 417
April 28, 1940

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of Nos. 400 and 401 fifteen (15) minutes.
No. 317 will reduce speed to fifteen miles per hour over Kenilworth Ave. crossing at east end of Kenilworth station.
★No. 105 will run Wednesday, May 29; Friday, June 7; Saturday, June 8; and Daily from Friday, June 14 to Saturday, August 31, 1940, inclusive. Will run Friday, September 6; Saturday, September 7; Friday, September 13; Saturday, September 14; Friday, September 20; Saturday, September 21; Friday, September 27 and Saturday, September 28, 1941.
Nos. 401, 105 and 403 will not carry passengers locally between Chicago and Evanston.

★No. 403 will run Wednesday, May 29; Friday, June 14; Friday, June 21; Friday, June 28; Wednesday, July 3; Friday, July 12; Friday, July 19; Friday, July 26; Friday, August 2; Friday, August 9; Friday, August 16; Friday, August 23 and Friday, August 30, 1940.

No. 119 will not exceed thirty miles an hour passing North Chicago to dispatch U. S. mail.

No. 209 will carry passengers locally from Chicago to Evanston on Sundays and Holidays only.

No. 361 will stop at Ft. Sheridan when requested by railway mail clerk to dispatch U. S. Mail.

M Indicates train using Track No. 2 Deering to Main Street, as per rule page 18.
C Indicates train using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 18.
W Indicates train using Track No. 2 Deering to Wilmette Interlocking Plant, as per rule page 18.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

No. 107 will run on above days; on Track No. 1 from Deering and will stop at Ravenswood, Wilson Ave., Rogers Park, Evanston, Wilmette, Kenilworth, Winnetka, Glencoe and Highland Park.

No. 211 and 161 will carry passengers locally from Chicago to Evanston on Sundays and Holidays only.
No. 405 will not carry passengers locally from Chicago to Evanston or Winnetka.
No. 211 and 161 will stop on signal at Winnetka for revenue passengers beyond Milwaukee.
No. 395 on Saturdays will stop at Wilmette.
No. 123 will stop on signal at Ravenswood, Wilson Ave. and at Winnetka to receive revenue passengers for Milwaukee and beyond.

FIRST CLASS

W Indicates trains using Track No. 2 Wilmette Interlocking Plant to Deering, as per rule page 18.
M Indicates trains using Track No. 2 Main Street to Deering, as per rule page 18.
C Indicates trains using Track No. 2 Canal Interlocking Plant to Deering, as per rule page 18.
Nos. 224 and 244 will not carry passengers.
Nos. 406 and 212 on Sundays will use track No. 3 from Wilmette to Canal interlocking plant.
No. 162 on Sundays will use track No. 3 from Wilmette to Deering.
On Decoration Day, Independence Day and Labor Day Suburban trains will run on Sunday schedules. No. 162 will run on above days.

No. 162, except Sundays, will stop at Lake Forest, Highland Park and Evanston to discharge revenue passengers from Milwaukee and beyond, and will stop at Winnetka to discharge revenue passengers from beyond Milwaukee and on Sundays will stop at any station, Waukegan to Evanston, inclusive, to discharge revenue passengers from Milwaukee and beyond, and will stop at Ravenswood-Wilson Ave.

No. 330, except Saturdays will stop at Fort Sheridan.

No. 124 will stop at Lake Forest, Highland Park, Winnetka and Evanston to discharge revenue passengers from Fond du Lac and beyond.

No. 212 will stop at Lake Forest and Highland Park to discharge revenue passengers from Milwaukee and beyond, at Evanston to discharge revenue passengers from Waukegan and beyond, and at Winnetka to discharge revenue passengers from Antigo and beyond.

No. 406 will not carry passengers locally Evanston to Chicago.

★No. 124 will run Monday, June 24; Monday, July 1; Friday, July 5; Monday, July 8; Monday, July 15; Monday, July 22; Monday, July 29; Monday, August 5; Monday, August 12; Monday, August 19; Monday, August 26; and Tuesday, September 3, 1940.

BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

WIA 5

FIRST CLASS

FIRST CLASS

SECOND CLASS

Subdivision 1

STATIONS

Time Table 417

April 28, 1940

Post Office, Wye and
Turntable Stations

DISTANCE FROM
MILWAUKEE

Communicating Stations

OFFICE CALLS

		376	382	386	388	206	390	434	442	210	446	448	452	454	456	214	450																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</
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No. 154 will not carry passengers.

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of Nos. 400 and 401 fifteen (15) minutes.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

Nos. 210, 214, 154 and 120 will run on above days.

No. 388 on Saturdays will stop at platform mile post 34 8/10 mile west of North Chicago.

No. 210 will stop at Winnetka to discharge revenue passengers from Milwaukee and beyond.

No. 214 will stop at Wilmette except Saturdays to discharge revenue passengers from Kenosha and beyond.

No. 446 on Saturdays will run from Waukegan only.

No. 454, except Saturdays, will stop at platform mile post 34 8/10 mile west of North Chicago.

No. 120 will stop at Glencoe to discharge revenue passengers from Milwaukee and beyond.

No. 400 and 110 will not carry passengers locally between Evanston and Chicago.

★ No. 110 will run Sunday, June 2; Saturday, June 8; Sunday, June 9; and Daily from Saturday, June 15 to Saturday, August 31, 1940, inclusive. Will run Monday, September 2; Saturday, September 7; Sunday, September 8; Saturday, September 14; Sunday, September 15; Saturday, September 21; Sunday, September 22; Saturday, September 28 and Sunday, September 29, 1940.

★ No. 402 will run Sunday, June 2; Sunday, June 16; Sunday, June 23; Sunday, June 30; Sunday, July 7; Sunday, July 14; Sunday, July 21; Sunday, July 28; Sunday, August 4; Sunday, August 11; Sunday, August 18; Sunday, August 25 and Monday, September 2, 1940.

No. 402 will stop at Evanston to discharge revenue passengers from Eau Claire and beyond.

WESTWARD—BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

FIRST CLASS										STATION NUMBERS	DISTANCE FROM CHICAGO	Subdivision 1 STATIONS Time Table 417 April 28, 1940	Communicating Stations CAPACITY OF SIDING IN CARS	FIRST CLASS											
417	837	219	289	843	845	223	871	875	816					820	842	846	240	852	848	220	222				
Sunday Only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only					Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only			
Green Bay Pass.	Waukegan Pass.	Milwaukee Pass.	Green Bay Pass.	Waukegan Pass.	Waukegan Pass.	Milwaukee Pass.	Waukegan Pass.	Waukegan Pass.	Waukegan Pass.					Waukegan Pass.	Waukegan Pass.	Waukegan Pass.	Green Bay Pass.	Waukegan Pass.	Waukegan Pass.	Chicago Pass.	Chicago Pass.				
AM 1.50	AM 7.14	AM 8.00	AM 9.30	AM 11.20	PM 2.15	PM 4.33	PM 8.05	PM 8.55	0	.....	CHICAGO.....	08	AM 7.35	AM 9.10	PM 12.30	PM 3.27	PM 3.45	PM 5.35	PM 7.08	PM 10.00	PM 10.50	.....	.....	.....	
1.55	7.19	8.04	9.34	11.25	2.20	4.38	8.10	9.00	1.81	.....	DIVISION STREET.....		7.29	9.06	12.25	3.22	3.40	5.30	7.03	9.54	10.45	.....	.....	.....	
1.58	7.21	8.06	9.36	11.27	2.22	4.40	8.12	9.02	1.94	.....	CLYBOURN.....		7.27	9.04	12.23	3.20	3.38	5.28	7.01	9.51	10.42	.....	.....	.....	
1.59	7.22	8.07	9.37	11.28	2.23	4.41	8.13	9.03	1.40	.....	DEERING.....		7.25	9.03	12.22	3.19	3.37	5.27	7.00	9.50	10.41	.....	.....	.....	
									1.06	.....	BELMONT AVENUE.....											.....	.....	.....	
									5.51	.....	CUYLER.....											.....	.....	.....	
	7.26			11.32	2.26	4.45	8.17	9.06	6.23	.....	RAVENSWOOD-WILSON AVENUE.....		7.21	8.59	12.18	3.15	3.33		6.56		10.35	.....	.....	.....	
	7.28				2.28		8.19	9.08	7.07	.....	SUMMERDALE.....		8.57			3.13			6.54			.....	.....	.....	
						4.47			7.78	.....	ROSE HILL.....											.....	.....	.....	
				11.36					8.36	.....	KENMORE.....				12.15							.....	.....	.....	
	7.32			11.38	2.32	4.50	8.23	9.12	9.35	.....	ROGERS PARK.....		7.16	8.53	12.13	3.09			6.50			.....	.....	.....	
									10.30	.....	CALVARY.....											.....	.....	.....	
2.08	7.35	8.13	9.43	11.41	2.35	4.53	8.26	9.15	11.03	.....	MAIN STREET.....		7.12	8.50	12.09	3.05	3.26	5.19	6.46	9.38	10.28	.....	.....	.....	
									11.53	.....	DEMPSTER STREET.....											.....	.....	.....	
2.09	7.40	8.15	9.45	11.44	2.38	4.56	8.29	9.18	12.05	.....	EVANSTON.....		7.09	8.48	12.08	3.02	3.24	5.18	6.43	9.36	10.25	.....	.....	.....	
2.11	7.43	8.17	9.47	11.47	2.41	4.59	8.32	9.21	12.35	.....	CENTRAL STREET.....		7.06	8.45	12.03	2.59		5.15	6.40	9.33	10.21	.....	.....	.....	
2.12	7.46	8.18	9.48	11.49	2.44	5.01	8.34	9.23	14.34	.....	WILMETTE.....		7.08	8.48	12.00	2.56	3.20	5.14	6.38	9.32	10.19	.....	.....	.....	
	7.49			11.51	2.46	5.03	8.36	9.26	15.17	.....	KENILWORTH.....		7.00	8.41	11.58	2.54			6.36			.....	.....	.....	
				11.53		5.05	8.38	9.28	15.50	.....	INDIAN HILL.....		6.58	8.39	11.56	2.52						.....	.....	.....	
	7.53	8.20	9.50	11.55	2.49	5.07	8.40	9.30	16.72	.....	WINNETKA.....	08	6.56	8.37	11.54	2.50		5.09	6.33		10.15	.....	.....	.....	
				11.57		5.09	8.42	9.32	17.76	.....	HUBBARD WOODS.....		6.53	8.34	11.51	2.47			6.30			.....	.....	.....	
	7.58			11.59	2.53	5.12	8.44	9.34	18.18	.....	GLENCOE.....		6.50	8.31	11.48	2.44		5.04	6.27		10.10	.....	.....	.....	
				12.02		5.14		9.37	20.00	.....	BRAESIDE.....											.....	.....	.....	
				12.04	2.57	5.16	8.48	9.39	21.58	.....	RAVINIA.....		6.46		11.44							.....	.....	.....	
2.21	8.05	8.26	9.56	12.07	2.59	5.19	8.51	9.42	22.18	.....	HIGHLAND PARK.....	08	6.44	8.25	11.41	2.38	3.11	4.58	6.21	9.24	10.06	.....	.....	.....	
				12.09		5.22	8.53	9.44	24.51	.....	HIGHWOOD.....	00	6.41	8.22	11.38	2.35						.....	.....	.....	
	8.10			12.11	3.03		8.56	9.47	25.70	.....	FT. SHERIDAN.....		8.20		11.34	2.32			6.17			.....	.....	.....	
	8.16			12.15	3.07	5.27	9.01	9.52	26.31	.....	LAKE FOREST.....	08	6.37	8.17	11.34	2.28		4.51	6.13		9.58	.....	.....	.....	
2.28	8.20	8.38	10.03	12.19	3.11	5.30	9.05	9.56	28.34	.....	LAKE BLUFF.....	08	6.34	8.14	11.30	2.24	3.04	4.48	6.10	9.18	9.54	.....	.....	.....	
				12.22					29.21	.....	GREAT LAKES.....											.....	.....	.....	
	8.25			12.25	3.15	5.35	9.10	10.00	30.23	.....	NORTH CHICAGO.....		6.30	8.10	11.26				6.05			.....	.....	.....	
2.36	8.30	8.38	10.08	12.30	3.20	5.40	9.15	10.05	32.94	.....	WAUKEGAN.....	08	6.25	8.05	11.20	2.15	2.58	4.40	6.00	9.13	9.46	.....	.....	.....	
Sunday Only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only					Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only				

No. 417 will stop at Evanston to dispatch U. S. Mail.
On Decoration Day, Independence Day and Labor Day Suburban trains will run on Sunday schedules.

WIB. 7

*No. 123 will run Friday, June 21; Friday, June 28; Wednesday, July 3; Friday, July 5; Friday, July 12; Friday, July 19; Friday, July 26; Friday, August 2; Friday, August 9; Friday, August 16; Friday, August 23 and Friday, August 30, 1940.

BETWEEN NATIONAL AVENUE AND WAUKEGAN—EASTWARD

FIRST CLASS																STATION NUMBERS	DISTANCE FROM MILWAUKEE	Subdivision 2 STATIONS		COMMUNICATING STATIONS	OFFICE CALLS	Fuel, Water, Wye and Turn-table Stations	CAPACITY OF RIDING IN CARS	FIRST CLASS										SECOND CLASS			
244	224	124	330	162	212	358	406	152	382	386	206	390	240	210	446			214	458					154	216	400	220	120	110	402	222	180	260	284	294		
Monday only	Daily ex. Monday	*See Note below	Daily ex. Sunday	DAILY	DAILY	Daily ex. Sunday	DAILY	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	DAILY	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sat. & Sun.		Daily ex. Sunday	Daily except Sunday	Daily ex. Sunday	DAILY	DAILY	Sunday only	Daily ex. Sunday	*See Note below	*See Note below	Sunday only	DAILY	Daily ex. Sunday	Daily ex. Monday	Daily ex. Monday							
Express and Milk	Express and Milk	Wisconsin Lakes Special	Kenosha Pass.	Iowa & Copper Country Express	Ashland Limited	Kenosha Pass.	North Western Limited	The Commuter	Kenosha Pass.	Kenosha Pass.	Chicago Pass.	Kenosha Pass.	Green Bay Pass.	The Valley	Kenosha Passenger		The Cleveland	Kenosha Pass.	Mail and Express	The Winnebago	The Four Hundred	Chicago Pass.	Chicago Pass.	The Flambeau	Indian Head Special	Chicago Pass.	Quark	South West Time Freight	Chicago Time Freight	Chicago Midco.							
AM 8.50	AM 8.30	AM 8.40	AM 8.54	AM 8.51	AM 7.15	AM 7.40	AM 8.00	AM 8.45	AM 9.48	AM 10.50	AM 11.50	PM 12.40	PM 3.45	PM 5.50	PM 4.31	0 35.0	PM 5.40	PM 7.00	PM 9.35	PM 9.00	PM 9.15	PM 10.00	PM 10.35	PM 10.10	PM 10.15	PM 10.50	AM 6.30	PM 8.30	AM 4.30								
AM 1.47	AM 2.30	AM 5.30	AM 5.40	AM 5.48	AM 6.07	AM 6.42	AM 6.55	AM 8.03	AM 8.30	AM 9.40	AM 11.14	AM 11.27	PM 2.56	PM 3.01	PM 3.17	534 49.06	PM 4.55	PM 5.15	PM 5.18	PM 8.02	PM 8.38	PM 9.18	PM 9.37	PM 9.26	PM 9.31	PM 9.46		PM 7.15	AM 1.15								
			5.35																																		
1.35	2.14		5.31	5.41	6.01									2.55																							
			5.27			6.32				9.31		11.17		2.53	3.08											9.37											
			5.24																																		
1.29	2.08	5.19	5.21	5.35		6.27								2.51																							
1.19	1.58	5.09	5.12	5.25	5.45	6.18	6.38	7.50	8.13	9.20	10.58	11.05	2.40	2.43	2.55	538 19.40	4.39	4.45	7.50	7.44	8.28	8.58	9.15	9.10	9.15	9.25		6.35	12.05								
1.13	1.48			5.17	5.38		6.31				10.51			2.37																							
1.08	1.43			5.12	5.33		6.26	7.41			10.47			2.33																							
1.05	1.40	4.52		5.10	5.30		6.23	7.39			10.45		2.27	2.31		540 19.13																					
12.58	1.30	4.44		5.03	5.22		6.15				10.41		2.21	2.24		541 19.33																					
12.58	1.25			4.57	5.15									2.19																							
12.47	1.19	4.33		4.52	5.07		6.04	7.27			10.32		2.12	2.14		543 19.26																					
12.42	1.12	4.29		4.48	5.01		5.59	7.23			10.29		2.08	2.08		544 19.79																					
12.37	1.07	4.22		4.42	4.57		5.54	7.20			10.25		2.05	2.05		545 19.23																					
12.34	1.04	4.19		4.39	4.54		5.51	7.18			10.23		2.03	2.03		547 19.31																					
12.30	1.00	4.15		4.35	4.50		5.48	7.15			10.20		2.00	2.00		550																					
Monday only	Daily ex. Monday	*See Note below	Daily ex. Sunday	DAILY	DAILY	Daily ex. Sunday	DAILY	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	DAILY	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sat. & Sun.		Daily ex. Sunday	Daily except Sunday	Daily ex. Sunday	DAILY	DAILY	Sunday only	Daily ex. Sunday	*See Note below	*See Note below	Sunday only	DAILY	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday							

Between Milwaukee and National Avenue trains will be governed by Milwaukee District Terminal Time Table.

