

CHICAGO & NORTH WESTERN RAILWAY



WISCONSIN DIVISION



No. 365 TIME TABLE No. 365

Takes Effect Sunday, April 29th, 1928

**At 2:00 o'clock A. M.
Central Time**

SMOKE
is fuel wasted

**SAVE
COAL**

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON,
ASS'T GENERAL SUPERINTENDENT.

P. G. CAMPBELL,
SUPERINTENDENT.

BETWEEN CHICAGO AND WAUKEGAN—WESTWARD

FIRST CLASS

FIRST CLASS																					Fuel, Water, Wye and Turn- table Stations	DISTANCE FROM CHICAGO
			C 125	C 117	303	305	309	311	319	325	151	333	335	119	337	113	339	345	401	C 349		
			DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sat & Sun.		
			Ex- press and Milk	Ash- land & Ish- peming Pass.	Keno- sha Pass.	Emp- ty Coach	Emp- ty Coach	Win- netka Pass.	Wau- kegan Pass.	Emp- ty Coach	Mil- wau- kee Pass.	Wau- kegan Pass.	Keno- sha Pass.	Mil- wau- kee Pass.	Wau- kegan Pass.	Meno- minee Pass.	Keno- sha Pass.	Wau- kegan Pass.	The Vik- ing	Golf Spe- cial		
.....				AM 1.50	AM 3.00			AM 5.43	AM 6.00	AM 6.33	7.00	7.02	AM 7.45	AM 8.00	AM 8.05	AM 9.00	AM 9.05	AM 10.05	AM 10.30	AM 11.20		
.....			AM 12.02	1.55	3.05	AM 4.49		5.48	6.05	6.39	7.05	7.07	7.50	8.05	8.10	9.05	9.10	10.10	10.35	11.25		
.....			12.05	1.58	3.08	4.52		5.51	6.08	6.42	7.08	7.10	7.53	8.08	8.13	9.08	9.13	10.13	10.38	11.28		
.....			12.06	1.59	3.09	4.53		5.52	6.09	6.43	7.09	7.11	7.54	8.09	8.14	9.09	9.14	10.14	10.39	11.29		
.....						4.56		5.54														
.....																						
.....						4.59																
.....					3.13	5.02		5.58	6.13		7.12	7.15	7.57	8.12	8.17	9.13	9.19	10.17	10.43			
.....						5.04		6.01	6.15		7.17											
.....			12.11	2.04	3.15	5.06		6.02	6.16	6.50	7.13	7.19	7.58	8.13	8.19	9.16	9.21	10.19	10.45	11.34		
.....						5.08					7.20											
.....					3.20	5.10		6.06	6.20		7.22				8.22		9.26	10.23				
.....																						
.....																						
.....			12.16	2.06	3.23	5.13		6.10	6.23	6.58	7.17	7.25	8.02	8.17	8.25	9.21	9.30	10.26	10.49	11.38		
.....																						
.....																						
.....			12.18	2.09	3.31	5.16 AM		6.13	6.26	7.00 AM	7.19	7.29	8.03	8.19	8.28	9.24	9.36	10.29	10.50	11.42		
.....			12.20	2.11	3.35	6.00 AM		6.16	6.29		7.21	7.32	8.05	8.21	8.31	9.26	9.39	10.32	10.52	11.45		
.....			12.22	2.12	3.40		6.03	6.19	6.32		7.22	7.35	8.06	8.22	8.34	9.27	9.44	10.35	10.53	11.48		
.....																						
.....					3.43			6.22			7.37				8.36		9.47	10.37		11.50		
.....								6.25												11.52		
.....					3.48		6.10 AM	6.28 AM	6.37		7.26	7.42	8.10	8.25	8.39		9.52	10.40	10.56	11.55		
.....								6.39			7.45				8.41		9.55			11.58		
.....					3.55			6.42			7.48	8.12	8.27	8.44	9.33	9.59	10.44	10.58	12.01			
.....																			12.04			
.....																						
.....								6.47			7.53					10.04						
.....			12.33	2.21	4.05			6.50			7.32	8.00	8.18	8.31	8.51	9.40	10.09	10.50	11.02	12.09		
.....																				WTT		
.....					4.08			6.53			8.03						10.13					
.....					4.11						8.06				8.54		10.16		11.05	12.13		
.....					4.18			6.59			8.11	8.26	8.35	8.59	9.48	10.23	10.58	11.06	12.18			
.....			12.45	2.28	4.22			7.03			7.39	8.15	8.28	8.37	9.03	9.50	10.27	11.01	11.08	12.22		
.....					4.27									9.06		10.30			12.26			
.....					4.30			7.08			8.22			9.09		10.35			12.29			
.....			12.55 AM	2.36 AM	4.40 AM			7.15 AM			7.48 AM	8.28 AM	8.36 AM	8.43 AM	9.15 AM	9.57 AM	10.45 AM	11.10 AM	11.15 AM	12.35 PM		
.....			DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sat & Sun.	WFTT		

Sub-Division

STATIONS

Time Table 365

April 29th, 1928

FIRST CLASS

[illegible]

M Indicates train using Track No.2 Deering to Main Street, as per rule page 24.

C Indicates train using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 24.

W Indicates train using Track No.2 Deering to Wilmette Interlocking Plant, as per rule page 24.

No. 125 will leave from Wells Street at 11.55 p. m., and will run prepared to stop within vision to Division Street. All other train and light engine movements will keep clear of this train.

No. 125 will not carry passengers.

No. 401 will stop on signal at Waukegan to receive revenue passengers for Eau Claire and beyond.

On New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will

run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 151, 119, 153, 155 and 107.

Through trains will make Sunday stops

No. 339 will not run west of Waukegan on Saturdays.

No. 365 on Saturdays will stop at Lake Bluff to discharge revenue passengers from Chicago.

No. 383 will stop at Deering except Saturdays, and on Saturdays will stop at Clybourn, Gross Park and Braeside.

No. 385 on Saturdays will stop at Kenilworth, Indian Hill and Hubbard Woods.

FIRST CLASS

No. 917 will not carry passengers.

BETWEEN CHICAGO AND WAUKEGAN—WESTWARD

FIRST CLASS																DISTANCE FROM CHICAGO	Sub-Division I		Communicating Stations	OFFICE CALLS	FIRST CLASS																SECOND CLASS			THIRD CLASS						
																	STATIONS																				283			951						
																	Time Table 365																													
																	April 29th, 1928																													
																833	163	835	837	165	843	849	Fuel, Water, Wye and Turn-table Stations																	Local Frt.	Way Frt.					
																Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only																									
																Waukegan Pass.	Milwaukee Pass.	Waukegan Pass.	Waukegan Pass.	Milwaukee Pass.	Waukegan Pass.	Kenosha Pass.																								
																AM 7.02	AM 8.00	AM 9.32	AM 10.32	AM 11.15	AM 11.45	PM 12.50																								
																7.07	8.05	9.37	10.37	11.20	11.50	12.55	1.8																							
																s 7.10	8.08	s 9.40	10.40	s 11.23	s 11.53	s 12.58	W 2.9																							
																7.11	8.09	9.41	10.41	11.24	11.54	12.59	3.4																							
																							4.5																							
																							5.4																							
																							6.2																							
																							7.1																							
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																							19.2																							
																							20.7																							
																							21.0																							
																							21.6																							
																							23.2																							
																							24.5																							
																							25.7																							
																							28.3																							
																							30.2																							
																							32.2																							
																							33.2																							
																							35.9																							
																Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only																	Daily ex. Sun.				Daily ex. Sun.			

WIS. 5

FIRST CLASS

No. 412 will stop at Lake Bluff to discharge passengers from Sparta and beyond for Lake Bluff or suburban Stations east, and when operating via Lake Forest will stop at any station between Lake Bluff and Evanston inclusive, except Central Street to discharge passengers from Rochester.

No. 152 on Sunday will stop at Evanston and Wilson Ave. to discharge revenue passengers from Milwaukee and beyond.

No. 152 will stop at any station to discharge revenue passengers transferred from No. 152.

No. 108 will stop at North Chicago except Saturdays and Sundays.

BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

FIRST CLASS														Fuel, Water, Wye and Turntable Station	DISTANCE FROM MILWAUKEE	Sub-Division 1		Communicating Stations	OFFICE CALLS	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
390	206	432	434	394	210	446	448	454	214	452	458	460	462			456	464			466	930	402	154	490	216	476	120	800	802	804																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

Class J, J4, Z, M4 and E2 Engines cannot pass under Wells Street Viaduct, Chicago.

Class J, J4 and M4 Engines cannot enter Chicago Passenger Terminal.

No. 154 will go direct to Wells Street, arriving Wells Street 9.40 PM, and will run prepared to stop within vision from Division Street to Wells Street. All other trains and light engine movements will keep clear of this train.

Nos. 154, 456 and 930 will not carry passengers.

No. 390 will stop at any station to discharge revenue passengers transferred from No. 110.

WIS. 7

No. 112 will stop at Lake Forest and Evanston to discharge revenue passengers from Milwaukee and beyond.

BETWEEN WAUKEGAN AND NATIONAL AVENUE—WESTWARD

FIRST CLASS

Sub-Division 2

STATIONS

Time Table 365

April 29th, 1928

FIRST CLASS

SECOND CLASS

STATIONS																					Communicating Station	CAPACITY OF PASSING TRACKS IN CARS	STATIONS										STATIONS						
125	117	481	303	151	335	119	491	113	339	493	401	341	153	361	155	365	209	497	371	107			111	439	101	405	411	917	121	403	163	165	849	291	283	285	287	295	187
DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sat. & Sun.	DAILY	Daily ex. Sat. & Sun.	Sat. only	DAILY	Sat. only	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY		Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sun. only	Sun. only	Sun. only	DAILY	Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY
Ex-press and Milk	Ash-land & Ish-pem-ing Pass.	Emp-ty Coach	Keno-sha Pass.	Mil-wau-kee Pass.	Keno-sha Pass.	Mil-wau-kee Pass.	Mil-wau-kee Pass.	Meno-minee Pass.	Keno-sha Pass.	Mil-wau-kee Pass.	The Vik-ing	Keno-sha Pass.	Wis-consin Pass.	Keno-sha Pass.	Mil-wau-kee Pass.	Keno-sha Pass.	Wis-consin Spec'l Pass.	Mil-wau-kee Pass.	Keno-sha Pass.	Golden Special	Ash-land Limited		Keno-sha Pass.	Iron & Cop-per Coun-try Ex.	North West-ern Lim-ited	Roch-ester Min-nesota Spe-cial	Milk Ex-press	Iron Range Ex-press	North Amer-ican	Mil-wau-kee Pass.	Mil-wau-kee Pass.	Keno-sha Pass.	Mil-wau-kee Time Frt.	Local Frt.	Local Frt.	Mil-wau-kee Frt.	Fort How-ard	Dan Trot	
PM 11.55	AM 1.50		AM 3.00	AM 7.00	AM 7.45	AM 8.00		AM 9.00	PM 9.05		AM 10.30	AM 10.05	PM 12.01	PM 1.05	PM 2.00	PM 2.05	PM 3.00		PM 3.14	PM 4.01	PM 5.00	L..... CHICAGO	PM 4.50	PM 6.00	PM 6.30	PM 8.00	PM 8.10	PM 9.00	PM 10.00	AM 8.00	AM 11.15	PM 12.50	PM 11.00	PM 10.00	PM 11.30		PM 8.45	PM 9.00	
AM 12.55	AM 2.36		AM 5.35	AM 7.48	AM 8.36	AM 8.43		AM 9.57	AM 10.45		AM 11.15	AM 11.20	PM 12.53	PM 2.15	PM 2.52	PM 3.05	PM 3.41		PM 4.35	PM 4.50	PM 5.50	L..... WAUKEGAN	PM 5.56	PM 6.50	PM 7.23	PM 8.55	PM 9.15	PM 10.01	PM 11.01	AM 8.46	PM 12.13	PM 2.10		AM 1.20					
			s 5.38									s 11.23		2.17					s 4.40																				
1.01	2.41		s 5.43	7.53	8.42	8.47		10.03	f 10.51			f 11.25	12.58	2.20	2.57		3.45		s 4.44	4.55	5.55		55	s 6.01	6.55	7.29	9.00	9.23	10.07	11.07	8.50	12.18	s 2.17						
			s 5.48	s 7.57		8.49			s 10.57		11.22	s 11.30	1.01	s 2.25	s 2.59	s 3.12			s 4.48	s 4.58	5.58					0 9.03					0 12.22	s 2.21							
			f 5.50						0 10.59			0 11.31				3.13															f 2.23								
1.08	2.46		s 5.53					10.08	f 11.01			s 11.34			3.03	f 3.15			s 4.53	5.00	6.00	WINTHROP HARBOR 7.2	44	s 6.13	7.00	7.35	9.06	9.30	10.12		0 12.25	s 2.26							
s 1.20	s 3.00		6.05 AM	s 8.10	8.57 AM	s 9.01		s 10.19	11.15 AM		s 11.33	11.45 AM	s 1.14	2.40 PM	s 3.15	3.25 PM	s 3.58		5.05 PM	s 5.10	6.10			6.22 PM	s 7.12	7.44	s 9.16	9.45 PM	s 10.22	s 11.22	s 9.08	12.37 PM	2.35 PM			s 2.30	AM 3.20		
1.27	3.06			8.16		9.07		10.25					1.20		3.22		4.05		5.17	6.16			53		7.19	7.51	9.22		10.28	11.29	9.14	12.44							
1.32	3.10			8.20		9.11		s 10.30					1.24		s 3.26		4.09		s 5.22	6.22			61		7.24	7.56	9.26		10.32	11.33	9.18	s 12.49			s 3.00	3.20	3.45		
s 1.42	s 3.23		s 8.24		s 9.15	9.23 AM	s 10.35		AM 11.35	s 11.47		s 1.28		s 3.35		s 4.12			s 5.30	6.27					s 7.33	8.02	9.30		s 10.38	s 11.39	s 9.22	s 12.53			s 3.35	4.00			
1.47	3.28			8.28		9.18	f 9.28	10.39		11.40	11.52		1.32		3.40		4.16		5.34	6.32					7.37	8.06	9.34		10.42	11.43	9.25	12.58							
1.54	3.31			8.34		9.23	f 9.34	10.46		11.48	11.58		1.38		3.46		4.22		5.40	6.39			50		7.44	8.14	9.41		10.49	11.50	9.31	1.04							
1.59		AM 6.50		8.37			s 9.38		s 11.53	12.01							PM 5.05		5.43																				
2.02	3.40			8.40		9.28	s 9.42	10.51		s 11.57	12.03		1.44		s 3.52		4.27	s 5.13		5.48	6.45				7.49	8.22	9.47		10.55	11.57	9.36	s 1.10							
2.06	3.44	7.02		8.44		9.32	s 9.49	0 10.55		s 12.03	12.08		1.48		s 3.59		4.31	s 5.20		5.56	6.50				7.54	8.28	9.51		10.59	12.02	9.40	1.14							
							s 9.52		s 12.06									s 5.23																					
		7.06					9.53		12.07																														
2.12	3.49	7.10		8.51		9.37	9.57	11.00		12.09	12.14		1.52		4.04		4.36	5.27		6.05	6.54																		
2.15	3.55	7.14		s 8.55		s 9.40	s 10.00	s 11.04		s 12.12	s 12.18		1.55		s 4.09		s 4.40	s 5.30		s 6.10	s 6.58																		
2.20	4.00	7.20		9.00		9.45	10.05	11.10		12.15	12.25		2.00		4.15		4.45	5.35		6.15	7.05																		
AM	AM	AM		AM		AM	AM	AM		PM	PM		PM		PM		PM	PM		PM	PM				8.10 PM	8.45 PM	10.05 PM		11.10 PM	12.15 AM	10.00 AM	1.30 PM							
DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sat. & Sun.	DAILY	Daily ex. Sat. & Sun.	Sat. only	DAILY	Sat. only	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY		Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sun. only	Sun. only	Sun. only	DAILY	Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	

Through Passenger trains will register at Kenosha by register blank "R."

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

On the line between Crawford Ave. and Tower BA trains and light engines in either direction will run under control between St. Francis and Bay View.

No train will exceed ten miles per hour passing National Avenue.

No train will exceed fifteen miles per hour passing Kenosha and Racine.