Nos. 244, 224 and 154 will not carry passengers.

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of Nos. 400 and 401 fifteen (15) minutes.

*No. 124 will run Monday, June 24; Monday, July 1; Friday, July 5; Monday, July 8; Monday, July 15; Monday, July 22; Monday, July 29; Monday, August 5; Monday, August 12; Monday, August 19; Monday, August 26 and Tuesday, September 3, 1940.

No. 162 on Sundays will stop at Waukegan.

No. 162 will stop at Waukegan to discharge revenue passengers from Green Bay or beyond.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

Nos. 152, 210, 214, 154 and 120 will run on above days.

No. 120 will follow No. 110 from Milwaukee on days that No. 110 operates.

No. 206 on Sundays will stop at Waukegan to discharge revenue passengers.

*No. 110 will run Sunday, June 2; Saturday, June 8; Sunday, June 9, and Daily from Saturday, June 15 to Saturday, August 31, 1940, inclusive. Will run Monday, September 2; Saturday, September 7; Sunday, September 8; Saturday, September 14; Sunday, September 15; Saturday, September 21; Sunday, September 22; Saturday, September 28 and Sunday, September 29, 1940.

*No. 402 will run Sunday, June 2; Sunday, June 16; Sunday, June 23; Sunday, June 30; Sunday, July 7; Sunday, July 14; Sunday, July 21; Sunday, July 28; Sunday, August 4; Sunday, August 11; Sunday, August 18; Sunday, August 25 and Monday, September 2, 1940.

No. 402 will stop at Racine and Kenosha to discharge revenue passengers from Eau Claire and beyond.

WESTWARD—BETWEEN WISCONA AND TOWER NW—EASTWARD

WIS 9

THIRD CLASS	SECOND CLASS		FIRST CLASS										CAPACITY OF SIDING IN CARS	STATION NUMBERS	Fuel, Water, Wye and Turntable Stations	Subdivision 3		Communicating Stations	DISTANCE FROM FOND DU LAC	OFFICE CALLS	FIRST CLASS										THIRD CLASS
293		295	121	123	161	209	105	151	239	417	217	125				124	162				206	210	240	216	220	110	244	224	292		
Daily except Sunday		Daily except Sunday	DAILY	*See Note below	DAILY	DAILY	*See Note below	Daily except Sunday	Sunday only	Sunday Only	Daily except Sunday	Daily except Sunday	*See Note below	DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	*See Note below	Sunday only	Daily except Monday	Daily except Sunday								
Way Freight		Fort Howard	Menominee Passenger	Wisconsin Lakes Special	Iron & Copper Country Express	The Winnebago	The Flambeau	The Valley	Green Bay Pass.	Green Bay Passenger	Ashland and Ishpeming Passenger	Express and Milk		Wisconsin Lakes Special	Iron & Copper Country Express	Chicago Passenger	The Valley	Green Bay Pass.	The Winnebago	Fox River Passenger	The Flambeau	Milwaukee Passenger	Milwaukee Passenger	Way Freight							
AM 5.00		PM 11.50	PM 11.40	PM 9.45	PM 8.45	PM 5.10	PM 1.40	AM 11.10	AM 11.05	AM 4.25	AM 4.25	AM 3.15	550	AM 4.05	AM 4.25	AM 10.07	PM 1.45	PM 1.55	PM 5.50	PM 8.20	PM 8.50	PM 11.55	PM 12.05	PM 5.05							
AM 5.27		AM 12.05	PM 11.52	PM 9.58	PM 8.58	PM 5.21	PM 1.62	AM 11.21	AM 11.16	AM 4.38	AM 4.38	AM 3.30	5700	AM 3.50	AM 4.09	AM 9.57	PM 1.27	PM 1.45	PM 6.33	PM 8.03	PM 8.11	PM 11.39	PM 11.51	PM 4.43							
5.30		12.08	11.53	9.59	8.59	5.22	1.63	11.22	11.17	4.39	4.39	3.31		3.49	4.08	9.58	1.26	1.44	6.32	8.02	8.10	11.38	11.50	4.40							
5.50		12.19	11.59	10.05	9.06	5.28	1.58	11.28	11.23	4.48	4.48	3.41	50	3.41	4.01	9.51	1.21	1.39	6.23	7.55	8.05	11.32	11.44	4.25							
6.35		12.34	12.08	10.14	9.16	5.37	2.07	11.37	11.32	4.55	4.55	3.52	59	3.30	3.52	9.42	1.12	1.31	6.15	7.46	7.58	11.22	11.34	4.05							
7.00		12.44	12.13	10.20	9.22	5.43	2.12	11.43	11.38	5.02	5.02	4.00	59	3.21	3.45	9.37	1.04	1.28	6.08	7.39	7.52	11.16	11.29	3.55							
9.29		1.04	12.25	10.28	9.32	5.55	2.19	11.55	11.48	5.14	5.14	4.10	30	3.02	3.35	9.29	12.53	1.18	5.55	7.30	7.43	11.08	11.20	3.40							
9.50		1.09	12.34	10.35	9.40	6.01	2.21	12.01	11.55	5.21	5.21	4.16	361	2.47	3.28	9.24	12.45	1.11	5.42	7.21	7.40	10.58	11.13	3.20							
10.45		1.21	12.42	10.42	9.48	6.08	2.28	12.10	12.02	5.29	5.29	4.23	41	2.43	3.26																
11.16		1.35	12.51	10.51	9.57	6.15	2.35	12.21	12.11	5.40	5.40	4.32	96	2.35	3.21	9.17	12.33	1.04	5.35	7.13	7.33	10.51	11.05	3.05							
11.30		2.07	1.02	11.02	10.08	6.22	2.43	12.33	12.30	5.52	5.52	4.41	59	2.23	3.13	9.08	12.21	12.56	5.27	7.04	7.26	10.42	10.51	2.35							
12.35		2.27	1.12	11.17	10.18	6.33	2.54	12.45	12.39	6.03	6.03	4.52	59	2.07	3.04	8.58	12.11	12.46	5.17	6.54	7.17	10.32	10.37	1.35							
12.50		2.27	1.12	11.17	10.18	6.33	2.54	12.45	12.39	6.03	6.03	4.52		1.52	2.52	8.49	12.01	12.37	5.07	6.44	7.07	10.22	10.22	1.10							
12.55		2.35	1.15	11.25	10.20	6.35	2.57	12.47	12.31	6.05	6.05	4.55	688	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM							
Daily except Sunday		Daily except Monday	DAILY	*See Note below	DAILY	DAILY	*See Note below	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	Daily except Sunday		*See Note below	DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	*See Note below	Sunday only	Daily except Sunday	Daily except Sunday							

Train order signal located between Tower and main track at Wisconsin will govern westward movement toward Fond du Lac and toward Clyman Jct. only. Between Milwaukee and Wisconsin, trains will be governed by Milwaukee District Terminal Time Table.

Nos. 417 and 217 will not exceed twenty miles per hour passing through Jackson, Kewaskum, Campbellsport and Eden to dispatch U. S. Mail.

No. 209 is superior to No. 220.

No. 161 is superior to Nos. 224 and 244.

No. 216 will not exceed fifteen miles per hour passing through Jackson to dispatch U. S. Mail.

No. 224 will stop at any station to discharge revenue passengers from Fond du Lac or beyond.

No. 125 will not carry passengers.

No. 151 will stop at Barton to discharge revenue passengers from Milwaukee and beyond.

No. 161 will stop at Jackson except Sundays to discharge revenue passengers from Chicago and beyond and on Sundays will stop at Jackson to discharge revenue passengers from Milwaukee and beyond.

No. 161 will stop at Kewaskum and Campbellsport to discharge revenue passengers from Milwaukee and beyond.

No. 151 is superior to No. 210.

No. 239 is superior to No. 240.

No. 216 when meeting No. 209 at West Bend will take siding on West passing track.

*No. 123 will run Friday, June 21; Friday, June 28; Wednesday, July 3; Friday, July 5; Friday, July 12; Friday, July 19; Friday, July 26; Friday, August 2; Friday, August 9; Friday, August 16; Friday, August 23 and Friday, August 30, 1940.

*No. 124 will run Monday, June 24; Monday, July 1; Friday, July 5; Monday, July 8; Monday, July 15; Monday, July 22; Monday, July 29; Monday, August 5; Monday, August 12; Monday, August 19; Monday, August 26 and Tuesday, September 3, 1940.

*No. 105 will run Wednesday, May 29; Friday, June 7; Saturday, June 8; and Daily from Friday, June 14 to Saturday, August 31, 1940, inclusive. Will run Friday, September 6; Saturday, September 7; Friday, September 13; Saturday, September 14; Friday, September 20; Saturday, September 21; Friday, September 27; Saturday, September 28, 1940.

*No. 110 will run Sunday, June 2; Saturday, June 8; Sunday, June 9; and Daily Saturday, June 15 to Saturday, August 31, 1940, inclusive. Will run Monday, September 2; Saturday, September 7; Sunday, September 8; Saturday, September 14; Sunday, September 15; Saturday, September 21; Sunday, September 22; Saturday, September 28; Sunday, September 29, 1940.

WESTWARD—BETWEEN CRAWFORD AVENUE AND VALLEY—EASTWARD

FIRST CLASS								STATION NUMBERS	Fuel, Water, Wye and Turntable Stations	DISTANCE FROM CRAWFORD AVENUE	Subdivision 1a STATIONS		Communicating Stations	CAPACITY OF SIDING IN CARS	OFFICE CALLS	FIRST CLASS							
609	611	619	713	555	657	669	677				616	625				634	650	750	678	680			
Daily except Sunday	Saturday only	Daily ex. Sat. & Sun.	Saturday only	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sat. only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.									
Empty Coach	Empty Coach	Empty Coach	Niles Center Pass.	Empty Coach	Lincolnwood Pass.	Niles Center Pass.	Peterson Ave. Pass.	Peterson Avenue Pass.	Peterson Avenue Pass.	Niles Center Pass.	Lincolnwood Pass.	Empty Coach	Empty Coach	Empty Coach									
								10	WFTT		CRAWFORD AVENUE.												
										0.41	40TH STREET STATION.												
								611		2.09	CRAGIN.												
								616		0.96	HAYES.												
								808		1.51	GRAYLAND.												
								607	Y	0.64	MAYFAIR.	CS	JB	AM 6.19	AM 6.37	AM 6.51							
AM 6.20	6.20	6.50	12.48	PM 1.40	PM 4.42	PM 5.00	PM 5.21	9005		1.42	TOWER RS.			6.14	6.32	6.46							
	6.25	6.52	12.53	PM 1.44	4.48	5.05				0.77	SAUGANASH.			AM 6.45	7.14	1.11							
	6.27	6.54	12.55		4.50	5.07					LINCOLNWOOD.			6.42	7.12	4.53							
	6.30	6.57	12.57		PM 4.50	5.10		8007		1.54	NILES CENTER.	CS	86	N R	AM 6.40	1.06							
								8012		5.31	NORTHFIELD.				PM 4.59	5.11							
								8015		3.45	VALLEY.												
Daily except Sunday	Saturday only	Daily ex. Sat. & Sun.	Saturday only	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.							Daily except Sunday	Daily except Sunday	Daily except Sunday							
														Sat. only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.							

There is no crossing protection at Dempster Street Crossing one mile west of Niles Center, Glenview Road two and one-fourth miles east of Northfield and Dundee Road three-fourths mile east of Valley on Subdivision 1a and all trains must come to a stop before passing these crossings and movement over same must be preceded by member of crew acting as flagman.

Between 8:00 p.m. and 6:00 a.m. Daily except Saturdays and Sundays, between 2:00 p.m. and midnight on Saturdays and for the Entire Day on Sundays and Holidays, except Washington's Birthday when no leverman is on duty at Tower RS., the wig wag signals at Bryn Mawr Avenue, the first highway crossing west of Tower RS., will not be in operation and all Trains and Engines will operate over this highway crossing at restricted speed during these hours.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

Between Crawford Avenue and Mayfair, trains and engines will operate the same as within yard limits and under Yard Limit rules.

WESTWARD—BETWEEN HARVARD AND CALEDONIA—EASTWARD

SECOND CLASS		FIRST CLASS							STATION NUMBERS	Feet, Water, Wye and Turntable Stations	DISTANCE FROM HARVARD	Subdivision 2b		FIRST CLASS		SECOND CLASS				
	591		507	501	503	509	529	511				STATIONS		528	506	502	522	508		594
	DAILY		DAILY	DAILY	DAILY	Sat. only	Daily except Sunday	DAILY				Time Table 417		Daily except Sunday	DAILY	DAILY	Sunday only	Daily except Sunday		Daily except Sunday
	Capital		North-Western Mail	The Viking	The Mountaineer	Madison Passenger	Janesville Passenger	Duluth Superior Limited				April 28, 1940		Chicago Passenger	Chicago Limited	The Viking	Chicago Passenger	Chicago Passenger		Badger
	PM 11.00		AM 1.30	AM 9.30	PM 1.00	PM 1.30	PM 4.00	PM 8.15				CHICAGO		AM 8.15	AM 11.15	PM 6.05	PM 8.00	PM 8.00		AM 12.50
.....	AM 1.40	.....	AM 3.20	AM 10.55	PM 2.05	PM 3.05	PM 5.35	PM 7.39	641	WFTT	.....	AM 6.40	AM 9.45	PM 4.39	PM 6.39	PM 7.28	.....	PM 10.28		
.....	1.48	.....	3.23	10.58	2.09	3.09	5.39	7.42	810	.....	3.60	6.38	9.42	4.36	6.35	7.24	.....	10.23		
.....	2.01	.....	3.28	11.03	2.13	3.17	5.47	7.47	811	.....	6.72	6.33	9.37	4.31	6.31	7.19	.....	10.15		
.....	2.16	.....	3.35	11.10	2.18	3.27	5.57	7.54	812	.....	11.33	6.24	9.31	4.26	6.26	7.13	.....	10.06		
.....	2.25	.....	3.38	11.13	2.21	3.32	6.02	7.57	.....	Y	14.63	6.20	9.28	4.23	6.23	7.10	.....	10.00		
.....	8.30 AM	.....	3.40 AM	11.15 AM	3.33 PM	3.34 PM	6.04 PM	7.59 PM	813	.....	15.54	6.18 AM	9.38 AM	4.21 PM	6.31 PM	7.08 PM	.....	9.58 PM		
.....	DAILY	.....	DAILY	DAILY	DAILY	Sat. only	Daily except Sunday	DAILY	.....	.....	.....	Daily except Sunday	DAILY	DAILY	Sunday only	Daily except Sunday	.....	Daily except Sunday		

No. 507 will not exceed thirty (30) miles per hour passing Chemung, Capron and Poplar Grove on Sundays to dispatch mail.

Trains will be governed by Madison Division Time Table, between a point fifteen hundred (1500) feet west of Tower EA and Caledonia Station.

No. 508 will stop at Capron for passengers destined Chicago.

No. 503 will not run until Sunday, June 23, and will not run after Saturday, September 21, 1940.

No. 509 will not run on June 29, July 6, 13, 20, 27, August 3, 10, 17, 24, 31, September 7, 14 and 21, 1940.

No. 529 will not run on Saturdays until Saturday, June 29, 1940, and will be discontinued on Saturdays after Saturday, September 21, 1940.

WESTWARD—BETWEEN HARVARD AND JANESVILLE—EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			STATION NUMBERS	Feet, Water, Wye and Turntable Stations	DISTANCE FROM CHICAGO	Subdivision 5 STATIONS			CAPACITY OF HIDING IN CARS	OFFICE CALL	FIRST CLASS			SECOND CLASS		THIRD CLASS			
51	599	595		515	663	723				Time Table 417					514	646	504			578	576	52	588
Daily except Sunday	DAILY	Daily except Sunday		DAILY	Daily ex. Sat. & Sun.	Sat. Only				April 28, 1940					DAILY	Daily except Sunday	DAILY			Daily except Tuesday	Wed. only	Daily except Sunday	Monday Wed. & Fri. only
Lake Shore Way Freight	Minne-sota	Rock County		The Victory	Janes-ville Passenger	Janes-ville Passenger									The Victory	Janes-ville Passenger	The Mount-aineer			Dragon	Stock Freight	Lake Shore Way Freight	Local Freight
				PM 9.50	PM 4.37	PM 1.35									AM 6.30	AM 7.35	PM 2.50						
	PM 6.25	AM 8.00		PM 11.15	PM 6.10	PM 3.35	641	WFTT	59.13	CHICAGO						PM 10.20	AM 12.15		PM 2.55				
							642		65.15	HARVARD			C8	VD									
							643		71.35	LAWRENCE													
	6.45	8.20		11.25	6.22	3.45	645		78.56	SHARON			C8	78	HA	4.49	5.37	1.27	10.00				
							646		82.78	CLINTON JUNCTION			C8	53	CT	4.40	5.27	1.19	9.40				
							648		89.54	TIFFANY				41		4.35	5.21	1.15	9.25				
AM 6.00	7.30	4.00 AM		11.47			648	WFTT	91.77	SOUTH JANESVILLE			C8		SY	4.29	5.14	1.09	9.00				
6.30 AM	9.30 PM			11.55 PM	6.55 PM	4.15 PM				JANESVILLE			C8	41	J	4.20 AM	5.10 AM	1.04 PM	8.00				
Daily except Sunday	DAILY	Daily except Sunday		DAILY	Daily ex. Sat. & Sun.	Sat. Only										DAILY	Daily except Sunday	DAILY	PM 4.20				
																Daily except Tuesday	Tues. only	Daily except Sunday	Monday Wed. & Fri. only				

Between Madison Division Switch one-fifth mile west of Janesville and South Janesville, the main tracks will be used jointly by Madison, Lake Shore and Wisconsin Division trains and Madison Division and Lake Shore Division trains will be governed by Wisconsin Division Time Table.

Between the hours of 6:30 p. m. and 9:00 a. m. and 12:01 p. m. and 1:30 p. m. daily when no gateman is on duty, all Switching Movements over Baldwin Street crossing just east of the station, and at Station Street crossing just west of the station at Sharon must be preceded by a member of train crew acting as flagman. Between the hours of 6:30 p. m. and 9:00 a. m. and 12:01 p. m. and 1:30 p. m. daily, these two crossings will be unprotected and engineers on through trains must be particular to sound the regulation crossing whistle.

No. 514 on Sundays will reduce speed to thirty miles per hour passing Clinton Jct. and Sharon to dispatch newspapers.

Nos. 663 and 645 will not run on Decoration Day, Independence Day or Labor Day.

No. 504 will not run until Sunday, June 23, and will not run after Saturday, September 21, 1940.

WIR. 11

Trains will approach the cross-over switches at the east end of Harvard Yard at restricted speed.

M Indicates trains using track No. 2, Wood Street to Mayfair, as per rule on page 18.

O Indicates trains using track No. 2, Wood Street to Kostner Ave., as per rule on page 18.

B Indicates trains using track No. 2, Wood Street to Barrington, as per rule on page 18.

K Indicates trains using track No. 2, Kostner Ave. to Barrington, as per rule page 18.

X Indicates trains using track No. 2, Kostner Ave. to Mayfair as per rule on page 18.

D Indicates trains using track No. 2, Kostner Ave. to Des Plaines as per rule on page 18.

N Indicates trains using track No. 2, Kostner Ave. to Norwood Park as per rule on page 18.

Empty coach trains backing up must not exceed fifteen miles per hour passing station platforms at Norwood Park, Edison Park, Park Ridge and Des Plaines.

Nos. 501 and 503 on Sundays will use track No. 1, Wood St. to Kostner Avenue.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

No. 529 will run on above days. Nos. 663 and 649 will not run on above days.

Nos. 615 and 623 will not exceed ten (10) miles per hour approaching cross-walk opposite station at Edison Park.
No. 529 will not exceed 30 miles per hour while passing Des Plaines to dispatch U. S. Mail.
Nos. 529 and 649 will not carry passengers locally Chicago to Clybourn.
No. 649 will not carry employees between Chicago and Barrington and intermediate points.
No. 503 will not run until Sunday, June 23, and will not run after Saturday, September 21, 1940.
No. 529 will not run on Saturdays until Saturday, June 29, 1940, and will be discontinued on Saturdays after Saturday, September 21, 1940.
No. 649 will not run on Saturdays, September 21 and 28, 1940.
No. 681 will run daily, except Saturdays, Sundays and Holidays, Monday, June 24 to Friday, September 20, 1940, inclusive.
Nos. 613, 627, 629, 633, 635, 637, 625, 529 and 673 will stop at Arlington Park, June 24 to July 27, 1940, inclusive.
No. 659 will stop at Desplaines Camp Grounds May 13 to September 21, 1940, inclusive.
No. 629 will stop at Desplaines Camp Grounds July 8 to July 20, 1940, inclusive.

BETWEEN CHICAGO AND HARVARD—WESTWARD

FIRST CLASS																Subdivision 4	FIRST CLASS																SECOND CLASS		
M 675	D 677	D 679	B 683	B 685	B 611	B 687	B 691	B 693	B 515	B 695	M 699	M 701	M 703	B 705	B 775	711	B 715	713	719	B 509	B 723	B 721	B 707	B 738	D 709	B 717	B 725	B 727	B 751	B 729	B 759	781	591	599	595
Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Sat. only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	DAILY	DAILY	Daily except Sunday	
Des Plaines Passen- ger	Peterboro Avenue Passen- ger	Crystal Lake Passen- ger	Des Plaines Passen- ger	Barrington Passen- ger	Duluth Superior Limited	Crystal Lake Passen- ger	Barrington Passen- ger	Crystal Lake Passen- ger	The Victory	Harvard Passen- ger	Barrington Passen- ger	Glad- stone Park Passen- ger	Wood- stock Passen- ger	Des Plaines Passen- ger	Williams Bay Passen- ger	Des Plaines Passen- ger	Wood- stock Passen- ger	Niles Center Passen- ger	Des Plaines Passen- ger	Madison Passen- ger	Janes- ville Passen- ger	Des Plaines Passen- ger	Will- iams Bay Passen- ger	Des Plaines Passen- ger	Crysta Lake Passen- ger	Wood- stock Passen- ger	Des Plaines Passen- ger	Crystal Lake Passen- ger	Des Plaines Passen- ger	Barrington Passen- ger	Des Plaines Passen- ger	Crystal Lake Passen- ger	Capital	Minne- sota	Rock County
PM 4.52	PM 4.56	PM 5.08	PM 5.17	PM 5.50	PM 8.16	PM 7.20	PM 8.55	PM 9.45	PM 9.50	PM 11.15	AM 11.15	AM 11.26	AM 11.45	AM 11.55	PM 12.15	PM 12.20	PM 12.23	PM 12.26	PM 12.37	PM 1.30	PM 1.35	PM 1.38	PM 2.00	PM 2.18	PM 2.35	PM 3.35	PM 3.38	PM 4.11	PM 4.20	PM 4.40	PM 5.06	PM 5.22			
4.56	5.01	5.11	5.22	5.55	6.20	7.25	9.00	9.50	9.55	11.20	11.20	11.30	11.50	11.59	12.20	12.25																			
\$ 4.59	5.03	\$ 5.12	5.24	\$ 5.57	6.22	\$ 7.27	9.02	\$ 9.52	9.57	11.23	\$ 11.23	\$ 11.32	\$ 11.52	\$ 12.02	\$ 12.23	\$ 12.27																			
	\$ 5.06		\$ 5.27									\$ 11.35		\$ 12.06				\$ 12.36								\$ 3.50									
	\$ 5.09		\$ 5.30									\$ 11.38		\$ 12.09				\$ 12.39				\$ 1.49		\$ 2.27		\$ 3.52									
	\$ 5.12		\$ 5.32	\$ 6.02		\$ 7.32	\$ 9.06	\$ 9.56				\$ 11.41		\$ 12.12				\$ 12.42	\$ 12.49		\$ 1.51		\$ 2.29		\$ 3.54									VIA SUB-DIVISION 1B	
	\$ 5.16		\$ 5.34	\$ 6.04		\$ 7.34	\$ 9.07	\$ 9.58		\$ 11.28		\$ 11.43		\$ 12.15				\$ 12.44	\$ 12.51		\$ 1.53		\$ 2.31		\$ 3.57		\$ 4.33		\$ 5.18					VIA SUB-DIVISION 1B	
5.04	5.19	5.17	5.35	6.05	6.27	7.35	9.08	9.59	10.02	11.29	11.28	11.46	11.58	12.17	12.28	12.32		12.35	12.46	12.53	1.42	1.48	1.54	2.12	2.32	2.47	3.47	3.58	4.23	4.34	4.52	5.19	5.33	VIA SUB-DIVISION 1B	
\$ 5.05	5.21 PM	5.18	5.37	6.07	6.28	7.36	9.09	10.01	10.03	11.30	11.29	11.47	11.59	12.19	12.29	12.33		12.36	12.48 PM	12.55	1.43	1.49	1.56	2.13	2.34	2.48	3.48	3.59	4.24	4.36	4.53	5.20	5.34		
\$ 5.08			\$ 5.40	\$ 6.10		\$ 7.39	\$ 9.12	\$ 10.04		\$ 11.32	\$ 11.31	11.50	12.01	12.22		12.34		12.38		12.58		\$ 1.51	\$ 2.00	2.14	2.37		4.02		\$ 4.39		\$ 5.23				
\$ 5.11			\$ 5.43			\$ 7.42						11.52 AM		\$ 12.24						\$ 1.01		\$ 2.03		\$ 2.39		4.05									
\$ 5.14			\$ 5.46	\$ 6.15		\$ 7.45	\$ 9.16	\$ 10.06		\$ 11.36	\$ 11.35			\$ 12.27		\$ 12.38				\$ 1.04		\$ 2.07		\$ 2.42		4.08		\$ 4.43	4.58	\$ 5.28	\$ 5.40				
5.18		\$ 5.23	\$ 5.49	\$ 6.18		\$ 7.48	\$ 9.19	\$ 10.11		\$ 11.39	\$ 11.38			\$ 12.30		\$ 12.41				\$ 1.07		\$ 2.10		\$ 2.46		\$ 4.10			\$ 4.48	5.01	5.31	\$ 5.43			
\$ 5.21		\$ 5.26	\$ 5.52	\$ 6.21		\$ 7.51	\$ 9.22	\$ 10.13		\$ 11.41	\$ 11.40			\$ 12.07	\$ 12.33	\$ 12.43		12.43		\$ 1.10	1.49	1.57	2.13		\$ 2.49	2.54	3.54	4.18	4.30	4.49	5.04	5.34	\$ 5.45		
		\$ 5.56																		\$ 1.14															
5.30 PM		\$ 5.32	6.00 PM	6.27	6.37	7.58	9.28	10.19	10.12	11.47	11.46			12.13	12.40 PM	12.50 PM		12.49		1.19 PM	1.55	2.03	2.20 PM	2.22	2.58 PM	3.01	4.00	4.20 PM	4.37	4.56 PM	5.10	5.41 PM	5.50		
		5.39		6.38	6.38	7.59	9.29	10.20	10.13	11.48	11.47			12.14		12.40		12.50			1.56	2.04	2.23			4.01		4.38		5.11		5.51			
		\$ 5.35		\$ 6.30		\$ 8.00	9.31	10.21		11.50	11.49							12.52			2.08		2.23		3.03	4.02		\$ 4.40		\$ 5.12					
		5.36		6.33	6.40	8.02	9.33	10.23	10.14	11.51	11.50		12.16		12.41			12.53			1.57	2.07	2.24		3.04	4.03		4.41		5.13		5.53	PM 11.55	PM 3.50	AM 12.25
		\$ 5.38		\$ 6.36		\$ 8.05	9.36	10.26		11.55	11.52			\$ 12.19				12.56			2.10		2.28		3.07	4.05		\$ 4.43		\$ 5.16		\$ 5.56			
		\$ 5.42		\$ 6.41	6.44	8.10	9.41	10.31	10.18	12.01	11.37			\$ 12.24		12.46		1.00		2.01	2.16		2.28		3.13	4.09		\$ 4.47		\$ 5.21		\$ 6.01			
				6.43							11.59			12.26				1.02			2.17				3.15	4.11		4.49		5.23		6.03			
		\$ 5.50		\$ 6.48	6.47	8.17	9.47	10.38	10.22	12.08	12.04			\$ 12.31		12.50		1.06		2.05	2.22		2.33		3.20	4.16		\$ 4.55		\$ 5.28		\$ 6.07			
		\$ 5.59		6.57 PM	6.54	8.25	9.55 PM	10.47	10.29	12.17	12.13 PM			\$ 12.40		12.58		1.15		2.12	2.32		2.39		3.29	4.25		\$ 5.04		5.37 PM		\$ 6.16	12.25	4.15 5.20	12.55
		\$ 6.08				\$ 8.33		10.55		12.25				\$ 12.48				1.22		2.21	2.40		2.48		3.38	4.35		\$ 5.13				\$ 6.23			
		\$ 6.11			7.01	8.37		10.58	10.37	12.28				\$ 12.51		1.06		1.25		2.24	2.43		2.48		3.41	4.38		\$ 5.16				\$ 6.26			
															1.12 PM								2.53 PM												
		6.20 PM			7.08	8.45 PM		11.06 PM	10.45	12.43				\$ 12.58				1.33		2.33	2.52				3.49 PM	4.45		5.24 PM			6.32 PM	12.50	5.50	1.50	
					7.11				10.48	12.48										2.37	2.57														
				\$ 7.20					10.55	12.56			1.08 PM							2.45	3.05					4.58 PM							1.05		
				7.25					11.01	1.01								1.45 PM																	
				\$ 7.36					11.10	1.10 AM																									
Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Sat. only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	DAILY	DAILY	Daily except Sunday	

Trains will approach the cross-over switches at the east end of Harvard Yard at restricted speed.

M Indicates trains using Track No. 2 Wood Street to Mayfair, as per rule page 18.

B Indicates trains using Track No. 2 Wood Street to Barrington, as per rule page 18.

D Indicates trains using Track No. 2 Wood Street to Deval, as per rule page 18.

No. 775 will run Saturdays only, Saturday, May 4 to Saturday, September 14, 1940, inclusive.

Nos. 511 and 515, on Sundays will use Track No. 1, Wood Street to Kostner Avenue.

No. 511, on Saturdays and Sundays, will stop at Crystal Lake.

No. 509 will not carry passengers locally Chicago to Clybourn.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

No. 509 will not run on June 29, July 6, 13, 20, 27, August 3, 10, 17, 24, 31, September 7, 14 and 21, 1940.

No. 707 will not run until Saturday, September 21, 1940.

No. 717 will not run West of Crystal Lake from Saturday, June 29 to Saturday, September 21, 1940, inclusive.

No. 685, 699, 703, 715, 723, 709, 717, 727, 729 and 731 will stop at Arlington Park, June 24 to July 27, 1940, inclusive.

No. 675, 719 and 725 will stop at Desplaines Camp Grounds May 13 to September 21, 1940, inclusive.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules. No. 528 will run on above days. Nos. 646 and 644 will not run on above days. No. 514 on Sundays will use track No. 3 from Barrington to Wood Street. No. 624 on Saturdays will stop at Norwood Park. No. 622 will run daily, except Sundays and Holidays, Monday, June 24 to Saturday, September 21, 1940, inclusive. No. 610 and 636 will stop at Desplaines Camp Grounds May 13 to September 21, 1940, inclusive.