No. 117 will not exceed five miles per hour passing Zion to discharge U. S. mail.

No. 113 will not run west of Milwaukee on Sundays.

Passenger trains will not exceed thirty (30) miles an hour and freight trains twenty (20) miles an hour through station grounds of Waukegan.

No. 151 will not exceed twenty-five (25) miles an hour passing South Milwaukee, to discharge U. S. Mail.

Nos. 125 and 917 will not carry passengers.

No. 401 will stop on signal at South Milwaukee to receive revenue passengers for Wyeville and beyond.

No. 405 will stop on signal at Kenosha and Racine to receive revenue passengers for Eau Claire and beyond.

BETWEEN NATIONAL AVENUE AND WAUKEGAN—EASTWARD

WIS. 9

FIRST CLASS

Sub-Division 2

STATIONS

Time Table 365

April 29th, 1928

FIRST CLASS

SECOND CLASS

126 404 338 102 412 372 112 406 492 152 384 496 108 110 390 206 434 210 454 214																				STATION NUMBER		DISTANCE FROM MILWAUKEE		STATIONS				Communicating Stations		OFFICE CALLS		FUEL, WATER, WYE AND TABLE STATIONS		CAPACITY OF PASSENGER TRACKS IN CARS		486 464 930 402 154 216 120 166 850 218										288 280 284 290																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
DAILY		DAILY		Daily ex. Sun.		DAILY		DAILY		Daily ex. Sun.		Daily ex. Sun.		DAILY		DAILY		Daily ex. Sun.		DAILY		DAILY		Sun. only		Sun. only		Sun. only		DAILY		DAILY		Daily ex. Sun.		Daily ex. Mon.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Ex-press and Milk		North American		Kenosha Pass.		Iron & Copper Country Ex-press		Rochester Minnesota Special		Kenosha Pass.		Ashland Limited		North Western Limited		Carrollville Pass.		Golden Special		Kenosha Pass.		Racine Pass.		Chicago Pass.		Chicago Pass.		Kenosha Pass.		Chicago Pass.		Kenosha Pass.		Chicago Pass.		Chicago Time Frt.		West-ern Time Frt.		Chi-cago Time Frt.		So. West-ern Time Frt.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
AM 5.00		AM 6.50		AM 7.10		AM 7.10		AM 7.45		AM 8.20		AM 8.15		AM 8.35				AM 9.00		AM 9.50				AM 11.15		PM 12.05		PM 12.30		PM 1.00		PM 2.45		PM 4.00		PM 5.20		PM 5.45		PM 5.50		AM 6.00		PM 9.45		AM 2.30		AM 5.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
AM 3.27		AM 5.40		AM 5.58		AM 6.05		AM 6.45		AM 6.56		AM 7.16		AM 7.23				AM 8.14		AM 8.30				AM 10.16		AM 11.14		AM 12.14		PM 1.05		PM 3.08		PM 4.10		PM 4.59		534 49.1		AM 5.25		PM 5.30		PM 6.34		PM 8.05		PM 8.20		PM 10.10		PM 3.15		PM 4.26		PM 5.02		PM 7.45		PM 9.50		AM 2.30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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3.23		5.34		5.48		5.59		6.39		6.47		7.09		7.16				8.10						10.10		11.10		12.10		12.57		3.01				4.55		536 45.1		\$ 5.16		5.22		6.29		7.56		8.15		10.04		3.05				4.55																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
3.19				\$ 5.43				\$ 6.43										\$ 8.20				AM 10.06				AM 11.12				AM 12.54						\$ 3.59				530 42.9		\$ 5.12				7.53		8.13		10.02		3.02		4.18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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\$ 3.03		\$ 5.17		5.28 AM		\$ 5.42		\$ 6.25		6.30 AM		\$ 6.51		\$ 6.58				\$ 7.57		8.07 AM				\$ 9.52		10.57 AM		11.01 AM		11.57		12.40 PM		\$ 2.48		3.48 PM		\$ 4.42		538 33.4		4.55 PM		5.00 PM		\$ 6.14		\$ 7.40		8.00		\$ 9.50		\$ 2.50		4.05 PM		\$ 4.42																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
2.48		5.08				5.33		6.16				6.41		6.48				7.51						9.45		10.50				11.49				2.41				4.36		535 28.4						6.06		7.22		7.51		9.43		2.42				4.36																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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\$ 2.40		\$ 5.00				\$ 5.25		\$ 6.08				\$ 6.33		6.40				\$ 7.45				\$ 8.30		\$ 9.36		10.44				11.43				\$ 2.34				\$ 4.30		540 23.1						\$ 5.59		\$ 7.15		\$ 7.45		9.34		2.34				\$ 4.30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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2.27		4.43				5.12		5.50				6.19		6.26		AM 6.45		7.36		f 8.15		9.23		10.34				11.34				2.21				4.19		542 15.1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Through passenger trains will register at Kenosha by register blank "R."

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

On the line between Crawford Avenue and Tower BA trains and light engines in either direction will run under control between St. Francis and Bay View.

No train will exceed ten miles per hour passing National Avenue.

No train will exceed fifteen miles per hour passing Kenosha and Racine.

Passenger trains will not exceed thirty (30) miles an hour and freight trains twenty (20) miles an hour through station grounds at Waukegan.

No. 404 will stop at Waukegan to discharge revenue passengers from Eau Claire and beyond, destined to Waukegan or stations between Waukegan and Evanston.

No. 102 will stop at Waukegan to discharge revenue passengers from Green Bay and beyond, destined Waukegan or local points east thereof.

No. 102 will stop at Waukegan on Sundays to discharge revenue passengers from Milwaukee and beyond.

No. 412 will stop at Waukegan to discharge revenue passengers from beyond Milwaukee.

No. 412 on Sundays will stop at Waukegan.

No. 412 will stop at any station between Milwaukee and Waukegan to discharge passengers from Rochester.

No. 112 will stop at Waukegan to discharge revenue passengers from Milwaukee and beyond.

No. 406 will stop at South Milwaukee, Racine and Waukegan, to discharge revenue passengers from Eau Claire and beyond.

Nos. 126, 154 and 930 will not carry passengers.

No. 216 will stop at Zion on Sundays.

No. 120 will stop at stations between Milwaukee and Kenosha to discharge revenue passengers from beyond Milwaukee.

No. 384 will stop at any station to discharge revenue passengers transferred from No. 152.

No. 390 will stop at Asbestos on Saturdays.

No. 390 will stop at any station to discharge revenue passengers transferred from No. 110.