BETWEEN HARVARD AND CHICAGO—EASTWARD

FIRST CLASS														Subdivision 4	FIRST CLASS														SECOND CLASS				THIRD CLASS
658	506	662	666	668	664	504	722	686	674	672	688	676	690	696															576	594	578		588
Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	Saturday only	Daily except Sunday	Daily except Sunday	DAILY	Sat. only	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.															Wed. only	Daily except Monday	Daily except Wed.		Monday Wed. & Fri. only
Crystal Lake Passenger	Chicago Limited	Crystal Lake Passenger	Crystal Lake Passenger	Barrington Passenger	Barrington Passenger	The Mountaineer	Empty Coach	Williams Bay Passenger	Empty Coach	Empty Coach	Crystal Lake Passenger	Empty Coach	Crystal Lake Passenger	Barrington Passenger															Stock Freight	Badger	Dragon		Local Freight
AM 10.50	AM 11.15	PM 12.10	PM 12.20	PM 1.45	PM 2.45	PM 2.50		PM 4.30	PM 4.38	PM 4.39	PM 4.47	PM 5.10	PM 6.00	PM 6.00	CHICAGO	PM 6.05	PM 6.50		PM 8.30	PM 9.00	PM 10.20	PM 1.20		PM 5.10									
10.45	11.10	12.05	12.15	1.40	2.40	2.45		4.18	4.28	4.34	4.42	5.04	5.55	5.55	DIVISION STREET	6.00	6.45		8.25	8.55	10.15	12.15	1.15	5.06									
10.48	11.07	12.08	12.18	1.38	2.38	2.43		4.09	4.25	4.31	4.40	5.02	5.53	5.53	CLYBURN	5.57	6.43		8.22	8.52	10.12	12.11	1.13	5.04									
															WOOD STREET																		
															MAPLEWOOD																		
															AVONDALE	6.36																	
															PARKVIEW	6.34																	
10.58	11.58	12.08		1.32	2.32			4.08				5.48	5.48		IRVING PARK	6.32			8.16	10.06													
10.57	11.01	11.57	12.07	1.31	2.31	2.38		4.02	4.18	4.24	4.33	4.50	5.47	5.47	KOSTNER AVENUE	5.52	6.30		8.15	8.46	10.05	12.01	1.06	4.59									
10.55	11.00	11.56	12.06	1.30	2.31	2.37		4.01	4.12	4.23	4.32	4.54	5.46	5.46	MAYFAIR	5.51	6.29		8.13	8.45	10.04	11.59	1.05	4.58									
10.54	10.57	11.54	12.04	1.28	2.29	2.35		3.59			4.30		5.43	5.43	JEFFERSON PARK	5.48	6.26		8.10	8.42	10.01	11.57		4.56									
10.50		11.50	12.00	1.24	2.25			3.54		4.16	4.26		5.38	5.38	GLADSTONE PARK						11.55 AM												
10.27		11.47	11.57	1.21	2.22			3.51			4.23		5.35	5.35	NORWOOD PARK	6.22			8.06		9.56												
10.25		11.45	11.55	1.19	2.20			3.49			4.21		5.32	5.32	EDISON PARK	6.19			8.03		9.53												
															PARK RIDGE	6.16			8.01	8.37	9.51												
10.19	10.48	11.39	11.49	1.14	2.14	2.25		3.42	3.52		4.15		5.26	5.26	DEE ROAD																		
10.17	10.47	11.38	11.48	1.12	2.12	2.24		3.39			4.13		5.23	5.23	DES PLAINES	5.39	6.10		7.55	8.38	9.44	12.45	1.20	4.47									
		11.37	11.47												DEVAL	5.38			7.54	8.32	9.42			4.46									
10.16	10.46	11.36	11.46	1.11	2.11	2.23		3.38			4.11		5.21	5.21	CUMBERLAND					9.41													
															NY INTERLOCKING PLANT	6.26			7.52	8.31	9.40			4.45	AM 2.45	AM 12.15	AM 1.15		PM 7.50				
10.14		11.34	11.44	1.09	2.08			3.36			4.09		5.19	5.19	MOUNT PROSPECT				7.50		9.38												
10.09	10.42	11.29	11.39	1.04	2.04	2.19		3.32			4.04		5.15	5.15	ARLINGTON HEIGHTS	5.32			7.46	8.27	9.34			4.40									
10.07		11.27	11.37	1.02	2.02			3.29			4.01		5.12	5.12	ARLINGTON PARK				7.43									1.00					
10.08	10.39	11.23	11.33	12.58	1.58	2.15		3.25			3.58		5.08	5.08	PALATINE	5.27			7.40	8.23	9.28			4.36				12.30					
9.55	10.33	11.15	11.25	12.50	1.50	2.08		3.18			3.50		5.00	5.00	BARRINGTON	5.20			7.32	8.15	9.20			4.29	PM 11.45	1.55	11.50	12.15	6.50				
9.47		11.05	11.15					3.10					4.51		FOX RIVER GROVE				7.24		9.10												
9.44	10.25	11.02	11.12			2.00		3.07					4.48		CARY	5.12			7.21	8.07	9.07						11.55						
															CRYSTAL LAKE JCT																		
9.37 AM	10.19 AM	10.55 AM	11.05 AM			1.55	PM 2.05	3.00 PM			3.35 PM		4.40 PM		CRYSTAL LAKE	5.07		PM 5.15	7.15 PM	8.01	9.00 PM			PM 1.25	4.15 PM	1.25	11.20	11.40	6.00				
	10.15														RIDGEFIELD				7.56									11.30	5.35				
	10.07					1.45	1.50 PM								WOODSTOCK	4.57		5.01 PM		7.48			1.10 PM					11.15	5.20				
	10.01														HARTLAND				7.42									11.00					
	9.51 AM					1.35 PM									HARVARD	4.43 PM			7.32 PM							12.15 AM	10.35 PM	10.45 PM	5.00 PM				
Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	Saturday only	Daily except Sunday	Daily except Sunday	DAILY	Sat. only	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Saturday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Saturday only	Sat. only	Sat. only	Sat. only	Saturday only	Daily ex. Sat. & Sun.	Wed. only	Daily except Sunday	Daily except Tuesday	Monday Wed. & Fri. only			

Trains will approach the cross-over switches at the east end of Harvard Yard at restricted speed.

No. 508 will stop at Jefferson Park to discharge revenue passengers from Woodstock and beyond.

No. 508 on Saturdays will stop at Park Ridge to discharge revenue passengers from Madison.

No. 508 will stop at Barrington to discharge revenue passengers from Harvard and beyond.

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules.

No. 508 will run on above days.

No. 504 will not run until Sunday, June 23, and will not run after Saturday, September 21, 1940.

No. 720 will not run until Saturday, July 6. Will be discontinued after Saturday, August 31, 1940.

No. 706 will not run Saturday, June 29 to Saturday, September 21, 1940, inclusive.

No. 658, 662, 666, 668, 664, 686, 688, 690, 696 and 692 will stop at Arlington Park, June 24 to July 27, 1940, inclusive.

No. 686 will stop at Desplaines Camp Grounds, July 8 to July 20, 1940, inclusive.

WIR. 15

On Decoration Day, Independence Day and Labor Day, suburban trains will run on Sunday schedules. No. 763-770 will run Sundays and Holidays.

No. 735 will run Sundays and Holidays, Sunday, June 30 to Monday, September 2, 1940, inclusive.

No. 765 will run Sundays and Holidays, Sunday, May 26 to Monday, September 2, 1940, inclusive.

No. 772 will run Sundays and Holidays, Sunday, May 5 to Sunday, September 15, 1940, inclusive.

No. 774 will run Sundays and Holidays, Sunday, June 30 to Monday, September 2, 1940, inclusive.

Nos. 763, 737, 739, 741, 716 and 718 will stop at Arlington Park, June 23 to July 28, 1940, inclusive.

Nos. 737 and 746 will stop at Desplaines Camp Grounds, July 7, 14 and 21, 1940.

BETWEEN PROVISIO AND CHASE

[illegible]

Between Chase and Butler, trains will be governed by Milwaukee District Terminal Time Table.

C. M. St. P. & P. trains will operate between Tower "A" and Tower "B" and will be governed by C. & N. W. Wisconsin Division Time Table Rules and Regulations.
Remote controlled interlocking plant at Tower "A" is controlled from C. M. St. P. & P. Tower "A20" at Techny.
Remote controlled interlocking plant at Tower "B" is controlled from C. M. St. P. & P. Tower "B17" at Bensonville.
Eastward trains from NY Interlocking Plant for Proviso, before entering upon the main line at Norma, will obtain permission to do so from leverman at Deval by use of telephone located at cross-over switches at Norma.

All trains will approach the cross-over switches at Norma under full control, expecting to find trains crossing over at that point.

Train or light engine movements Chase Yard Eastward to St. Francis via the single track wye must secure permission from leverman at Chase Tower before entering upon the Eastward main track on Subdivision 1-b. This permission to be procured over the telephone located at the wye switch. Trains from Subdivision 1-b entering the single track wye must also procure permission from leverman at Chase before movement is started onto the wye.

WESTWARD			BETWEEN SKOKIE AND LAKE BLUFF						EASTWARD				
SECOND CLASS			FIRST CLASS		STATION NUMBERS	DISTANCE FROM SKOKIE	Subdivision 1c STATIONS Table Time 417 April 28, 1940	Communicating Stations	OFFICE CALLS	FIRST CLASS		SECOND CLASS	
		285										280	284
		DAILY										Daily except Sunday	Daily except Monday
		AM 2.20			8030		SKOKIE.....	CB	KO			PM 7.33	AM 8.10
		2.30 AM			882	2.16	LAKE BLUFF.....	CB	B 8			7.50 PM	8.05 AM
		DAILY										Daily except Sunday	Daily except Monday

WESTWARD—BETWEEN KENOSHA AND BAIN—EASTWARD									
			Subdivision 1d STATIONS Time Table 417 April 28, 1940						
			KENOSHA						
			1.04						
			FARM YARD						
			2.34						
			BAIN						

Class H, J, J4, M4, E2, Z and E engines may operate not to exceed twenty (20) miles per hour between Kenosha and Bain. There are no crossing flagmen on duty at any of the crossings between Kenosha passenger station and the east end of Farm Yard. All train and engine movements over these crossings must be preceded by a member of crew acting as flagman.

WESTWARD					STATION NUMBERS	Fuel, Water, Wye and Turntable Stations	DISTANCE FROM TOWER "RS"	Subdivision 4a STATIONS Time Table 417 April 28, 1940	Communicating Stations	EASTWARD				
SECOND CLASS	FIRST CLASS									FIRST CLASS			SECOND CLASS	
	557	555	559	671						677	616	595	628	
	Saturday only	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.			Daily except Sunday	Daily except Sunday	Daily except Sunday				
	PM 1.16	PM 1.44	PM 5.02	PM 5.18	PM 5.24	8085		AM 6.14	AM 6.20	AM 6.32				
					5.25	890	0.85	6.12		6.30				
	1.26 PM	1.55 PM	5.15 PM	5.30 PM	5.35 PM	WTT	3.53	6.05 AM	6.10 AM	6.20 AM				
						988	4.76							
						687	5.47							
						514	6.38							
						516	6.41							
	Saturday only	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.			Daily except Sunday	Daily except Sunday	Daily except Sunday				

Subdivision 4a
STATIONS
Time Table 417
April 28, 1940

TOWER RS.
PETERSON AVENUE.
WEBER.
GREENWOOD BLVD.
EMERSON STREET.
EVANSTON.
CENTRAL STREET.

No. 577 will wait at Weber for Crew from No. 443 and will operate Empty Coaches to Carpenter St. via Canal.

Between 8:00 p. m. and 6:00 a. m. daily except Saturday and Sunday, and for the entire day on Sundays and Holidays, except Washington's Birthday, when no leverman is on duty at Tower R. S., the wig wag signals at Bryn Mawr Avenue, the first highway crossing west of Tower R. S. will not be in operation and all trains and engines will operate over this highway crossing at restricted speed, during these hours.

Between 9:00 p. m. and 5:00 a. m. daily, and in addition on Sundays and all legal holidays, except Washington's Birthday, the gateman at Dodge Ave. and Greenwood Boulevard, and the flagman at Main St. and Dempster St. crossings on Sub-Division 4a, do not work; during these periods all trains must come to a stop before passing these crossings and movement over same must be preceded by member of crew acting as flagman.

Between Tower RS and Canal interlocking plant, trains and engines will operate the same as within Yard Limits and under Yard Limit Rules.

General Rules governing employees of the Operating Department dated December 1st, 1929, are issued in book form.

Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

- a—Regular stop.
- f—Flag stop to receive or discharge revenue passengers or freight.
- M—Meals.
- N—Luncheon.
- Other letters will indicate flag stops as specified by time table.
- c—Stop to discharge revenue passengers holding tickets reading from Chicago Madison Street Station, or to receive revenue Chicago passengers.
- d—Stop only to discharge revenue passengers.

The following signs when placed elsewhere indicate:

- F—Fuel.
- W—Water.
- TT—Turn table.
- Y—Wye.
- CS—Communicating station.

During fog or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely, so far as practicable. When movements are absolutely necessary full protection must be given by flagman using fuses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car or engine.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and Trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Where tracks are elevated, and especially in the Chicago suburban districts, there are bridges with girders which extend above the tracks to various heights and which are so close to the tracks that they do not afford sufficient clearance to permit of men riding past them on sides of cars. In some cases, these girders are located only on the outside of one track, in others they are located between the tracks, and in still others they are located on both sides of all tracks.

At many stations in the Chicago suburban districts, and at several stations elsewhere, on the System, there are dividing or between line fences, located between tracks, which do not afford sufficient clearance to permit of men riding on sides of cars.

Enginemen and trainmen must familiarize themselves with all of these locations and conditions, and are hereby warned that they must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these girders or dividing fences.

SPECIAL RULES

Standard 1. Clocks showing Central Standard time are located at Chicago Train Time, Dispatcher's office; Telegraph offices; South Janesville, Janesville, Rule 3 Proviso, 40th St., Chase Tower, Milwaukee, Butler, Fond du Lac, Waukegan, Kenosha, Racine, National Avenue and Harvard, and Engine Houses, Chicago Ave., Crawford Ave., Chicago, Chase, and 3rd Ward; Milwaukee, Butler, South Janesville and Harvard.

Superior 2. EASTWARD trains are superior to WESTWARD trains of the same Direction class.

Rule 3-72

Register 3. Passenger trains will register at Chicago, Milwaukee, Fond du Lac, Stations Harvard and Janesville.

Freight trains will register at Chicago Avenue, Harvard, South Janesville, National Avenue, Butler and Proviso.

Where not scheduled to stop, trains will register by register Blank R.

Trains on subdivision 2b will register at Harvard.

Train order signal at Kenosha governs subdivision 2 trains only—Trains on subdivision 1d will be governed by Rule 83a.

Trains 4. Unless otherwise provided, trains starting from initial division station Obtain on subdivisions 1, 1a, 2 and 4 will obtain clearance form A at such stations.

Clearance Form A The above will permit of operators accepting train orders for such trains without display of train order signal.

Rule 83a does not apply at non-communicating stations or when communicating stations are closed, or at Wilmette and Winnetka for Empty Coach trains.

Rule 83a does not apply to trains operating under Milwaukee District Terminal Time Table, except that trains will obtain Clearance Form A at Milwaukee Passenger Station and Butler.

Rule 83a does not apply at following initial division stations when train order signal is clear.

Wisconsin Caledonia Mayfair
Passenger trains relaying out of Chicago Passenger Terminal or scheduled coach trains, starting from Chicago Passenger Terminal, may procure permission from train dispatcher by telephone to proceed without clearance form A.
Trains will obtain clearance form A at Milwaukee, passenger station.

Bulletin 4. Bulletin Boards are located as follows: For Conductors, Trainmen and Yardmen—

Conductors' Room, Collectors' Room, Brakemen's Room, Train Dispatchers' Office, Chicago Terminal; Train Masters' Office, Kedzie Ave., Chicago; Yard Masters' Office, Grand Ave. and Erie St., Chicago; Yard Masters' Offices, National Ave. and Chase; Milwaukee Telegraph Office; Waukegan, Kenosha, Milwaukee, Butler, Proviso, Enginemen's Room Des Plaines Coach Yard, Harvard, Janesville and Fond du Lac,

For Enginemen—Engine Houses at Crawford Ave., Sangamon St. and Weber, Chicago, Waukegan, Kenosha, Racine, Milwaukee, Chase, Butler, Fond du Lac, Des Plaines, Harvard and Janesville; also Enginemen's Room in basement of Wisconsin Street Station, Milwaukee.

Train Orders 5. Between Chicago and Waukegan and between Chicago and Rule D97 a Barrington extra freight and passenger trains will be operated without train orders. In all two or more track districts extra freight, empty passenger equipment, and express trains will be operated without train orders.

In Chicago Freight Terminal district, switch engines and transfer trains will run without train orders.

Freight Train 6. Inspection of freight trains must be made as follows: Inspection

EASTWARD

Rawson or Willow, Upton, Racine or Racine Jct., Lake Bluff, Harvard, Cary, Palatine or NY Interlocking Plant, Caledonia, Bassetts, West Bend.

WESTWARD

Lake Bluff, Upton, Willow or Rawson, Racine Jct., Barrington or Crystal Lake, Harvard, Bassetts, Rockfield or West Bend and Campbellsport or Eden.

Operator Harvard will make running inspection of No. 591 and No. 578's trains when these trains are not required to stop.

No. 594 will inspect their train at Caledonia and Crystal Lake or Cary.

No. 578 will inspect their train at Crystal Lake or Cary and at Harvard if required to stop.

Except at Cary, eastward, inspection may be made by reducing speed to ten miles per hour, and trainmen observing the train as it pulls by, preferably from the leeward side. All eastward freight trains must make full stop at Cary before passing over Fox River Bridge. Trains that have been fully inspected at Wisconsin Lime and Cement Company's pit or at Crystal Lake, after stopping at Cary, may proceed without inspecting their trains. Eastward inspection at Palatine will be made only by trains having sand or gravel picked up at Crystal Lake or Cary. Levermen at Skokie, Upton, Willow, Racine Jct. and Lake Bluff, also operators at Rawson and West Bend will, instead of trainmen, observe passing train for the entire length and will give necessary stop signal in case anything is found defective, and trainmen and enginemen must be on lookout for signals from these levermen. Westward trains will not exceed twenty (20) miles per hour and eastward trains ten (10) miles per hour passing Upton, to enable levermen to make running inspection of train. In the absence of levermen at Skokie, Upton, Willow, Racine Jct. or Lake Bluff, or operator at West Bend, enginemen must bring train to full stop and trainmen must then make inspection of same. The same action must be taken in the absence of operator at Rawson during the hours this office is open.

Crews on eastbound freight trains passing through Butler destined to Proviso will inspect their train at Butler, Mitchell Yard or St. Francis.

Use of Sand 7. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point.

Cleaning 8. Ash pans may be cleaned at the following places:

Ash Pans Station— Location—
Bain At Penstock

Manual Block 9. Rules 302A to 373 govern between Caledonia and Harvard between the hours of 8:00 a. m. and 9:00 p. m.

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train not less than ten minutes, except that a freight train must not follow a passenger train less than fifteen (15) minutes.

A westward train receiving a clear block at Poplar Grove indicates a clear block only to the Yard Limit Boards at Caledonia, and trains will be governed by the special rules within Yard Limits.

Manual Block Rules will not prohibit switch engines and trains from occupying the main track between Yard Limit Boards, at Caledonia and Harvard, providing they clear the time of all regular trains as provided by rules.

A clear block entitling a train to pass to or through the stations named does not indicate that the main track is clear. Trains accepting block must approach and pass through these stations at restricted speed.

Time Spacing Rule 91 10. Between Bain and Kenosha, Niles Center and Valley, continuously, and between Caledonia and Harvard between 9:00 p. m. and 8:00 a. m. rules 380 to 382 govern and trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within fifteen minutes.

Automatic Block 11. Chicago to Tower NW Mayfair to Niles Center. Valley to Chase. Skokie to Lake Bluff (Subdiv. 1c). Chicago to Janesville. Proviso to Valley. National Avenue to Wisconsin via Belton and Tower BJ.

Air Brakes Rule 1073 12. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Yard Limits	13. Subdiv. 1 and 2	WEST	EAST
Butler			
East toward Belton, 1302 ft. east of Burleigh Road MP 14, plus 632 feet.			
West toward Adams, 3854 ft. west of Tower BJ MP 14, plus 2000 feet.			
East toward Wisconsin, 4195 ft. east of Tower BJ MP 12, plus 4500 feet.			
Milwaukee			
West toward Wisconsin to La Fayette Overhead Bridge.			
Ford lead to end of track, North St. lead, known as third track to end of track at Shorewood.			
East toward Cudahy		4300 ft. west MP 79	
East toward Layton Ave.		3700 feet west of MP 79	
West toward Belton 43rd St., West end of Mitchell Yard MP 6, plus 200 ft.			
Racine	4183 ft. west MP 62		MP 59
Kenosha	2958 " " MP 53		4400 ft. west MP 50
Waukegan	858 " " MP 40		1400 " " MP 33
Subdiv. 4 and 5			
Janesville			1887 ft. west MP 85
Harvard	0	MP 64	4177 " " MP 58
Crystal Lake		MP 44	MP 41.4
Cary	1714 ft. west MP 39		1903 " " MP 37
Subdiv. 1b			
Bain	3087 ft. west MP 51		556 ft. west MP 49
Subdiv. 2b			
Kenosha	3413 ft. west MP 1		
Bain			4415 ft. west MP 3
Harvard	2400 " " MP 46		51 " " MP 43
Caledonia	4007 " " MP 59		4920 " " MP 58

Main 14. Suburban or local passenger trains must not occupy main track at initial point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed 5 minutes and then not without protecting by flagging; and in addition thereto, when communication can be had and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

Trains having preference to station platforms between Waukegan and Chicago and between Crystal Lake and Chicago:
Preference 15. From 12:00 o'clock night until 12:00 o'clock noon, as between to Platforms trains stopping locally, eastward trains will have preference to station platforms.

From 12:00 o'clock noon until 12:00 o'clock night, as between trains stopping locally, westward trains will have preference to station platforms.

Ordinances 16. No Railroad Company shall cause or allow the whistle of any Locomotive Engine to be sounded within the City of Chicago, City of Evanston, Wilmette, Glencoe, Highland Park, Highwood, Lake Forest, Zion, Waukegan, South Milwaukee, Des Plaines, Park Ridge, Arlington Heights, Palatine, Barrington, Fox River Grove, Cary, between Oklahoma Avenue and Kinnickinnic River bridge, Milwaukee, and for Congress St. Crossing, Shorewood, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons or damage to property.

North Westward trains will sound crossing whistle for 22nd St. crossing east of station. Eastward trains will sound crossing whistle for 2nd St. crossing just west of station. No other crossing whistles to be sounded except in emergency.

Winnetka Between Winnetka Ave. Crossing at Indian Hill Station and Scott Ave. at Hubbard Woods extra trains or extra sections of regular trains will sound regulation crossing whistle.

In accordance with the above no crossing whistle is to be sounded between points as follows:

Chicago and Great Lakes.
 Chicago and first crossing west of NY interlocking plant.
 First crossing west of Valley and Skokie and at Deerpath Ave. Except that trains in both directions will whistle for Old Elm and Old Mill Road Crossings, the fifth and sixth crossings east of Skokie.

The following highway crossings on Subdivision No. 4A, at which the above rule applies, are within the city limits of Evanston; Dodge St., Lake St., Greenwood Blvd., Dempster St., Greenleaf St., Main St. and Oakton Ave.

Ringin Bell 17. The engine bell shall be rung continuously while running within above limits, except between stations on elevated tracks, or when approaching, standing, leaving or passing Irving Park Station, and will not be rung between Wilmette interlocking plant and Rogers Park between the hours of ten (10:00) p.m. and six forty-five (6:45) a.m., but will be rung during stormy weather, as a warning to men working on tracks.

Whistling at 18. Eastward trains will not whistle for Water Street, the first West Bend highway east of station, and westward trains will not whistle for Division Street, the first highway west of station.

Westward trains will sound station whistle just before passing over Milwaukee River bridge, and this whistle will also serve as the crossing whistle for Water Street.

Whistling 19. Enginemen operating trains 400 and 401 when sounding regulation crossing whistle will begin sufficiently in advance of the whistling post location. Whistle must be sounding while engine is approaching and passing over the crossing.

Sprinkling 20. Conductors will see that Rule 731 is observed and that record is kept on wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Bain—westward track, Rawson—westward track, West Bend—near water tank and Crystal Lake—east of coal shed.

Handling Engines 21. Class H, J, J, Z, E2, E, E1 and M4 engines handled dead in trains must be near the head end of train. Other engines of smaller power must be handled near the rear end of train.

Dead in Train 21. Trains arriving at Cudahy with stock for that point will spot same at chutes when switch engine is not operating.

Cudahy 22. There is an opening in the intertrack fence between the two passenger main lines in front of Lake Bluff Station to permit of passengers and pedestrians passing from one platform to the other. You are cautioned to see to it that Rule D-107c is fully complied with when approaching this point.

Lake Bluff 23. Eastward trains are cautioned to be on the look out for trains crossing over at Crystal Lake Jct. to or from Galena Division.

Crystal Lake Jct. 24. The normal position for switch at end of double track is for Westward trains.

Niles Center 24. The normal position for switch at end of double track is for Westward trains.

TRACKS IN OPERATION

Single Track.—South Switch to Linair, Wisconsin to Tower NW, Kenosha to Bain, Harvard to Caledonia, Harvard to Belt Line switch South Janesville, Norma to NY interlocking plant, and Niles Center to Valley.

Two Tracks.—Clybourn to Deering, Wilmette Interlocking Plant to Wisconsin, Crawford Ave. to Niles Center, Valley to Tower BA, Tower RS to Canal Interlocking Plant, Skokie to Lake Bluff, Proviso to Valley, St. Francis to Chase, Clybourn to Wood Street, Barrington to Harvard, Belt Line Switch South Janesville to Janesville, National Avenue to Wisconsin via Belton and Tower BJ.

Three Tracks.—Deering to Wilmette Interlocking Plant, Wood Street to Barrington.

Four Tracks.—Clinton Street Interlocking Plant to Clybourn.

MOVEMENT OF TRAINS ON RUNNING TRACKS
 The tracks beginning with the west track (which is No. 1) are numbered consecutively to the east, except between St. Francis and Tower BA. Between these points Track No. 1 is westward and Track No. 2 eastward for Trains to or from Sub. Div. No. 2, and Track No. 3 is westward and Track No. 4 eastward for Trains to or from Sub. Div. 1B.

Through the Lake and Clinton Street Interlocking Plants and between Mayfair and Kostner Avenue trains will move on signal indications.

Movements may be made on any track with the current of traffic when necessary. Between Deering and Wilmette, Wood Street and Kostner Avenue, Mayfair and Tower RS, movements may be made against the current of traffic on authority of the signalmen, in writing, on Form 154, stating that opposing trains are being held. Before such movements are authorized, Signalmen will procure instructions from Train Dispatcher and then make record on Form 491 revised, after securing block from station in advance.

When a train desires to leave an industry or side track which is located between two of the stations mentioned and move against the current of traffic, permission must be secured over the telephone from Levermen, who will grant same, after securing permission from Train Dispatcher and will then make a record on Form 491 revised, and arrange for a block in advance.

Against the current of traffic movements, between Division Street and Clybourn, Clybourn and Wood Street, and Clybourn and Deering Interlocking plants, trains will move on signal indications. Signalman will obtain positive block from next station in advance before clearing signals and make proper record on Form 491 revised.

Conductors of yard engines having industrial work to do on tracks 1 and 3 between Wood Street and Kostner Avenue interlocking plants must confer with signalman of respective districts regarding various movements to be made, or main tracks to be used. Local telephones connected with signalmen at Wood Street and Kostner Avenue interlocking plants are located in cabin at Hettler's lead switch and on post 200 feet east of signal bridge 705, at Avondale Station just north of bay window, at signal Bridge 702, 330 feet west of Maplewood and on post 20 feet west of Crawford Avenue.

The district over which signalman at Wood Street has jurisdiction is Track 1 from Wood Street to Public Service Company's track at Maplewood, and Track 3 from Wood Street to east end of Avondale Yard. The district over which signalman at Kostner Avenue has jurisdiction is track No. 1 from Kostner Avenue to Public Service Company's track at Maplewood, and track No. 3 from Kostner Avenue to west end of Avondale Yard.

KINZIE STREET AND DIVISION STREET

Between Kinzie Street River Bridge and Grand Avenue single track will be operated. All Westward movements will be made on authority received by telephone from switch tender at Grand Avenue, except between hours of 11:00 p. m. and 7:00 a. m., and the entire day on Sundays and holidays when no Switch Tender is on duty at Grand Ave., westward train and engine movements will be made on signal indication received at Wells Street, and such movements will be made at restricted speed.

All Eastward movements will be made on authority received by telephone from Tower 1.

Between Grand Avenue and Division Street Interlocking Plant all tracks will be considered yard tracks, and all movements will be made at restricted speed.

CLINTON STREET AND DIVISION STREET
 Trains in both directions will move on signal indications.

Eastward trains on tracks 2 and 3 will not parallel or pass each other over Division St. interlocking plant or between that point and Lake St. interlocking plant except in case train which is ahead on either track is delayed by stopping for signal or other cause. When necessary, Wisconsin Division trains must lay back and give Milwaukee Division trains the preference.

DIVISION STREET AND CLYBOURN

Track No. 1.—Westward movements sub-division 4.
Track No. 2.—Eastward movements sub-division 4.
Track No. 3.—Westward movements sub-division 1.
Track No. 4.—Eastward movements sub-division 1.

DEERING AND WILMETTE INTERLOCKING PLANT

Track No. 1.—Westward scheduled and unscheduled movements.
Track No. 2.—Westward scheduled and unscheduled movements between 10:30 A. M. and 8:00 P. M., and between 11:00 P. M. and 1:00 A. M.

Eastward scheduled and unscheduled movements between 1:00 A. M. and 10:30 A. M. and between 8:00 P. M. and 11:00 P. M.

Track No. 3 Eastward scheduled and unscheduled movements.

No train or engine will enter upon track No. 2 at or use the cross-overs at Diversey Street north of Deering bridge or at Rose Hill Tower without first obtaining permission from the Train Dispatcher.

WOOD STREET AND BARRINGTON

Track No. 1.—Westward scheduled and unscheduled movements.

Track No. 2.—Westward scheduled and unscheduled movements between 9:30 A. M. and 3:00 A. M.

Eastward scheduled and unscheduled movements between 3:00 A. M. and 9:30 A. M.

Track No. 3.—Eastward scheduled and unscheduled movements.

Between Deval and NY interlocking plant trains in both directions will move on signal indications on track No. 2.

BETWEEN CANAL AND TOWER "RS"

Movement against current of traffic may be made only under Flag Protection and at restricted speed.

CROSS-OVERS BETWEEN MAYFAIR AND BARRINGTON

Cross-over movements are prohibited to Track No. 2 at intermediate points between Mayfair and Barrington, except when permission is obtained to do so between Mayfair and Deval through the signalmen at Deval or Mayfair interlocking plants and between Deval and Barrington through the signalman at Deval or the operator at Barrington Station. Telephone circuit has been installed between Mayfair and Barrington and telephones are installed opposite the center switches of each set of cross-overs to center track and connected into this circuit.

The cross-over switches on the center track of each set of cross-overs, are equipped with mechanical facing point locks having lever which will operate lock on both switches. The operation of this lock will set the automatic signals at STOP on center track in both directions but will not set the automatic signals at STOP on the outside tracks.

The throwing of the switch on the center track will set the automatic signals at STOP on the track toward which this switch leads.

Two switch indicators are located at the facing point lever stands; these indicators showing the approach of trains on the outside track. At the end of each cross-over located on the outside track, are two indicators so connected as to indicate the approach of trains separately from each direction on the center track.

BETWEEN NORMA AND NY INTERLOCKING PLANT

The most westerly track will be used as single track and trains in both directions will operate in this district at restricted speed. Eastward trains are superior to westward trains. The most easterly track between Norma and NY interlocking plant will be used as a storage track.

BETWEEN JANESVILLE AND SOUTH JANESVILLE

Movements against the current of traffic must not be made until after communication with the train dispatcher, and in accordance with signal indications and rules governing.

Westward signals 877, 879 and 881 on Westward track and Eastward signals 880 and 878 on Eastward track are "Stop-and-Proceed" signals and Rules 501AA, 501B Amended, 501C and 509(b) apply.

Eastward signal 876 on Eastward track is a "Stop" signal and Rules 501A, 501B Amended, 501C, 501G Amended and 509C apply.

Westward signals 577-1 and Eastward track and Eastward signals 880-1, 878-1 and 876-1 on Westward track are "Stop" signals and Rules 501A, 501B Amended and 509 apply.

CHICAGO PASSENGER TERMINAL

Rules governing train operation in the Chicago Passenger Terminal district East of Bridge D (near Halsted St.) on the Galena Div. and of Bridge K (near Grand Ave.) on the Wisconsin Div.

1. Trains and engines (in either direction) must use not less than three minutes' time in this district.

2. The first dwarf signal for Lake Street Interlocking Plant governing westward movements from each of the sixteen tracks in the Chicago Passenger Station displays a marker consisting of two white stars located directly above the signal light.

The initial westward movement of any train or engine from Chicago Passenger Station tracks must not be started without a proceed indication on the most easterly dwarf signal marked with two stars, except that a train or engine with the west end west of more than one dwarf signal must not be started without a proceed indication on the first signal east of its west end on the track it occupies.

When engineman cannot observe starting signal indication because of engine being too far in advance of starting signal, he must have an understanding with the conductor to the effect that the conductor must observe the indication of the proper starting signal, and will not signal train to start unless proper starting signal is clear, even though he may have the tower and gate lights on the C. T. G. system. In case the starting signal is in a location so that the conductor may have difficulty in seeing the indication, he will call Lake Street Tower and get the indication on the starting signal, being careful to identify train and track for which inquiry is made. When the starting signal is clear, the response from Lake Street Tower must, in every case, be in the following language:

"Starting signal for train number.....
track number..... is clear."

When the starting signal is not clear it is important that the conductor be so advised in the following definite language:

"Your starting signal is N - O - T clear (spelling the word 'not.')"

On empty coach trains in charge of backupmen, with the west end west of the starting signal, the backupman must look to the trainman who remains at the rear

of the train until the backup movement starts, for the indication on the starting signal.

3. The use of sand is prohibited anywhere on Lake and Clinton Street Interlocking Plants and on the sixteen (16) tracks in the train shed of the Chicago Passenger Station.

4. Train line steam pipes must not be blown out in the Terminal nor over interlocking plants.

5. Incoming engines will apply dimmers at Bridge K on the Wisconsin Division and outgoing engines will shut off dimmers and use high power light after passing Bridge K.

6. When two out-going trains are placed on one track the most westerly train shall delay departure one minute beyond scheduled leaving time, to enable passengers to reach it.