WESTWARD—BETWEEN WISCONA AND TOWER NW—EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS									CAPACITY OF PASSING TRACKS IN CARS	STATION NUMBERS	Fuel, Water, Wye and Turntable Stations	Sub-Division 3		Communicating Stations	DISTANCE FROM FOND DU LAC	OFFICE CALLS	FIRST CLASS										SECOND CLASS	THIRD CLASS					
	293	295		121	101	209	205	113	133	117	125				STATIONS					102	206	210	214	216	220	244	224	126				294	292			
	Daily except Sunday	DAILY		DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY				Time Table 365					DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	Sunday only	Sunday only	Daily except Monday	DAILY				Wednesday only	Daily ex. Sunday & Wednesday			
	Way Freight	Fort Howard		Iron Range Express	Iron & Copper Country Express	Wisconsin Special Passenger	Green Bay Passenger	Menominee Passenger	Green Bay Passenger	Ashland and Ishpeming Mail Pass'gr	Express and Milk				April 29th, 1928					Iron & Copper Country Express	Chicago Passenger	Chicago Passenger	Chicago Passenger	Chicago Passenger	Fox River Passenger	Milwaukee Passenger	Milwaukee Passenger	Express and Milk				Way Freight	Way Freight			
		AM 12.10		PM 11.25	PM 8.25	PM 4.55	PM 2.30	AM 11.20	AM 7.15	AM 4.25	AM 2.40	550		L.....MILWAUKEE.....A	CS	62.4	Z	AM 4.35	AM 10.00	PM 1.40	PM 3.40	PM 7.00	PM 8.45	PM 11.55	AM 12.45	AM 1.40										
	AM 12.30		PM 11.40	PM 8.41	PM 5.08	PM 2.45	AM 11.35	AM 7.30	AM 4.42	AM 2.56	5709	Y	WISCONSINA.....CS	54.4	JA	AM 4.18	AM 9.45	PM 1.23	PM 3.26	PM 6.41	PM 8.28	PM 11.39	AM 12.30	AM 1.23					PM 4.40	PM 12.15					
	5.30	12.31	11.41	8.42	5.09	2.46	11.36	7.31	4.43	2.57		Y	LINAIR.....CS			4.17	9.44	1.22	3.25	6.40	8.27	11.38	12.29	1.22											
	5.50	12.45	11.48	8.49	5.16	2.53	11.43	7.39	4.52	3.06	50	557		.....GRANVILLE.....CS	48.4	GR	4.09	9.37	1.14	3.19	6.33	8.20	11.32	12.22	1.16				4.25	11.55					
	6.35	1.05	11.58	8.59	5.25	3.08	11.53	7.50	5.02	3.17	59	558	W	.....ROCKFIELD.....CS	41.6	RK	3.59	9.27	1.02	3.08	6.23	8.10	11.22	12.12	1.05				4.05	11.10					
	7.00	1.18	12.05	9.07	5.30	3.18	11.59	8.00	5.08	3.23	53	559		.....JACKSON.....CS	36.5	SN	3.52	9.18	12.55	2.59	6.16	8.02	11.15	12.05	12.57				3.50	10.45					
	7.25	1.35	12.17	9.19	5.40	3.31	12.10	8.15	5.20	3.40	30	560	W	.....WEST BEND.....CS	29.4	WB	3.40	9.07	12.43	2.47	6.06	7.51	11.03	11.50	12.46				3.31	10.18					
	9.15	1.38	12.20	9.22	5.43	3.35	12.13	8.16	5.25	3.45	561			.....BARTON.....CS	28.0		3.33	9.01	12.36	2.42	5.58	7.46	10.57	11.45	12.38				2.25	8.50					
	9.50	1.58	12.29	9.32	5.50	3.46	12.25	8.30	5.36	3.55	41	562		.....KEWASKUM.....CS	21.8	KA	3.25	8.53	12.25	2.32	5.50	7.35	10.48	11.37	12.29				2.00	8.30					
	10.45	2.15	12.38	9.42	5.58	4.00	12.36	8.42	5.48	4.12	56	564		.....CAMPBELLSPORT.....CS	15.6	JO	3.15	8.42	12.13	2.22	5.32	7.24	10.38	11.27	12.14				1.30	7.55					
	11.15	2.30	12.49	9.55	6.09	4.13	12.47	8.54	6.01	4.35	52	565	W	.....EDEN.....CS	7.9	DN	3.05	8.30	12.01	2.11	5.21	7.13	10.26	11.16	12.02				1.00	7.35					
	12.30	2.45	1.00	10.07	6.19	4.25	12.58	9.07	6.13	4.52				.....TOWER NW.....			2.52	8.17	11.47	1.57	5.07	6.57	10.12	11.02	11.42				10.15	7.00					
		2.50	1.03	10.10	6.25	4.30	1.00	9.10	6.15	4.55	668	W	TT	A.....FOND DU LAC.....L	CS		DU	2.50	8.15	11.45	1.55	5.05	6.55	10.10	11.00	11.40				10.00	6.30					
	12.55		AM										NORTH FOND DU LAC.....																						
	Daily except Sunday	DAILY		DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY							DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	Sunday only	Sunday only	Daily except Sunday	DAILY			Wednesday only	Daily ex. Sunday & Wednesday						

No. 126 will take siding at Kewaskum to meet No. 121.
No. 210 will take siding at Kewaskum to meet No. 113.
No. 216 will take siding at Kewaskum to meet No. 209.
No. 117 will not exceed fifteen miles per hour passing through Granville, Kewaskum and Campbellsport stations daily and Eden station on Sundays to dispatch U. S. mail.
No. 224 will take siding at Jackson to meet No. 121.

No. 125 will not carry passengers.
No. 209 will stop at Kewaskum and Campbellsport on Sundays.
No. 101 will stop at Kewaskum and Campbellsport to discharge revenue passengers from Milwaukee and beyond.

No. 126 will not carry passengers.
No. 206 will stop on signal at Eden, Barton, Jackson and Rockfield to receive or discharge revenue passengers.
No. 210 will stop on signal at Barton to receive revenue passengers for Milwaukee and beyond.
No. 216 will stop at Shorewood to discharge revenue passengers from Oshkosh and beyond.
No. 224 will stop at any station to discharge revenue passengers from Fond du Lac or beyond.

Between North Fond du Lac and Tower NW, trains will be governed by Lake Shore Division Time Table.

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

Unless otherwise advised, trains will expect to find passing track east of station at West Bend occupied with cars.

BETWEEN CHICAGO AND HARVARD—WESTWARD

FIRST CLASS																Fuel, Water, Wye and Turntable Stations	DISTANCE FROM CHICAGO	Sub-Division 4				Communicating Stations	CAPACITY OF PASSING TRACKS IN CARS	OFFICE CALLS	FIRST CLASS															
507	601	603	605	607	609	611	613	615	617	619	621	623	521	625	517			629	631	635	639				G 513	641	643	645	G 649	647	G 529	M 107	651	G 653	G 655	633				
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.				
North Western Mail	Junction Passen- ger	Bar- rington Passen- ger	Empty Coach	Empty Coach	Niles Center Passen- ger	Empty Coach	Bar- rington Passen- ger	Empty Coach	Empty Coach	Empty Coach	Empty Coach	Empty Coach	Fond du Lac Passen- ger	Bar- rington Passen- ger	Badger State Express			Crystal Lake Passen- ger	Bar- rington Passen- ger	Bar- rington Passen- ger	Bar- rington Passen- ger				Wiscon- sin Passen- ger	Crystal Lake Passen- ger	Bar- rington Passen- ger	Des Plaines Passen- ger	Will- iams Bay Pass.	Crystal Lake Passen- ger	Water- town Passen- ger	Golden Special	Hunting Ave. Passen- ger	Bar- rington Passen- ger	Park Ridge Passen- ger	Empty Coach				
AM 2.00	AM 5.04	AM 5.25		AM 5.32	AM 5.40		AM 6.10	AM 6.16	AM 6.22	AM 6.29	AM 6.35	AM 6.38	AM 7.00	AM 7.20	AM 8.15	AM 9.10		AM 10.10	AM 11.10	PM 12.10	PM 1.15	PM 2.15	PM 2.55	PM 3.34	PM 3.45	PM 3.54	PM 4.00	PM 4.01	PM 4.06	PM 4.08	PM 4.10									
2.05	5.09	5.30		5.38	5.45		6.15	6.21	6.27	6.35	6.41	6.43	7.05	7.25	8.20	9.15	1.8	10.15	11.15	12.15	1.20	2.20	3.00	3.39	3.50	3.59	4.05	4.06	4.11	4.13	4.15									
2.08	5.12	5.33		5.42	5.48		6.18	6.24	6.30	6.38	6.44	6.48	7.08	7.28	8.23	9.18	2.9	10.18	11.18	12.18	1.23	2.23	3.03	3.42	3.53	4.02	4.08	4.09	4.14	4.16	4.18									
	5.15													7.31			4.1					2.26	3.45						4.16											
2.11	5.18			5.48	5.52		6.22	6.28	6.35	6.43	6.49	6.53	7.12		8.26		5.1	10.21			1.26	2.29	3.05	3.48	3.56		4.10	4.13	4.18											
	5.19						6.25										5.9			12.23		2.31		3.51		4.07														
	5.21	5.39			5.56		6.28							7.35		9.24	6.7	10.24		12.25		2.33		3.54		4.10				4.22										
2.13	5.23	5.40		5.53 AM	5.57		6.29	6.32 AM	6.39	6.47 AM	6.53	6.57	7.15	7.36	8.29	9.25	7.1	10.25	11.23	12.26	1.29	2.34	3.08	3.55	3.58	4.11	4.12	4.16	4.25 PM	4.21	4.23									
2.14	5.25 AM	5.42	AM 5.50	5.58 AM			6.31	6.41		6.55 AM	6.59	7.16	7.38	8.30	9.27		7.6	10.26	11.24	12.28	1.30	2.36	3.09	3.57	3.59	4.12	4.13	4.17 PM		4.22	4.24									
		5.45	5.55 AM				6.36						7.18	7.41	8.32	9.29	8.7	10.29	11.27	12.31		2.39		4.00																
							6.39										9.7		12.34		2.42		4.03	4.01	4.16	4.15				4.28										
							6.42		6.50 AM					7.46		9.34	11.1	10.34	11.29	12.37		2.45	3.15	4.06		4.18					4.31									
							6.45							7.49		9.36	12.3	10.37	11.32	12.40		2.48	3.18	4.09		4.22														
		5.52					6.49					7.10 AM	7.26	7.51	8.38	9.38	13.1	10.39	11.34	12.42		2.50	3.20	4.12		4.25				4.31	4.36 PM	4.36								
																	14.6													4.32										
2.25		5.59					6.57						7.35	7.57	8.42	9.44	16.6	10.46	11.40	12.49	1.42	2.57	3.26	4.18 PM	4.09	4.32	4.25			4.38		4.41 PM								
2.26		6.01					6.58						7.36	7.58	8.43	9.45	17.3	10.47	11.41	12.50	1.43	2.58	3.27		4.10	4.33	4.26			4.39										
2.27		6.02					6.59						7.38	8.00	8.44	9.46	18.4	10.49	11.42	12.51	1.44	2.59	3.28		4.11	4.34	4.27			4.40										
		6.05					7.04						7.41	8.03		9.49	19.7	10.52	11.46	12.55		3.02	3.32			4.38				4.45										
2.31		6.10					7.11						7.49	8.08	8.50	9.54	22.4	10.58	11.51	1.00	1.48	3.07	3.37		4.16	4.44	4.31			4.51										
		6.13															24.1																							
2.35		6.18					7.20						8.01	8.15	8.55	10.01	26.1	11.05	11.58	1.07	1.54	3.13	3.44		4.20	4.51	4.35			4.59										
2.42		6.27 AM					7.30 AM						8.15	8.25 AM	9.05	10.10	31.6	11.15 AM	12.08 PM	1.15 PM	2.02	3.20	3.52 PM		4.28	5.01	4.42			5.08 PM										
													8.25			10.18	36.8				2.10	3.29				5.10	4.49													
2.49													8.30		9.13	10.21	38.3				2.14	3.32			4.34	5.14	4.52													
																	42.4	CRYSTAL LAKE JUNCTION						4.40 PM																
3.04					AM 5.40								8.45		9.22	10.30 AM	42.9	CRYSTAL LAKE			2.27	3.40 PM				5.22 PM	4.59													
3.08					5.50								8.51		9.26		45.7	RIDGEFIELD			2.32																			
3.20					6.05 AM								9.05		9.36		51.3	WOODSTOCK			2.42						5.11													
3.26													9.15		9.43		55.7	HARTLAND			2.50					5.16														
3.40 AM													9.30 AM		9.55 AM		62.7	A HARVARD			2.58 PM					5.30 PM														
DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday			Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.									