7. No train or engine shall approach nearer than five feet to any bumping post on tracks 1 to 16.

8. Engine bells must be rung passing through interlocking plants.

9. On out-going suburban trains, trainmen will station themselves at openings and frequently announce the destination and time of departure of their train; a trainman must be at the rear end.

Trainmen on through passenger trains will call "ALL ABOARD" in coaches on trains leaving Chicago Passenger Station, shortly before leaving time.

10. On every train arriving at Chicago Passenger Station, as soon as train has stopped, rear trainman will immediately go to rear of train, out in the back-up hose, make test to see that air is working properly and remain at back-up hose prepared to stop train if for any cause it should start moving backward before assigned back-up man is actually on rear end of train in position to control movement. Road trainman will remain at rear of train until train actually starts backing up in charge of assigned back-up man.

In case switching is to be done on any train before it backs out, road trainman will remain on duty and protect remaining portion until relieved by regular assigned back-up man. In case train is to be handled out of the passenger station by switch engine, thereby relieving road engine to move light, the road trainman will be notified by foreman in charge of back-up man when he is relieved, but will not be relieved until switch engine has coupled to rear of train.

On suburban trains where road trainmen back out their own trains, it will be understood that the rear trainman may not go to the rear of train until he has assisted passengers or unloaded baggage, etc., but in either case will be in close proximity to the conductor's valve, and by its use can stop the train if for any reason it should start backing before trainman is on rear of train. This exception also applies to other trains with but one brakeman.

Back-up movements of trains out of Chicago Passenger Terminal must not be started until the engineman gets the regulation three whistle back-up signal, followed by a hand or lantern signal from the trainman or back-up man assigned to back the train out of the station. When hand or lantern signals at rear of the train cannot be seen by the engineman on account of steam and fog in the train shed the following will govern:

(a) On through trains both brakemen must remain with the train until it is backed out, to relay signals with the assistance of the Back-up Supervisor, from the rear of the train to the engineman.

(b) On suburban trains the entire crew will remain on duty at their trains to assist in relaying signals from the rear of the train to the engineman.

The above instructions do not relieve assigned back-up men from making all their regular air brake tests, including the standing back-up hose test.

SPEED RESTRICTIONS BETWEEN CHICAGO AND FOND DU LAC

LOCATION	LIMITS	Maximum Speed Per Hour			LOCATION	LIMITS	Maximum Speed Per Hour			LOCATION	LIMITS	Maximum Speed Per Hour		
		Stream-liner Diesel Operated	Other Pass. Trains	Freight Trains			Stream-liner Diesel Operated	Other Pass. Trains	Freight Trains			Stream-liner Diesel Operated	Other Pass. Trains	Freight Trains
Chicago	See special rules on Pages 18 and 19, of Current Time Table, governing train operation between Clinton Street Interlocking Plant and Chicago Passenger Terminal.				Evanston	Around curves immediately east and west of Davis Street Station..... Track No. 1..... Track Nos. 2 and 3.....	60 60 70	60 60 70	35 35 35	Waukegan and Kenosha	From west end of curve at Waukegan Station to foot of elevation, two miles east of Kenosha..... Straight track..... Curves.....	100 95 90	95 90 90	45 45 45
Chicago	Between Clinton Street and Division Street Interlocking Plant.	45	45	25	Evanston	Between curve west of Davis Street Station and Canal Interlocking Plant..... Eastward trains..... Westward trains.....	80 80 80	65 70 70	45 45 45	Kenosha	Between foot of elevation two miles east of Kenosha and west end of two degree curve two and one-half miles west of Kenosha.	90	80	45
Chicago	Division Street Interlocking Plant, straight route.....	35	35	25	Evanston	Canal Interlocking Plant, straight route.....	80	70	35	Kenosha and Racine	Around two degree curve two and one-half miles west of Kenosha.	80	80	45
Chicago	Division Street Interlocking Plant, diverging main route.....	20	20	15	Evanston	Canal Interlocking Plant through high speed Cross-overs from track two to track one and from track three to track two.	30	30	25	Kenosha and Racine	Between two degree curve two and one-half miles west of Kenosha and Durand Road one mile east of Racine Jct.....	100	90	45
Chicago	Between Division Street Interlocking Plant and west limits of Deering Interlocking Plant.	45	45	35	Evanston and Wilmette	Between Canal Interlocking Plant and Wilmette Interlocking plant..... Eastward trains..... Westward trains.....	80 80 80	65 80 80	45 45 45	Racine City Limits	Between Durand Road one mile east of Racine Junction and Washington Street 2400 feet west of Racine Junction.....	30	30	30
Chicago	Between west limits of Deering Interlocking Plant and Diversey Street Cross-overs at Deering Freight Yard..... Eastward Trains..... Westward Trains.....	45 60	45 60	35 35	Wilmette	Eastward trains through turn-out, end of third track.....	50	50	35	Racine Junction	Over Washington Street Crossing 2400 feet west of Racine Junction.....	20	20	20
Chicago and Evanston	Between Diversey Street Cross-overs at Deering and Summerdale. Eastward trains..... Westward trains.....	90 70	80 70	45 35	Wilmette	Westward trains through turn-out, end of third track.....	60	60	35	Racine City Limits	Between Washington Street, 2400 feet west of Racine Junction and Layard Avenue one and one-third miles west of Racine Station.....	30	30	30
Chicago and Evanston	Between Summerdale and Main Street Interlocking Plant. Eastward trains..... Westward trains.....	100 100	90 80	45 45	Wilmette and Lake Bluff	Between Wilmette Interlocking Plant and Lake Bluff..... Eastward straight track..... Westward straight track..... Curves.....	100 100 90	90 80 80	45 45 45	Racine City Limits and Cudahy	Between Layard Ave., one and one-third miles west of Racine and curve just east of Cudahy. Straight track..... Curves.....	100 90	90 90	45 45
Evanston	Main Street Interlocking Plant, straight route.....	100	90	45	Lake Bluff	Interlocking Plant, straight route.....	80	80	45	Cudahy	Around curve just east of Cudahy Station.....	70	70	45
Evanston	Main Street Interlocking Plant, diverging main route.....	25	25	20	Lake Bluff	Interlocking Plant, diverging main route.....	25	25	25	Cudahy and St. Francis	Between Cudahy and St. Francis Interlocking plant.....	90	80	45
Evanston	Between Main Street Interlocking Plant and curve east of Davis Street Station..... Track Nos. 1 and 2..... Track No. 3.....	70 100	70 80	45 45	Lake Bluff and Waukegan	Between Lake Bluff Interlocking Plant and curve two miles east of Waukegan.....	90	80	45	St. Francis	Interlocking Plant, straight route, tracks 1 and 2.....	85	80	45
					Lake Bluff and Waukegan	Around curve two miles east of Waukegan.....	75	75	45	St. Francis and Tower BA	Interlocking Plant, tracks 3 and 4.	15	15	15
					Lake Bluff and Waukegan	Between curve two miles east of Waukegan and West End of Curve at Waukegan Station.....	85	85	45		Between St. Francis Interlocking Plant and Tower BA Interlocking Plant, tracks 1 and 2.....	80	80	45

SPEED RESTRICTIONS

BETWEEN CHICAGO AND FOND DU LAC—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
St. Francis and Tower BA	Between St. Francis Interlocking Plant, and Tower BA Interlocking Plant, tracks 3 and 4...	20	20	20
Tower BA	Interlocking Plant, tracks 1 and 2	50	50	25
Tower BA	Interlocking Plant, tracks 3 and 4	20	20	20
Milwaukee	Between Tower BA Interlocking Plant and west limits of Kinnickinnic River Interlocking Plant.....	40	40	25
Milwaukee	Between west limits of Kinnickinnic River Interlocking Plant and Washington Street Interlocking Plant, National Avenue.	35	35	25
Milwaukee	Over Washington Street Interlocking Plant, National Avenue, straight route	35	35	25
Milwaukee	Over Washington Street Interlocking Plant, National Avenue, diverging main route.....	20	20	20
Milwaukee	Between west limits of Washington Street Interlocking Plant, National Avenue and Cross-overs at east end of Wisconsin Street Passenger Station.....	30	30	25
Milwaukee	See footnote, Page 7, Current Time Table, regulating speed through Cross-overs at east and west end of Wisconsin Street Passenger Station. 4			
Milwaukee	Between Cross-overs at west end of Wisconsin Street Passenger Station and La Fayette Place one and one-tenth mile west of Wisconsin Street Station....	60	60	45
Milwaukee	Around Curves between La Fayette Place one and one-tenth miles west of Wisconsin Street Station and Bradford Avenue one-half mile East of Folsom Place.....	50	50	30
Milwaukee	Between Bradford Avenue one-half mile East of Folsom Place and 3 degree curve one-half mile East of Shorewood.....	70	70	45
Shorewood	Around 3 degree curve one-half mile East of Shorewood.....	65	65	35
Shorewood and Wisconsin	Between 3 degree curve one-half mile East of Shorewood and Wisconsin Interlocking plant....	75	75	45
Wisconsin	Interlocking Plant, westward trains toward Fond du Lac....	65	65	35
Wisconsin	Interlocking Plant, eastward trains from Fond du Lac.....	40	40	30
Wisconsin	Interlocking Plant through diverging main route to and from Tower BJ.....	40	40	30
Wisconsin	Interlocking Plant through diverging main route to and from Fox Point.....	25	25	25
Wisconsin and Tower BJ	Between Wisconsin Interlocking Plant and Tower BJ Interlocking Plant.....	90	90	45
	Eastward.....	80	80	45
	Westward.....			

BETWEEN CHICAGO AND FOND DU LAC—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Tower BJ	Interlocking Plant, straight route Westward trains.....	70	45
	Eastward trains.....	75	45
	Diverging route, all directions...	10	10
Wisconsin and Rockfield	Between Wisconsin Interlocking Plant and Reverse Curves three and one-third miles west of Granville	60	45
Granville and Rockfield	Around Reverse Curves three and one-third miles west of Granville	45	35
Granville and West Bend	Between Reverse Curves three and one-third miles west of Granville to West Bend Station	60	45
West Bend and Tower BR	Between West Bend Station and west end of Passing Track at Tower BR	35	30
Tower BR and Campbellspoint	Between west end of Passing Track at Tower BR and Station at Campbellspoint.....	60	45
Campbellspoint	Passing Station.....	35	35
Campbellspoint and Tower NW	Between Campbellspoint and Curve one mile east of Tower NW....	60	45
Eden and Tower NW	Around Curve one mile east of Tower NW.....	45	35
Eden and Tower NW	Between Curve one mile east of Tower NW and Tower NW....	40	30

BETWEEN CHICAGO AND JANESVILLE

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Chicago	Between Clinton Street and Division Street Interlocking Plant.	45	25
Chicago	Division Street Interlocking Plant Straight Route.....	35	25
Chicago	Division Street Interlocking Plant diverging main route.....	20	15
Chicago	Between Division Street Interlocking plant and turn-out end of third track Wood Street.....	45	35
Chicago	Wood Street Interlocking Plant through turn-out at end of third track.....	45	25
Chicago	Between Wood Street end of third track and Kostner Avenue Interlocking Plant.....	70	45
Chicago	Kostner Avenue Interlocking Plant, straight route.....	40	35
Chicago	Kostner Avenue Interlocking Plant, diverging main route....	30	25
Chicago	Kostner Avenue, short reverse curve east of Station.....	30	30
Chicago	Between Kostner Avenue Station and short reverse curve west of Mayfair Station.....	30	30

BETWEEN CHICAGO AND JANESVILLE—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Chicago	Mayfair, short reverse curve west of Station.....	30	30
Chicago	Mayfair Interlocking Plant, straight route.....	40	35
Chicago	Mayfair Interlocking Plant through high speed cross-over from track two to track one....	25	25
Mayfair and Des Plaines	Between Mayfair Interlocking Plant and River Road Crossing two blocks east of Des Plaines Station.....	70	45
Des Plaines and N Y Interlocking Plant	From second highway crossing east of station (River Road) to and over N Y Interlocking Plant Interlocking plant straight route.....	40	20
De Val	De Val Interlocking Plant, high speed cross-overs from track two to track one and from track three to track two.....	30	25
N Y Interlocking Plant	Diverging route	10	10
N Y Interlocking Plant and Palatine	Between N Y Interlocking Plant and Chicago Avenue 1000 feet east of Palatine Station.....	70	45
Palatine	Between Chicago Avenue 1000 feet east of station and Smith Street 900 feet west of Station.	40	25
Palatine and Barrington	Between Smith Street 900 feet west of Palatine Station and end of third track at Barrington.....	70	45
Barrington	Interlocking Plant end of third track, straight route.....	40	35
Barrington	Interlocking Plant, end of third track through turnout from track one to westward main track and from eastward main track to track No. 2.....	35	25
Barrington	Between end of third track and E. J. & E. crossing.....	70	45
Barrington	Over E. J. & E. crossing.....	40	35
Barrington and Woodstock	Between E. J. & E. crossing Barrington and South Street 1800 feet east of Woodstock.....	70	45
Woodstock	Between South Street 1800 feet east of station and Wicker Street 2200 feet west of station.	35	20
Woodstock and Harvard	Between Wicker Street 2200 feet west of Woodstock Station and east cross-over 2200 feet east of station at Harvard.....	70	45

SPEED RESTRICTIONS

WIA 21

BETWEEN CHICAGO AND JANESVILLE—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Harvard	Between cross-overs 2200 feet east of station to Tower R D Interlocking Plant.....	30	20
Harvard	Tower R D Interlocking Plant Straight route.....	30	20
Harvard and Clinton Jct.	Between Tower R D Interlocking Plant Harvard and C. M. St. P. & P. crossing at Clinton Junction.....	70	45
Clinton Jct.	Over C. M. St. P. & P. crossing ..	40	35
Clinton Jct. and Tiffany	Between C. M. St. P. & P. crossing at Clinton Junction and Bridge 128, one-fourth mile east of Tiffany Station.....	70	45
Tiffany	Between Bridge 128, one-fourth mile east of Tiffany Station and Tiffany Station.....	70	35
Tiffany and So. Janesville	Between Tiffany Station and spring switch at beginning of two tracks.....	70	45
So. Janesville	Over spring switch beginning of two tracks.....	25	20
So. Janesville and Janesville	Between spring switch beginning of two tracks and Afton-Line Switch 1000 feet east of Janesville Station.....	60	45
Janesville	Over Afton-Line switch 1000 feet east of Station, straight route and over Pleasant Street, five Points Crossing.....	10	10
Janesville	Over Afton Line Switch 1000 feet east of Station to or from Madison Division.....	10	10
Janesville	Westward trains between Pleasant Street, Five Points, and end of two tracks one-fifth mile west of station.....	10	10
Janesville	Eastward trains and Yard engine movements approaching Academy Street at West end of Station and until the leading car or engine has passed across Academy Street.....	8	6

BETWEEN PROVISO AND TOWER BJ VIA UPTON AND WEST ALLIS

Proviso and Tower B	Between Proviso and Tower B Interlocking Plant.....	35	45
Tower B	Over Tower B Interlocking Plant.....	30	45
Tower B and Tower A	Between Tower B Interlocking Plant and Tower A Interlocking Plant.....	35	40

BETWEEN PROVISO AND TOWER BJ VIA UPTON AND WEST ALLIS—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Tower A	Over Tower A Interlocking Plant.....	30	40
Tower A and Valley	Between Tower A Interlocking Plant and Valley.....	35	40
Valley and Skokie	Between Valley and Skokie Interlocking Plant.....	70	45
Skokie	Over switches and C. N. S. & M. Crossing.....	35	45
Skokie and Lake Bluff	Between C. N. S. & M. Crossing, Skokie and Lake Bluff Interlocking Plant.....	70	45
Skokie and So. Upton	Between Skokie and C. N. S. & M. R.R. Crossing at So. Upton.....	40	45
So. Upton and Upton	Over C. N. S. & M. R.R. crossing at So. Upton and E. J. & E. crossing at Upton.....	35 (See page 17 Freight Train inspection)	45
Upton and Willow	Between E. J. & E. crossing at Upton and C. M. St. P. & P. crossing at Willow.....	40	45
Willow	Over C. M. St. P. & P. Crossing..	35	45
Willow and Rawson	Between C. M. St. P. & P. Crossing at Willow and C. N. S. & M. Crossing one mile west of Rawson.....	40	45
Rawson	Over C. N. S. & M. Crossing one mile west of Rawson.....	35	45
Rawson and St. Francis	Between C. N. S. & M. Crossing one mile west of Rawson and St. Francis Interlocking Plant.....	40	45
St. Francis	Through St. Francis Interlocking Plant.....	15	15
St. Francis and Chase	Between St. Francis Interlocking Plant and Chase Interlocking Plant.....	30	25
Chase	Chase Interlocking Plant through turn-out to or from St. Francis.....	20	20
Chase	Chase Interlocking Plant, straight route, to and from National Avenue.....	30	25
Chase and West Allis	Between Chase Interlocking Plant and West Allis.....	40	35
West Allis	Passing Station.....	30	30
Belton	Passing Switches.....	30	30
West Allis and Tower BJ	Between West Allis and Tower B J Interlocking Plant one and one-fourth mile west of Butler.....	40	35

BETWEEN CHASE AND NATIONAL AVENUE

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Chase	Around single track Wye between Chase Yard and St. Francis Cut Off.....	6	6
Chase and KKK River Bridge	Between Chase Interlocking Plant and Kinnickinnic River Draw Bridge on Madison Line.....	40	35
Kinnickinnic River Bridge	Over Kinnickinnic River Draw Bridge on Madison Line.....	15	15
KKK River Bridge and National Ave.	Between Kinnickinnic River Draw Bridge, Madison Line, and Washington St. Interlocking Plant, National Avenue.....	40	35

BETWEEN CRAWFORD AVENUE AND VALLEY

Chicago and Mayfair	Between Crawford Avenue and Mayfair.....	25	25
Mayfair and Tower RS	Between Mayfair and Tower R S.....	40	30
Tower RS and Niles Center	Between Tower R S and Niles Center.....	70	45
Niles Center and Valley	Between Niles Center and Valley.....	45	45

BETWEEN TOWER RS AND EVANSTON

Tower RS and Weber	Between Tower RS and Weber... ..	25	25
Weber and Evanston	Between Weber and Canal Interlocking Plant on Main Lines... ..	25	25
Weber and Evanston	Between Weber and Canal Interlocking Plant on Weber Lead..	20	20

BETWEEN KENOSHA AND BAIN

Kenosha	Between Kenosha and Farm Yard.....	15	15
Kenosha and Bain	Between Farm Yard and Bain with Class E-1 D, R and R-1 Engines.....	40	30
Kenosha and Bain	Between Farm Yard and Bain with H, J-4, J, M-4, E-2, E-2-A, Z and E Engines.....	20	20

BETWEEN HARVARD AND CALEDONIA

Harvard and Tower EA	Between Tower RD, Harvard, and Tower EA.....	60	35
Tower EA and Caledonia	Between Tower EA and Caledonia.....	25	25

ADDITIONAL SPEED RESTRICTIONS

Streamliner 1. Trains of ordinary standard equipment handled by Diesel power must observe Speed restrictions of trains handled by steam power.