No. 635 will stop on Saturdays at Clybourn.
No. 639 will stop at Arlington Park June 4th to June 29th, 1928, inclusive; and from August 27th to September 14th, 1928, inclusive.
No. 513 will not exceed 25 miles per hour while passing the passenger station Des Plaines to dispatch U. S. mail.
No. 643 will stop at Avondale, except Saturdays, until June 28th, 1928, inclusive.
No. 653 will stop at Park Ridge on Saturdays.
On New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 521, 513, 529 and 107.
Through trains will make Sunday stops.

Trains will approach the cross-over switches at the east end of Harvard Yard under full control.
M Indicates trains using track No. 2, Wood Street to Mayfair, as per rule page 24.
G Indicates trains using track No. 2, Wood Street to Gladstone Park, as per rule page 24.
X Indicates trains using track No. 2, Hunting Avenue to Gladstone Park, as per rule page 24.

No. 649 will be discontinued after Saturday, October 27th, 1928.

BETWEEN CHICAGO AND HARVARD—WESTWARD

FIRST CLASS

	M 657	659	661	G 663	G 665	M 667	669	G 641	671	G 673	M 675	677	M 111	G 679	681	M 683	M 511	685
	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday
	Des Plaines Passen- ger	Sanga- nash Passen- ger	Hunting Ave. Passen- ger	Crystal Lake Passen- ger	Des Plaines Passen- ger	Glad- stone Park Passen- ger	Hunting Ave. Passen- ger	Janes- ville Passen- ger	Junction Passen- ger	Crystal Lake Passen- ger	Des Plaines Passen- ger	Mayfair Passen- ger	Ashland Limited	Crystal Lake Passen- ger	Niles Center Passen- ger	Des Plaines Passen- ger	Duluth Superior Limited	Barr- ington Passen- ger
.....	PM 4.12	PM 4.15	PM 4.24	PM 4.27	PM 4.30	PM 4.32	PM 4.34	PM 4.40	PM 4.42	PM 4.45	PM 4.49	PM 4.56	PM 5.00	PM 5.03	PM 5.06	PM 5.10	PM 5.40	PM 5.44
.....	4.17	4.20	4.29	4.32	4.35	4.37	4.39	4.45	4.47	4.50	4.54	5.01	5.00	5.08	5.11	5.15	5.45	5.50
.....	4.20	4.23	4.32	4.35	4.38	4.40	4.42	4.48	4.50	4.53	4.57	5.04	5.08	5.11	5.14	5.18	5.48	5.53
.....																		
.....			4.34				4.44		4.53			5.08			5.16			5.57
.....		4.28	4.37				4.47	4.51	4.56	4.57	5.00		5.11	5.14	5.18	5.21		6.01
.....																		
.....		4.32	4.40				4.50		4.59			5.12			5.21			6.03
.....	4.24	4.35	4.43				4.53		5.02			5.16			5.24			6.06
.....	4.25	4.38	4.46 PM	4.40	4.44	4.45	4.55 PM	4.53	5.05	5.00	5.03	5.19	5.14	5.17	5.27	5.24	5.55	6.06
.....	4.28	4.40 PM		4.41	4.45	4.47		4.54	5.07 PM	5.01	5.04	5.22 PM	5.15 PM	5.18	5.30 PM	5.25	5.56	6.07
.....	4.32					4.50			5.03	5.03	5.06				5.28	5.58	6.10	
.....					4.48	4.52 PM				5.09	5.13				5.31		6.13	
.....					4.50				5.07	5.13					5.35		6.16	
.....	4.39				4.53				5.09	5.17					5.38		6.18	
.....					4.56				5.10	5.19				5.27	5.41		6.21	
.....															5.44			
.....	4.45 PM			4.53	5.03 PM			5.06	5.17	5.26 PM				5.34	5.48 PM	6.11	6.27	
.....				4.54				5.07	5.18					5.35		6.12	6.28	
.....				4.55				5.09	5.19	5.19				5.36		6.13	6.29	
.....																		
.....				4.58						5.23				5.39			6.33	
.....				5.02				5.13		5.29				5.45		6.18	6.36	
.....				5.09				5.17		5.37				5.52		6.24	6.40	
.....				5.19				5.25		5.47				6.01		6.33	6.50 PM	
.....				5.27				5.34		5.56				6.10				
.....				5.31				5.38		6.01				6.14		6.41		
.....																		
.....				5.40 PM				5.46		6.10 PM				6.25 PM			6.48	
.....								5.51								6.51		
.....								6.00								7.00		
.....								6.06								7.08		
.....								6.15 PM								7.17 PM		
.....	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	

Sub-Division 4

STATIONS

Time Table 365

April 29th, 1928

FIRST CLASS

STATIONS		Communicating Station	M	M	M	M	M	M	M	M	G	G	G	G	G		
			687	503	691	693	515	695	701	775	703	705	707	709	711	713	715
			Daily except Sunday	DAILY	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
		Bar-rington Passenger	Minne-sota and Black Hills Express	Bar-rington Passenger	Bar-rington Passenger	Mail and Express	Harvard Passenger	Jefferson Park Passenger	Will-iams Bay Passenger	Crystal Lake Passenger	Gladst'n Park Passenger	Park Ridge Passenger	Crystal Lake Passenger	Des Plaines Passenger	Hunting Ave. Passenger	Crystal Lake Passenger	
L	CHICAGO	CS	PM 7.02	PM 8.30	PM 8.32	PM 9.30	PM 10.15	PM 10.45	AM 11.25	AM 11.40	AM 11.45	AM 11.55	AM 11.58	PM 12.15	PM 12.20	PM 12.23	PM 12.27
	DIVISION STREET		7.07	8.35	8.37	9.35	10.20	10.50	11.30	11.45	11.50	12.01	12.03	12.20	12.25	12.28	12.32
	CLYBOURN		7.10	8.38	8.40	9.38	10.23	10.53	11.33	11.48	11.53	12.03	12.06	12.23	12.28	12.31	12.35
	WOOD STREET																
	MAPLEWOOD		7.13						11.36			12.06				12.34	
	AVONDALE		7.15	8.41	8.45	9.41	10.25		11.39	11.51		12.09		12.26	12.31	12.37	12.38
	PARKVIEW		7.18		8.48	9.43		10.57	11.42			12.12				12.40	
	IRVING PARK		7.20		8.50	9.45		10.59	11.44			12.15				12.42	
	HUNTING AVE.		7.21	8.45	8.51	9.46	10.27	11.01	11.46	11.54	11.58	12.17	12.12	12.29	12.34	12.44 PM	12.41
	MAYFAIR	CS	7.23	8.46	8.53	9.48	10.28	11.03	11.48	11.55	11.59	12.20	12.13	12.30	12.35		12.42
	JEFFERSON PARK		7.26	8.48	8.56	9.51		11.05	11.51 AM		12.01	12.23					
	GLADSTONE PARK	CS	7.29		8.59	9.54		11.08				12.25 PM					
	NORWOOD PARK		7.32		9.02	9.57		11.11				12.18			12.40		
	EDISON PARK		7.35		9.05	10.00		11.14				12.21			12.43		
	PARK RIDGE		7.38		9.07	10.03		11.16				12.23 PM			12.46		
	DEE ROAD																
	DES PLAINES	CS	7.45	8.58	9.14	10.10	10.38	11.23		12.06	12.12			12.41	12.53 PM		12.55
	DEVAL	CS	7.46	8.59	9.15	10.11	10.39	11.24		12.07	12.13			12.42			12.56
	TOWER NY		7.47	9.00	9.16	10.12	10.40	11.25		12.08	12.14			12.43			12.57
	MOUNT PROSPECT		7.50		9.18	10.15		11.28			12.17			12.45			
	ARLINGTON HEIGHTS		7.55	9.05	9.26	10.19	10.44	11.34		12.13	12.21			12.50			
	ARLINGTON PARK										12.23						
	PALATINE	CS	8.01	9.10	9.33	10.24	10.48	11.42		12.18	12.26			12.57			
	BARRINGTON	CS	8.10 PM	9.19	9.40 PM	10.35 PM	10.55	11.52		12.28	12.35			1.07			1.15
	FOX RIVER GROVE			9.27				12.01			12.44			1.16			1.25
	CARY	CS		9.32			11.02	12.04		12.36	12.49			1.20			1.30
	CRYSTAL LAKE JUNCTION								12.45 PM								
	CRYSTAL LAKE	CS		9.42			11.07	12.12		12.59 PM				1.30 PM			1.40 PM
	RIDGEFIELD	CS		9.46			11.10	12.16									
	WOODSTOCK	CS		9.57			11.15	12.26									
	HARTLAND			10.04			11.20	12.32									
A	HARVARD	CS		10.17 PM			11.32 PM	12.42 AM									
			Daily except Sunday	DAILY	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

Trains will approach the cross-over switches at the east end of Harvard Yard under full control.

M Indicates trains using Track No. 2 Wood Street to Mayfair, as per rule page 24.

G indicates trains using Track No. 2 Wood Street to Gladstone Park, as per rule page 24.

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

No. 657 on Saturdays will use track No. 1 from Wood Street and stop at Irving Park.

No. 665 on Saturdays will stop at Gladstone Park.

No. 541 On Saturdays will stop at Clybourn, Barrington, F. R. Grove and Cary.

No. 673 on Saturdays will use track No. 1 Mayfair to Gladstone Park, and will stop at Mayfair Jefferson Park, Norwood Park and Edison Park.

No. 673 will not run west of Barrington on Saturdays.

No. 675 will stop at Hunting Avenue to receive revenue passengers transferred from local trains.

No. 703 will stop at Arlington Park, June 9th to June 30th inclusive, and on September 1st and 8th.

No. 775 will not run until Saturday, May 26th, 1928, and will be discontinued after Saturday, October 27th, 1928.

WIS. 13

G Indicates trains using Track No.2 wood Street to Gladstone Park, as per rule page 24.
M Indicates trains using Track No.2 Wood Street to Mayfair, as per rule page 24.
Trains will approach the cross-over switches at the east end of Harvard Yard under full control.
No. 689 will not carry passengers.
No. 771 will not run until Sunday, May 13th, 1928, and will be discontinued after Sunday, September 16th, 1928.

FIRST CLASS

[illegible]

Trains will approach the cross-over switches at the east end of Harvard Yard under full control.

Class J, J4, Z, M4 and E-2 Engines cannot pass under Wells Street viaduct, Chicago.

Class J, J4 and M4 engines cannot enter Chicago Passenger Terminal.

H Indicates trains using track No. 2, Hunting Avenue to Wood Street, as per rule page 24.

G Indicates trains using track No. 2, Gladstone Park to Wood Street, as per rule page 24.

M Indicates trains using track No. 2, Mayfair to Wood Street, as per rule page 24.

Sub-Division 4

STATIONS

Time Table 365

April 29th, 1928

					ger	Express	ger	ger	ger	ger	ger	ger	Special	ger	ger		Limited	Passen- ger	ger		
0	A	CHICAGO	CS		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
		1.8 DIVISION STREET			7.05	7.10	7.17	7.20	7.23	7.26	7.32	7.40	7.43	7.45	7.50	8.10	8.15	8.35	8.40	8.55	
501		1.1 CLYBOURN			6.57	6.59	6.58	7.12	7.15	7.18	7.24	7.32	7.35	7.38	7.40	7.45	8.05	8.10	8.35	8.50	
		0.2 WOOD STREET																			
602		1.0 MAPLEWOOD					7.04			7.14			7.31			7.58					
603		1.0 AVONDALE			6.53	6.55	7.00	7.08		7.10			7.29	7.28	7.32	7.38	7.55	8.04	8.24	8.29	8.44
		0.8																			
604		0.8 PARKVIEW					6.56			7.06			7.25			7.53					
605		0.4 IRVING PARK					6.53			7.02			7.22			7.50					
606		0.4 HUNTING AVENUE			6.50	6.52	6.49	7.05	7.08	6.58 AM	7.17	7.27	7.20	7.29	7.36	7.48	8.01	8.20	8.26	8.41	
607		0.5 MAYFAIR	CS		6.49	6.51 AM	6.47 AM	7.04	7.07		7.15	7.26	7.18 AM	7.28 AM	7.35	7.47	8.00 AM	8.19	8.25	8.40	
614		1.1 JEFFERSON PARK	38					7.00			7.11					7.44		8.16			
		1.0 GLADSTONE PARK	CS					6.57			7.08					7.41					
616		1.4 NORWOOD PARK						6.54	7.02		7.05 AM					7.38					
		1.2																			
618		0.8 EDISON PARK						6.51	6.59							7.35					
621		1.5 PARK RIDGE						6.48	6.56						7.28	7.32 AM					
		2.0 DEE ROAD																			
623		0.7 DES PLAINES	CS		6.36			6.40 AM	6.49			7.14			7.21			8.05	8.15	8.29	
		1.1 DEVAL	CS		6.34				6.47			7.13			7.18			8.03	8.14	8.28	
		1.3 TOWER NY			6.32				6.46			7.12			7.17			8.02	8.12	8.26	
625		2.7 MOUNT PROSPECT			6.30				6.43						7.15						
627		1.7 ARLINGTON HEIGHTS			6.26				6.38			7.07			7.10			7.57	8.08	8.21	
628		2.0 ARLINGTON PARK																			
630		5.5 PALATINE	CS	80	6.20				6.32			7.01			7.05			7.52	8.04	8.17	
632		5.2 BARRINGTON	CS	68	6.11				6.24 AM			6.53			6.57 AM			7.44	7.58	8.10	
		4.1 FOX RIVER GROVE			6.02							6.45									
634		4.1 CARY	CS	87	5.59							6.42						7.34	7.50	8.02	
		0.5 CRYSTAL LAKE JUNCTION																	7.45 AM		
636		2.8 CRYSTAL LAKE	CS	51	5.51							6.35						7.27		7.55	
637		5.6 RIDGEFIELD	CS		5.46							6.30						7.18		7.45	
638		4.4 WOODSTOCK	CS		5.37							6.22 AM						7.08		7.39	
640		7.0 HARTLAND		49	5.29													6.59		7.31	
641	L	5.18 HARVARD	CS		AM													6.45 AM		7.22 AM	
					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday		

No. 126 and 514 will not carry passengers.