Operated 2. The speed of a train moving over a cross-over, turn-out from main track to siding or to diverging route at a junction, must not exceed ten (10) miles per hour, except as provided for in the foregoing speed restrictions.

2-a. C. M. St. P. & P. Ry. trains may run 20 miles per hour through turn-out at Tower A.

3. Great care must be used in passing over street crossings at grade and around curves within the City of Chicago. Air must be applied and train operated at restricted speed approaching these crossings.

4. A train moving against the current of traffic in two or more track district must not exceed twenty (20) miles per hour at any point, and must not exceed ten (10) miles per hour through turn-outs and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) miles per hour approaching the terminals between which the reverse movement is being made. This rule does not apply to trains operating in either direction on track No. 2 between Wood St. and Barrington, or on track No. 2 between Deering and Wilmette.

5. Unless otherwise instructed steam wrecking outfits must not exceed a speed of thirty-five (35) miles per hour between Chicago and Milwaukee via subdivision 1, Chicago and Skokie and Chicago and Janesville, and twenty-five (25) miles per hour on all other districts.

6. Empty coach trains in back up movement will observe all speed restrictions, but in no case will they exceed a speed of 40 miles per hour, and, in addition, such movements must not exceed speed of ten (10) miles per hour in passing over street or highway crossings at grade, being prepared to stop, if necessary, to avoid accident.

7. Trains handling either U. S. Government scale test cars, C. & N. W. scale test cars, or scale test cars of other railroads must not exceed a speed of thirty (30) miles an hour on Main Lines, nor a speed of twenty-five (25) miles an hour on Branch Lines.

8. Class JA, J or Z Engines used on passenger trains. Speed of such trains must not exceed maximum speed as indicated in time table speed restrictions for time freight trains.

9. C. St. P. M. & O. Ry. Class E3 or C. & N. W. Class H Engines used on passenger trains. A speed of seventy (70) miles an hour must not be exceeded between Milwaukee and Tower "BJ."

10. Circus and carnival trains will not exceed thirty-five (35) miles per hour on straight track and twenty-five (25) miles per hour on curves on main lines and twenty-five (25) miles per hour on straight track and twenty (20) miles per hour on curves on branch lines. Speed restrictions requiring less than the above must be observed. Speed must be further curtailed under adverse weather or track conditions. Cars of wooden construction will not be moved.

CROSSINGS, DRAWBRIDGES AND JUNCTIONS

Crossings, Drawbridges and Junctions at which Rules 601A to 672, amended, will be observed

C. & N. W.	Lake Street, Chicago.
C. & N. W.	Clinton Street, Chicago.
C. & N. W.	Tower No. 1, Wells St. Yard.
C. & N. W.	Sangamon Street, Chicago.
C. & N. W.	Carpenter Street, Chicago.
C. & N. W.	Division Street, Chicago.
C. M. St. P. & P.	Clybourn.
Drawbridge C. & N. W.	Deering.
C. & N. W.	Main Street.
C. & N. W.	Canal Interlocking Plant.
C. & N. W.	Wilmette.
C. & N. W.	Lake Bluff.
C. M. St. P. & P.	Racine Junction.
C. & N. W.	St. Francis Tower.
C. M. St. P. & P. and C. & N. W.	Tower BA.
Drawbridge	Kinnickinnic River.
C. & N. W.	National Avenue.
Drawbridge	Milwaukee River.
C. & N. W.	Wisconsin.
C. & N. W.	Tower NW.
C. & N. W.	Tower RS.
C. & N. W. and C. N. S. & M.	Skokie.
C. N. S. & M.	One-half mile east of Upton.
E. J. & E.	Upton.
C. M. St. P. & P.	Willow.
C. N. S. & M.	0.98 mile west of Rawson.
C. & N. W.	St. Francis Tower.
C. & N. W.	Chase.
C. & N. W.	Wood Street.
C. & N. W.	Kostner Avenue.
C. M. St. P. & P. and C. & N. W.	Mayfair.

C. & N. W.	NY Interlocking Plant.
Soo Line and C. & N. W.	Deval.
E. J. & E.	Barrington.
C. & N. W.	Barrington.
C. & N. W.	West end of Harvard Yard.
C. M. St. P. & P.	Clinton Junction.
C. & N. W.	One-fifth (1/5) mile west of Janesville.
C. N. S. & M.	One mile west of Kenosha.
C. M. St. P. & P.	Cragin.
C. M. St. P. & P. and C. & N. W.	Grayland.
C. M. St. P. & P.	Tower A.
C. M. St. P. & P.	Tower B.

In addition to observing Rules 601A to 672, amended, the following instructions will govern at the interlockings shown below:

C. & N. W.	NY Interlocking Plant, Deval.
C. & N. W.	1/2 mile east of Barrington.
C. & N. W. and C. M. St. P. & P.	1/5 mile west of Janesville.
C. M. St. P. & P.	Tower A.
C. M. St. P. & P.	Tower B.

When a train or engine has been stopped by a Stop-signal at the above interlockings, a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding.

When given oral permission to pass a Stop-signal a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

When given oral permission to pass a Stop-signal which governs over a spring switch in the facing direction, trainman or engineman must examine the spring switch points to know that they are fully closed before moving over the switch.

The lower arm of the westward home signal to the interlocking plant, one-fifth mile west of Janesville, governs to the Madison Division and it is also the beginning of Madison Division automatic block signals. When the signal indicates: Stop, Rule 601A, amended, no train or engine shall move onto the Madison Division without communicating with the train dispatcher in accordance with Rule 509c, in addition to securing permission from the leverman at C. M. St. P. & P. Ry. passenger station, to move over dual control switch.

All trains and engines moving westward on westward main track must stop east of Jackson Street unless the westward interlocking home signal is clear or permission has been obtained from the leverman and both westward and eastward track between this point and the interlocking plant are seen to be clear.

All trains and engines will approach this interlocking plant at restricted speed. If clear indication is given the engine or leading car must not exceed (15) miles per hour passing the home signal.

In addition to observing Rules 601A to 672, amended, all trains will approach the signal-protected railroad crossings shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed the speed shown below passing the home signal:

Railroad	Location	Restricted Speed
C. M. St. P. & P.	Lower Belt South Janesville.	10 m. p. h.

Rail motor cars, gas or oil-electric, when operated without a trailer car attached, must come to a full stop at the home signal of the signal-protected crossings indicated above regardless of whether the signal is clear or not. If the signal indicates "PROCEED", the car may proceed after the stop is made; otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672, amended.

Crossings, Drawbridges and Junctions at which Rule 98 will be observed.

STOP BOARDS

Crossing, Drawbridge or Junction.	Location
Drawbridge	Canal and Kinsie Streets.
C. M. St. P. & P.	Canal and Kinsie Streets.

SPRING SWITCHES

WAUKEGAN	Rules 104f, 104g, 510a, 512a and 512b will be observed On track No. 1 east end of coach yard to eastward main track, normal position is for main track.
BARRINGTON	On track No. 1 east end of coach yard to eastward main track, normal position is for main track. West end westward passing track, normal position is for main track.
SOUTH JANESVILLE	1. At the end of two track just East of Belt Line Switch, normal position is for westward movements. 2. At east end of yard track to main track, normal position is for main track.
JANESVILLE	At end of two tracks, one-fifth (1/5) mile west of Janesville passenger station, normal position is for eastward movements.

OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over Wisconsin Division.

Between	Height Above Top of Rail			Structure Limiting Height
	9 ft. wide	10 ft. wide	11 ft. wide	
Wells St. and Division St.	15 ft. 2 in.	15 ft. 2 in.	15 ft. 2 in.	O. H. Bridge 1003 at Chicago Ave. and Halsted St.
Chicago Terminal and Clybourn	15 ft. 4 in.	15 ft. 4 in.	15 ft. 4 in.	Tracks 1 to 10, inc. (Train Shed Term.) Tracks 11 to 16, inc. (Chgo. Term.)
Clybourn and Mayfair	21 ft. 5 in.	20 ft. 9 in.	20 ft. 9 in.	Signal bridge, Signal No. 711 at Mayfair.
Mayfair and Barrington E. J. & E.	17 ft. 0 in.	16 ft. 5 in.	11 ft. 11 in.	O. H. Bridge 42 1/4, north of Palatine and water tank at Barrington.
Barrington E. J. & E. and Janesville	19 ft. 4 in.	19 ft. 4 in.	4 ft. 4 in.	O. H. Bridge No. 137 at Center Ave. Janesville.
Clybourn and Racine	19 ft. 0 in.	19 ft. 0 in.	10 ft. 10 in.	O. H. Bridge No. 1384 west of North Chicago and Bridge 1300 at Deering.
Racine and St. Francis	16 ft. 11 in.	16 ft. 5 in.	11 ft. 11 in.	Tank at South Milwaukee.
St. Francis & National Ave.	19 ft. 8 in.	19 ft. 2 in.	8 ft. 8 in.	Bridge No. 1551 over Kinnickinnic River, Milwaukee.
National Ave. and Shorewood	16 ft. 6 in.	16 ft. 6 in.	6 ft. 6 in.	Bridge No. 1696, at Folsom Place, Milwaukee.
Shorewood and Wisconsin	20 ft. 1 in.	19 ft. 5 in.	10 ft. 10 in.	Signal Bridge 1505 east of Wisconsin.
Wisconsin and Fond du Lac	18 ft. 3 in.	17 ft. 8 in.	0 ft. 0 in.	O. H. Bridge No. 1615, west of Wisconsin and tank at Eden.
Kenosha and Bain	No obstruction	below 21' 6"		
Harvard and Caledonia	No obstruction	below 21' 6"		
Crawford Ave. and Tower RS.	No obstruction	below 21' 6"		
Tower RS and Central St., Evanston	21 ft. 3 in.	21 ft. 3 in.	3 ft. 3 in.	Signal bridge, Signal No. 151-152 on West Wye, Evanston.
Tower RS and Valley	21 ft. 0 in.	20 ft. 2 in.	4 ft. 4 in.	Tank at Niles Center.
Proviso and Tower B	20 ft. 11 in.	20 ft. 4 in.	9 ft. 9 in.	O. H. Bridge 1414 (Gal. Div.), west of Proviso.
Tower B and Tower A	21 ft. 6 in.	21 ft. 6 in.	6 ft. 6 in.	No obstruction below 21' 6".
Tower A and Skokie	20 ft. 11 in.	20 ft. 11 in.	11 ft. 11 in.	O. H. Bridge 868, east of Valley, and Bridge 864, east of Techny.
Skokie and Lake Bluff	20 ft. 8 in.	20 ft. 8 in.	8 ft. 8 in.	O. H. Bridge 269D, 1/4 mile E. of Lake Bluff.
Skokie and St. Francis Tower, via Upton	16 ft. 1 in.	15 ft. 9 in.	4 ft. 4 in.	Coal Chute at Bain.
St. Francis Tower and Chase	17 ft. 1 in.	17 ft. 1 in.	1 ft. 1 in.	O. H. Bridge No. 441, west of St. Francis.
National Ave. and Chase	19 ft. 7 in.	19 ft. 1 in.	7 ft. 7 in.	Br. W. 1005 over Kinnickinnic River, Milwaukee.
Chase and Belton	17 ft. 7 in.	17 ft. 7 in.	7 ft. 7 in.	O. H. Bridge W-1037 at West Allis.
Mitchell Yard and C. M. St. P. & P. R. R. conn.	17 ft. 9 in.	17 ft. 9 in.	9 ft. 9 in.	O. H. Br. W. 1027-J at National Ave., Layton Park.
Belton and Tower BJ	19 ft. 2 in.	19 ft. 2 in.	6 ft. 6 in.	O. H. bridge 2311 at North Ave. and Sig. Brs. Sig. No. 615 and 619 west of Belton.
Tower BJ and Wisconsin	20 ft. 1 in.	19 ft. 4 in.	8 ft. 8 in.	Bridge 2407 west of Wisconsin.

No load must exceed eleven feet in width regardless of height. Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the division.

On account of reduced clearance at existing viaducts and buildings over Wells Street Yard, all employees are prohibited from riding or being upon the tops of cars while same are in motion, at any point in the district between the North Branch of the Chicago River on the west and Michigan Avenue on the east.

ACTUAL TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE					
	R-1	Z	J	JA	H	J-4
Subdivisions 1a and 1b						
Chicago & St. Francis.....	2000	3500	5000	5500	8000	7500
(Both directions)						
St. Francis to Butler.....	1000	2150	2350	2600	4000	
Butler to St. Francis.....	1350	2660	3500	3900	4500	
Subdivisions 1a, 1c, 1 and 2						
Chicago to Racine.....	2000	3500	4000	4500		
Waukegan to Skokie.....	1500	3000	3400	3800		
Subdivision 2						
Racine to St. Francis.....	1650	3000	3500	3900		
St. Francis to County Line.....	1300	2000	2500	2800		
County Line to Waukegan.....	2300	3500	4000	4500		
Subdivision 3						
Milwaukee to Fond du Lac.....	1300	2100	2600	2800		
Fond du Lac to Eden.....	1000	1500	1755	1850		
Eden to Milwaukee.....	1500	2100	2600	2800		
Subdivisions 4 and 5						
Chicago to Harvard.....	1300	2000	2700	2800		
Harvard to Janesville.....	1300	2000	2500	2600		
Harvard to Palatine.....	1675	3000	3400	3500		
Palatine to Chicago.....	3500	6500	7500	7500		
Subdivision 5						
Janesville to Harvard.....	1265	2135	2450	2600		
Subdivision 2b						
Kenosha to Bain.....	1150	1500				
Bain to Kenosha.....	1225	1500				
Harvard to Tower EA.....	1400	2500	2700	2800		
Tower EA to Harvard.....	1400	2500	2700	2800		

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grades between the points named; additional tonnage, however will be handled whenever circumstances and grades will permit.

With trains of over forty (40) cars, exclusive of cabooses, double-heading is prohibited, except as hereinafter stated: Double-headers may be run in any district providing the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine consolidation may be effected with another train and consolidated train brought into terminal as double-header if practicable.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

Chicago Passenger Terminal.....	M4 Engines cannot enter passenger terminal.
Wells St. Viaducts, Chicago.....	J, JA, H and J4 Engines cannot operate on tracks 11, 12, 13, 14, 15 and 16.
Clark St. Viaduct, Chicago.....	H and J4 Engines cannot pass under this Viaduct.
Ground level tracks between Noble and Wells Sts.....	D, E, E1, E2A, E2B, H, J, JA, J4, R1 and Z Engines cannot pass under this viaduct.
Chicago Ave. Round House.....	
Erie St. Coach Yard.....	H, J4, JA, E2A and E2B Engines cannot be operated.
Grand Ave. Freight Yard.....	
South of Monroe St. on Rockwell St. Line.....	