No. 512 will stop at Crystal Lake and Jefferson Park to discharge revenue passengers from Madison and beyond.

No. 512 on Sundays will stop at Crystal Lake.

No. 644 will be discontinued after Saturday, October 27th, 1928.

BETWEEN HARVARD AND CHICAGO—EASTWARD

WIS. 15

FIRST CLASS														Fuel, Water, Wye and Turntable Stations	DISTANCE FROM HARVARD	Sub-Division 4		Communicating Stations	OFFICE CALLS	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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	654	^G 534	656	510	658	660	662	522	664	666	668	674	676	508																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

G Indicates trains using Track No. 2 Gladstone Park to Wood Street, as per rule page 24.
Trains will approach the cross-over switches at the east end of Harvard Yard under full control.
Class J, J4 and M4 engines cannot enter Chicago Passenger Terminal.
Class J, J4, Z, M4 and E2 engines cannot pass under Wells Street viaduct, Chicago.

No. 510 will stop at stations east of Caledonia on Sundays to discharge revenue passengers from Janesville and beyond.
No. 510 will transfer local passengers to No. 658 at Crystal Lake.
Nos. 930 and 686 will not carry passengers.
No. 516 will stop at Barrington to discharge revenue passengers for stations Barrington to Gladstone Park.
On New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedules. The following week-day through trains which make suburban stops will also run on the above holidays: Nos. 534, 522 and 508.
Through trains will make Sunday stops.

BETWEEN HARVARD AND CHICAGO—EASTWARD

FIRST CLASS												STATION NUMBERS	Sub-Division 4 STATIONS Time Table 365 April 29th, 1928		Communicating Stations	FIRST CLASS												SECOND CLASS			THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

Class J, J4 and M4 Engines cannot enter Chicago Passenger Terminal.

Class J, J4, Z, M4 and E-2 Engines cannot pass under Wells Street Viaduct, Chicago.

Trains will approach the cross-over switches at the east end of Harvard Yard under full control.

No. 770 will not run until Sunday, May 13th, 1928, and will be discontinued after Sunday, October 28th, 1928.

No. 772 will not run until Sunday, May 27th, 1928, and will be discontinued after Sunday, August 26th, 1928.

No. 518 will stop at Hartland and Ridgefield to discharge revenue passengers from Janesville and beyond, and will stop at stations between Edison Park and Jefferson Park inclusive to discharge revenue passengers from Barrington and beyond.

No. 732 will wait at Crystal Lake for Galena Division No. 768's connection until May 13th, 1928, inclusive.

No. 746 will wait at Crystal Lake for Galena Division No. 768's connection, effective May 20th, 1928, until Sunday, September 16th, 1928.

EASTWARD

Over switch leading from eastward main track onto the yard lead eastward and westward trains to and from the yard, 10 miles per hour.

BETWEEN KENOSHA AND ROCKFORD—WESTWARD

[illegible]

Between the hours of 4 p. m. and 8 a. m. all trains and engines will stop and send flagman ahead to flag across High Bridge, State and Walnut Streets, at Rockford.

First class trains will not exceed scheduled running time between Harvard and Caledonia.

No. 905 is superior to No. 930.

Class J, J4, Z, M4, E2, E1, E and D (Walscharet Gear) engines cannot be operated between Caledonia and Rockford.

**Class J, J4, M4 and E2 engines cannot be operated between Bain and Harvard.
Class J, J4, M4, E2, Z and E engines may operate not to exceed twenty (20)
miles per hour between Kenosha and Bain.**

Between Rockford W. D. and Rockford G. D. trains will be governed by Galena Division Time Table.

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

Nos. 905, 917 and 941 may register at Bain by register blank "R".

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

A train receiving a clear block at Roscoe, Poplar Grove, North Yard or Argyle, indicates a clear block only to the Yard Limit Boards at Caledonia, and 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 the following stations:

Rockford	Twin Lakes
Caledonia	Bain
Harvard	Kenosha

Genoa City
providing they clear the time of all regular trains as
provided by rules.

A clear block entitling any train to pass to or through the stations above named does not indicate that the main track is clear. Trains accepting block must approach and pass through these stations prepared to stop within vision.

No. 905 will stop at Silver Lake, two and three-fourths miles west of Salem, to receive and discharge revenue passengers.

No. 905 will wait at Genoa City for Galena Division, No. 649's connection.

No. 503 will stop at Capron and Poplar Grove on Sundays.

No. 503 will stop on signal at Chemung on Saturdays to discharge revenue passengers from Harvard.

No. 917 will not carry passengers.

Trains operating in the vicinity of Twin Lakes between 8.00 p.m. and 6.00 a.m. will run with extreme care on account of heavy highway traffic.

All trains will not exceed speed of ten (10) miles per hour over State Road Highway Crossing at west end of station platform Salem on account heavy highway traffic.

BETWEEN ROCKFORD AND KENOSHA—EASTWARD

WTS. 19

FIRST CLASS														DISTANCE FROM ROCKFORD	Sub-Division 2b				Communicating Stations CAPACITY OF PASSING TRACKS IN CARS	OFFICE CALLS	SECOND CLASS						THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

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Manual Block Rules will not prohibit switch engines and trains from occupying the main track between Yard Limit Boards at the following stations:

Rockford
Caledonia
Bain
Harvard
Genoa City

Twin Lakes
Kenosha

providing they clear the time of all regular trains as provided by rules.

A clear block entitling any train to pass to or through the stations above named does not indicate that the main track is clear; trains accepting block must approach and pass through these stations prepared to stop within vision.

Eastward trains will approach Bain prepared to stop short of any train occupying the westward passing track.

Between the hours of 4 p.m. and 8 a.m., all trains and engines will stop and send flagman ahead to flag across High Bridge, State and Walnut Streets, at Rockford.

First class trains will not exceed scheduled running time between Caledonia and Harvard.

No. 905 is superior to No. 930.

Nos. 902, 930 and 940 may register at Bain by register blank "R".

No. 510 may register at Harvard by using register blank "R".

Class J, J4, M4, Z, E2, E1, E and D (Walscharet Gear) engines cannot be operated between Caledonia and Rockford.

Class J, J4, M4 and E2 engines cannot be operated between Bain and Harvard.

Class J, J4, M4, E2, Z and E engines may operate at a speed not to exceed twenty (20) miles per hour between Kenosha and Bain.

Between Rockford W. D. and Rockford G. D. trains will be governed by Galena Division Time Table.

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

No. 902 will stop at Silver Lake, two and three-fourths miles west of Salem, to receive and discharge revenue passengers.

No. 510 will stop at stations east of Caledonia on Sundays to discharge revenue passengers from Janesville and beyond.

No. 930 on Sundays will carry passengers between Alden and Genoa City.

No. 516 will stop at Capron on Saturdays.

Trains operating in the vicinity of Twin Lakes between 8:00 p.m. and 6:00 a.m. will run with extreme care account heavy highway traffic.

All trains will not exceed speed of ten (10) miles per hour over State Road Highway Crossing at west end of station platform, Salem on account of heavy highway traffic.