OPERATION OF CLASS H AND J-4 ENGINES

Class H and J-4 engines can operate only between Proviso and Altoona via Valley, Willow, St. Francis, Chase, Belton and Butler, and must not under any circumstances be operated via Lake Bluff, Waukegan and Kenosha, or over the Kinnickinnic River drawbridge between National Avenue and St. Francis.

The speed of trains being handled by Class H and J-4 engines must not in any case or at any time be in excess of that indicated in Wisconsin Division time table.

At St. Francis there are three yard tracks in addition to the two main lines, extending over Bridge 435 at Pine Street, which is located a short distance east of the penstock.

It must be understood that the two main tracks only are safe for the operation of Class H or J-4 engines over this bridge. Positively no attempt must be made to operate Class H or J-4 engines over this bridge on any of the side tracks.

Should it become necessary for Class H or J-4 engines to handle cars into or out of the yard at St. Francis, a sufficient number of cars must be handled behind the engine to avoid the necessity of the engine crossing this bridge.

The speed of Class H and J-4 engines must be restricted to ten (10) miles per hour when entering or leaving sidings, while moving on sidings, or on enginehouse and yard tracks.

Class H or J-4 engines must not be operated on any house track or industry track, and if necessary to do work on such tracks, a sufficient number of cars will be handled to avoid having the engine operate beyond the turnout.

Class H locomotives are equipped with an emergency high powered red light located above the regular headlight on front end of engine. The following rule will be observed when operating in either freight or passenger service:

In every case where the air brakes are applied from any cause other than by normal operation of train control apparatus or the engineman himself; or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment and thereby foul the adjoining main track, enginemen will immediately turn on the red emergency light, and when this is done, enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. This rule is applicable at all times, both day and night. This emergency red light must not be used for any other purpose.

In case of a headlight globe failure on Class H locomotives, the high power red light may be cleared to a white light by breaking the seal and adjusting the shutter, and the engine may proceed, operating this light as an emergency headlight.

When the train is proceeding, using the high power light as an emergency headlight, at any time when conditions require the use of the red light, the engineer will immediately adjust the shutter to the red position, and be must, on arrival at the first terminal where repairs can be made to the headlight, report the seal broken on the shutter of the emergency red light, and have it resealed in the red position.

The operation and use of this device will in no way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

Other tracks suitable for H and J-4 Engines on Sub. Div. 1b:

Norma Wye track.

Straight track at Milwaukee Avenue.

Team track at Lake Avenue.

Blodgett—West passing track from east end of track to Deerfield Avenue, and the two team tracks east of the water tank.

South Upton—Team track.

Upton—"Wye", and passing track except north end between crossover passing track to main line and north switch.

Bain—East passing track from coal chute west, also the west passing track, and "Wye" between main line and derail at KD track.

Willow—Team track and the east 700 feet of the west passing track.

Rawson—West passing track.

Layton Ave.—Passing track.

Tracks No. 1 and 2 between St. Francis and Bay View Interlocking Plants.

All passing tracks and other tracks adjacent to the Main Line, between St. Francis Interlocking Tower and Tower BJ, and in addition the Mitchell Yard Tracks, the Engine House; Coal Shed; Water Station tracks at Butler, and the Yard tracks of the Main Yard at Butler which are now in operation for Class "J" Engines.

COMPANY'S SURGEONS

Chicago.....	IRVING S. CUTTER, M. D., Medical Director.
	V. H. HORNING, M. D., First Assistant Medical Director.
Norwood Park.....	L. M. BOWES, M. D.....Telephone New Castle 1000
Niles Center.....	R. V. SINTZEL, M. D.....Telephone Niles Center 74
Des Plaines.....	H. F. HELLER, M. D.....Telephone Office & Residence 7
Mt. Prospect.....	ALFRED WOLFARTH, M. D.....Telephone 862
Arlington Heights.....	B. T. BEST, M. D.....179
Palatine.....	CARL A. STARCK.....Telephone, Office 66 Residence 6
Barrington.....	D. F. BROOKE, M. D.....Telephone 235
Cary.....	F. J. THEOBALD.....13
Crystal Lake.....	A. V. LINDBERG, M. D.....7
Woodstock.....	W. H. SANDEEN.....Office, phone 28 Residence, phone 74
Harvard.....	J. G. MAXON, M. D.....Telephone No. 72
May be called to any place between Salem and Alden	
Sharon.....	C. R. TREAT, M. D.....Office 77-R2 Residence 77-R3
	W. H. McGUIRE, M. D., Associate Surgeon.
	Telephone, Office 840. Residence 142
Janesville.....	G. W. BARTELS, M. D., Associate District Surgeon.
	Telephone, Office 49. Residence 1280
	THOS. O. NUZUM, M. D.....Tel. Office 562. Res. 1468
Fond du Lac.....	Dr. W. H. FOLSOM, Oculist and Aurist.
	Telephone, Office 431. Residence 2873
Fond du Lac.....	P. G. McCABE, M. D.....Tel. Office 185. Residence 2858
Fond du Lac.....	E. V. SMITH, Jr., M. D.....Tel. Office 133. Residence 7025
Fond du Lac.....	H. E. TWOHIG.....Office 431. Residence 467. District
	D. J. TWOHIG.....Office 431. Residence 489. Surgeons
May be called to any point West Bend to Fond du Lac.	
Ravenswood.....	F. N. BUSSEY, M. D.....Tel., Office Long Beach 4088
Wilson Ave.....	Tel., Residence Longbeach 2882

WM. B. PARKES, M. D., District Surgeon.

Tel., Office Greenleaf 6200 Residence University 0178

JAMES P. GRIER, M. D., Associate Surgeon.

Telephone, Office Greenleaf 6200

Residence Greenleaf 4658

May be called to any place between Rogers Park and Glencoe.

Wilmette.....	L. E. MEE, M. D.....Telephone, Wilmette 96
Glencoe.....	L. A. RICHBURG, M. D.....Tel., Office, Glencoe 45 Residence Glencoe 1624
Highland Park.....	G. Q. GRADY, M. D.....Tel., Office, Highland Park 2750 Residence 82
Lake Forest.....	T. S. PROXMIER, M. D., Telephone, Office Lake Forest 66
Libertyville.....	J. L. TAYLOR, M. D.....Telephone, Office 19 Residence 101
F. A. BESLEY, M. D., District Surgeon.	
Tel., Office Majestic 3500. Residence Majestic 3300	
Waukegan.....	LUTHER H. WOLFF, M. D., Local Surgeon.
	Tel., Office Majestic 3500. Residence Ontario 7834
	E. F. SWARTOUT, M. D., Associate Surgeon.....Office 5311 Residence 6289
Kenosha.....	W. H. BENNETT, M. D.....Office 7911 Residence 3237
Kenosha.....	C. H. GEPHART, M. D.....Tel., Office 6151 Residence 7662
	L. E. FAZEN, M. D., Tel., Residence and Office, Prospect 526
Racine.....	RUSSELL M. KURTEN, M. D.....Tel. Office Jackson 3900 Residence Jackson 7131
Carrollville	G. P. DEMPSEY, M. D.
South Milwaukee	Telephone Office So. Mil. 25. Residence So. Mil. 122
Cudahy.....	BERNARD KRUEGER, M. D.....Tel., Sheridan 7950
	O. B. LILLIE, M. D., District Surgeon.
	1148-1149 Bankers Bldg. Telephone Daley 3221
Milwaukee.....	V. F. LANG, M. D., Associate District Surgeon. Marq. 3148
	DRS. JOHN S. GORDON AND RALPH SPOULE,
	Oculist and Aurist.
	922 Bankers Bldg., Telephone Daley 3873
	G. W. FOX, M. D., Associate Local Surgeon.
	922 Bankers Bldg., Telephone, Office Daley 3221
	Residence Lakeside 1948
May be called to any place between Ives and West Bend.	
Milwaukee.....	FRED C. HEIDNER, M. D.....Tel., Office Concord 7566 Residence Lake Side 0471
West Allis.....	R. H. FREDERICK, M. D., 7005 Greenfield Ave.
	Office Greenfield 0792 Residence Greenfield 5754
West Allis.....	R. A. TOEPFER, M. D.....Tel., Office Greenfield 4236..
	Residence Greenfield 3686
Butler (Note).....	M. R. MARKSON, M. D.....Tel., Office, Broadway 2184 Residence, Kilbourn 2364
West Bend.....	A. H. HEIDNER, M. D., Tel., Office 890. Residence 631 W

Note.—Dr. Markson at Butler should be called for emergency cases only.

When injured persons are taken to our dispensary, at Chicago, and the physician is not immediately in attendance, it is necessary to either have someone wait and see the physician, or else leave a written memoranda explaining the circumstances under which the patient was brought there, giving his name, occupation, place and cause of accident. It is often necessary to take injured persons to the County Hospital, and they refuse to receive them, unless the information as stated above is given.

TRAIN DISPATCHERS' TELEPHONES

At Yard office Diverser St. Crossovers.
Section house CNS&M connection, Highwood.
At Yard office at east end of eastbound elevated yard at Kenosha.
Ives Station near Highway Crossing.
Crossover at NY Interlocking Plant.
East Platform, Arlington Park.
EJ & E Tower, Barrington.
West end eastward passing track, Barrington.
Wisconsin Line Switch, east of Crystal Lake.
Crystal Lake Jet. at Tower CS.
Cudahy, at Crossover.
County Line Section Car House.
Berryville Section Car House.
Following Non-Communicating Stations also have Train Dispatchers' Telephones:
Ravenswood-Wilson Ave., Main St., Evanston, Hubbard Woods, Glencoe, Highwood, North Chicago, Dunes Park, Zion, Winthrop Harbor, Carrollville, Cudahy, South Milwaukee, Granville, Barton, Clybourn, Kostner Ave., Norwood Park, Edison Park, Park Ridge, Mt. Prospect, Arlington Heights, Palatine, Ridgfield, Bain, Chemung, Tower EA.

COMMUNICATING STATION OFFICE HOURS.

Station	Daily Ex. Sundays & Holidays	Holidays	Sundays
Chicago	Continuous	Continuous	Continuous
Wood St. Tower	Continuous	Closed	Closed
Mayfair	Continuous	Continuous	Continuous
Kostner Ave.	Continuous	Continuous	Continuous
Des Plaines	4.30 AM to 12.30 PM	7.45 AM to 9.45 AM	7.45 AM to 9.45 AM
Deval	Continuous	Continuous	Continuous
Barrington	5.30 AM to 10.45 PM	5.30 AM to 10.45 PM	5.30 AM to 10.45 PM
Cary	6.15 AM to 3.15 PM	Closed	Closed
Crystal Lake	4.15 AM to 8.15 PM	4.15 AM to 8.15 PM	4.15 AM to 8.15 PM
Crystal Lake Jet	6.00 AM to 5.30 PM	8.15 AM to 10.15 AM 6.35 PM to 9.15 PM	8.15 AM to 10.15 AM 6.35 PM to 9.15 PM
Woodstock	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM	9.30 AM to 11.30 AM
Harvard	Continuous	Continuous	Continuous
Sharon	5.30 AM to 3.30 PM	Closed	Closed
Clinton Jet	Continuous	Continuous	12.00 Mid to 7.30 AM 3.30 PM to 11.50 PM 1.00 PM to 3.00 PM June 23 to Sept. 21
So. Janesville	3.30 AM to 11.30 AM 4.00 PM to 12.00 MN	3.30 AM to 11.30 AM 4.00 PM to 12.00 MN	4.00 PM to 12.00 MN
Janesville	Continuous	Continuous	Continuous
Poplar Grove	6.15 AM to 3.15 PM	6.15 AM to 3.15 PM	Closed
Capron	6.25 AM to 3.25 PM	6.25 AM to 3.25 PM	Closed
Main Street Tower	6.00 AM to 8.00 PM Except Saturday 6.00 AM to 2.00 PM Saturday	Closed	Closed
Canal Tower	Continuous	Continuous	Continuous
Wilmette Tower	6.00 AM to 2.00 PM 3.00 PM to 9.00 PM	3.00 PM to 9.00 PM	3.00 PM to 9.00 PM

Station	Daily Ex. Sundays & Holidays	Holidays	Sundays
Winnetka	5.45 AM to 1.45 PM 3.30 PM to 11.30 PM	5.45 AM to 1.45 PM 3.30 PM to 11.30 PM	3.30 PM to 11.30 PM
Highland Park	5.35 AM to 10.00 PM	5.35 AM to 10.00 PM	5.35 AM to 10.00 PM
Lake Forest	5.20 AM to 10.10 PM	5.20 AM to 10.10 PM	5.20 AM to 10.10 PM
Lake Bluff	Continuous	Continuous	Continuous
Waukegan	Continuous	Continuous	Continuous
Kenosha	5.20 AM to 10.05 PM	5.20 AM to 10.05 PM	5.20 AM to 10.05 PM
Racine Jet	Continuous	Continuous	Continuous
Racine	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Carrollville	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM	Closed
South Milwaukee	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	Closed
St. Francis	Continuous	Continuous	Continuous
National Ave.	Continuous	Continuous	Continuous
Milwaukee	Continuous	Continuous	Continuous
Wisconsin	Continuous	Continuous	Continuous
Rockfield	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM	Closed
Jackson	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
West Bend	Continuous	Continuous	Continuous
Kewaskum	8.45 AM to 5.45 PM	8.45 AM to 5.45 PM	Closed
Campbellsport	8.45 AM to 5.45 PM	8.45 AM to 5.45 PM	Closed
Eden	8.30 AM to 5.30 PM	8.30 AM to 5.30 PM	Closed
Norma	10.30 PM to 6.30 AM	10.30 PM to 6.30 AM	10.30 PM to 6.30 AM
Tower RS	6.00 AM to 8.00 PM	Closed	Closed
Niles Center	6.00 AM to 3.00 PM	Closed	Closed
Grand Ave., Proviso	2.45 PM to 10.45 PM	2.45 PM to 10.45 PM	2.45 PM to 10.45 PM
Blodgett	7.00 AM to 3.00 PM	7.00 AM to 3.00 PM	Closed
Skokie	Continuous	Continuous	Continuous
Upton	Continuous	Continuous	Continuous
Willow	Continuous	Continuous	Continuous
Rawson	7.00 PM to 3.00 AM	7.00 PM to 3.00 AM	7.00 PM to 3.00 AM

Holiday Assignments, as shown will govern New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENTS

W. S. JOHNSTON
CHICAGO

C. L. STROM
MILWAUKEE

TRAINMASTERS

O. J. SCHWARTZ
CHICAGO

H. J. WRATH
MILWAUKEE

C. A. HUMMEL
MILWAUKEE

G. C. STUART
CHICAGO

E. E. COOVER, Asst. Trainmaster
KENOSHA

O. A. GLASSCOCK, Chief Train Dispatcher
CHICAGO

W. F. HOLDEN, Assistant Chief Train Dispatcher

J. M. DUGAN, Night Chief Train Dispatcher

DISPATCHERS

J. A. RICHARDSON
E. E. TOOPS
R. F. KOEPP

W. R. FISCHENICH
J. E. EASTERDAY
C. V. ATHERTON

B. E. OLIVER
J. A. MANSNERUS

G. H. SHAVER
W. P. JOYCE

E. HOLMQUIST, Master Mechanic
CHICAGO

E. L. HUNTER, Asst. Master Mechanic
MADISON, WIS.

C. H. PERRY, Division Engineer
CHICAGO

ROAD FOREMEN OF ENGINES

W. F. HEISER
CHICAGO

J. E. GALLUP
CHICAGO

F. A. CUTTER
MILWAUKEE

B. W. PEWESTORFF
CHICAGO

J. D. SULLIVAN
MAYFAIR

H. C. KRAUSE
MILWAUKEE

TIMEKEEPER

H. B. COOK
CHICAGO

ROADMASTERS

D. V. O'CONNELL
CHICAGO

M. Z. CARROLL
CHICAGO

E. A. WHITE
HARVARD

DISTRICT CLAIM AGENT

E. L. OLSON
CHICAGO

E. E. FARRELL
CHICAGO

J. E. MATHIEU
MILWAUKEE

CHICAGO PASSENGER TERMINAL

F. H. HEMES, Superintendent
CHICAGO

CHICAGO FREIGHT TERMINAL

A. R. PELNAR, Gen'l. Superintendent
CHICAGO

N. L. WATERMAN, Superintendent
CRAWFORD AVENUE

TRAINMASTERS

J. T. RAYMOND
PROVISO

D. J. McLAUGHLIN
PROVISO

F. L. HOUX
CHICAGO AVENUE

G. L. THORPE
PROVISO

G. J. CHRISTIAN, Asst. Trainmaster
CRAWFORD AVENUE