BETWEEN CRAWFORD AVENUE AND CHASE

WESTWARD

FIRST CLASS										STATION NUMBERS	Fuel, Water, Wye and Turntable Stations	DISTANCE FROM CRAWFORD AVENUE	Sub-Division 1a STATIONS Time Table 365 April 29th, 1928		Communicating Stations	CAPACITY OF PASSING TRACKS IN CARS	OFFICE CALLS	SECOND CLASS										THIRD CLASS			
601	609	621	719	107	659	671	111	681	291									285	483	297	287	479	295	187	283	951	595				
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Sat. only	Daily ex. Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	Daily ex. Sun.	DAILY	DAILY	Daily ex. Sat.		Daily ex. Sun.	Daily ex. Sun.											
Jct. Pass.	Niles Center Pass.	Empty Coach	Jct. Pass.	Golden Special	Sauganash Pass.	Jct. Pass.	Ashland Limited	Niles Center Pass.						Milwaukee Time Frt.	Local Frt.	North Paw	HL Twin City Time Frt. GD 124	Mil. Time Frt. GD 124	Head of Lakes Time Frt.	Fort Howard	Dan Trot	Local Frt.	Way Frt.	Way Frt.							
									10	WFTT	0.8	CRAWFORD AVENUE	RH										AM 5.30	AM 7.00							
									611		2.7	L.40TH STREET STATION	WC																		
									610		3.9	CRAGIN	CR																		
									608		5.5	HAYES																			
	AM 5.25	AM 5.58	AM 6.55	PM 12.58	PM 4.17	PM 4.40	PM 5.07	PM 5.15	PM 5.30	607	Y	6.1	GRAYLAND	GR																	
	5.27 AM	6.01	6.59	1.01 PM	4.19	4.43	5.10 PM	5.18	5.34	8005		7.5	MAYFAIR	CS	CO								6.10	7.40 AM							
			7.02 AM						5.36			8.2	TOWER RS.		RS								6.15 AM								
													SAUGANASH																		
		6.05 AM			4.23			5.22	5.40 PM	8007	W	10.8	NILES CENTER	CS	86	NR															
					4.28			5.28		8012		16.1	NORTHFIELD		86	NF															
					4.31			5.32		8015		19.4	VALLEY	CS	VA	AM 12.15	AM 12.35	AM 10.15	PM 5.15	PM 6.15	PM 9.25	PM 9.40	PM 9.55	11.15							
					4.34			5.35		8017	WF	21.8	BLODGETT	CS	86	BG															
					4.40 PM			5.42 PM		8020		28.0	SKOKIE	CS	KO	12.30	12.50	10.45	5.35	6.30	9.45	10.00	10.15	11.55 PM							
										8023	WFY	30.2	UPTON	CS	85	UN	12.40	1.00	10.55	5.55	6.40	9.50	10.05	10.30							
										8027		35.9	CHITTENDEN		85	HN															
										8031		41.8	EDDY		85	DY															
										8035	WFY	48.1	BAIN	CS	88	BN	2.00	2.10 AM	11.45	6.55	7.40	10.40	10.55	11.30							
										8043		58.4	WILLOW	CS	87	F															
										8048	W	69.0	RAWSON	CS	97	OX	Via Sub-Div. 2b and 2														
										8055		76.1	LAYTON AVENUE			CD															
										545	WFY	77.6	ST. FRANCIS TOWER	CS	SF	3.30 AM	5.15	12.50	8.00	8.45 PM	11.50	11.55 PM	12.50 AM								
												79.4	CHASE				5.20 AM	1.00 PM	8.10 PM	12.05 AM											
											WFTT	92.3	NEW BUTLER	CS	YD			2.00 PM	9.00 PM	1.15 AM											
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Sat. only	Daily ex. Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sun.	Daily ex. Sun.					DAILY	DAILY	DAILY	DAILY	DAILY	Daily ex. Mon.	DAILY	DAILY	Daily ex. Sat.		Daily ex. Sun.	Daily ex. Sun.							

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

BETWEEN CHASE AND CRAWFORD AVE.

WIS. 21

EASTWARD

FIRST CLASS													STATION NUMBERS	DISTANCE FROM BUTLER	Sub-Division 1a		Communicating Stations	CAPACITY OF PASSING TRACKS IN CARS	OFFICE CALLS	SECOND CLASS													THIRD CLASS							
126	600	620	624	634	102	648	412	112	672	678	684	930			STATIONS					578	290	296	288	286	280	478	480	278	284	282			952	588						
DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sat & Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY			Time Table 365					DAILY	Daily ex. Mon.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Thurs. only	Daily ex. Mon.	DAILY			Daily ex. Sun.	Daily ex. Sun.					
Ex-press and Milk	Emp-ty Coach	Weber Pass.	Weber Pass.	Niles Center Pass.	Iron & Copper Country Ex.	Sau-gan-nash Pass.	Roch-ester Min-nesota Spe-cial	Ash-land Lim-ited	Emp-ty Coach	Junc-tion Pass.	Niles Center Pass.	Milk Exp.			April 29th, 1928					Stock Time Frt. L8 52	South west-ern Time Frt.	Win-ne-bago	Chi-cago Time Frt.	I.H.B. Frt. L 8 172 MD 478 282	West-ern Time Frt. MD 282	Stock Time Frt. L 8 172 MD 282	Twin Cities Time Frt. L 8 172 MD 282 Wis294	Stock Time Frt. L8180	Chi-cago Time Frt.	Ben-Hur			Way Frt.	Way Frt.						
													10	92.3	CRAWFORD AVENUE.....			RH	AM		AM				PM		AM					PM	PM						
														91.5	A. 40TH STREET STATION.....			WC	2.45		6.00				11.35		1.35				PM	2.40	2.35						
													611	89.6	CRAGIN.....			CR																					
													610	88.4	HAYES.....																								
													608	86.8	GRAYLAND.....			GR																					
													907	86.2	MAYFAIR.....			CS	1.45 AM		4.30				10.35		12.45		AM 4.25		2.15	2.10 PM							
													8005	84.8	.....	TOWER RS.....		47	RS							10.25		12.35		4.20		2.10 PM							
														84.1	SAUGANASH.....																								
													8007	81.5	.....	NILES CENTER.....			CS																				
													8012	76.2	.....	NORTHFIELD.....		89	NF																				
													8015	72.9	.....	VALLEY.....			CS	3.35	3.40	4.45	4.45	PM 8.30	9.20	PM 9.30	11.35	AM 12.45	3.25										
													8017	70.5	.....	BLODGETT.....			CS	3.30				8.20															
													8020	64.3	.....	SKOKIE.....			CS	3.10 AM	3.20	4.15	4.55	8.00 PM	8.40	9.05	10.50	11.55 PM	2.50										
													8023	62.1	.....	UPTON.....			CS			3.15	4.10	4.45		8.30	9.00	10.40		2.20									
													8027	56.4	.....	CHITTENDEN.....																							
													8031	50.5	.....	EDDY.....																							
													8035	44.2	.....	BAIN.....			CS			2.40	3.00	3.45		6.45	8.00	9.00		1.00									
													8043	33.9	.....	WILLOW.....			CS																				
													8048	23.3	.....	RAWSON.....			CS																				
													8055	16.2	.....	LAYTON AVENUE.....																							
													545	14.7	.....	ST. FRANCIS TOWER.....			CS			1.35	1.40 AM	1.50		4.30	6.50	7.15		11.10									
														12.9	.....	CHASE.....						1.30 AM		1.45 AM		4.15 PM	6.40 PM	7.00 PM		11.00 PM									
															NEW BUTLER.....			CS			12.50 AM		1.00 AM		3.30 PM	6.00 PM	6.15 PM		10.15 PM										
																				DAILY	Daily ex. Mon.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wed. only	Daily ex. Sun.	DAILY		Daily ex. Sun.	Daily ex. Sun.							

BETWEEN SKOKIE AND LAKE BLUFF

WESTWARD															STATION NUMBERS DISTANCE FROM SKOKIE		Sub-Division 1c		STATIONS	Communicating Stations		OFFICE CALLS	EASTWARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Between Chase and New Butler trains will be governed by Milwaukee District Terminal Time Table.
No. 111 will stop on signal at Lake Bluff to receive revenue passengers for Milwaukee and beyond.
Nos. 126 and 930 will not carry passengers.

No. 659 will operate to Wisconsin Lime & Cement Co. crossover west of Sauganash and back to Tower RS on No. 672.

BETWEEN PROVISO AND VALLEY

WESTWARD										Fuel, Water, Wyse and Turntable Stations		DISTANCE FROM PROVISO	Sub-Division 1 b		Communicating Stations	OFFICE CALLS	EASTWARD																
SECOND CLASS													FIRST CLASS					FIRST CLASS					SECOND CLASS										
285	291	599	591	187	295	479	287	297	483												284	594	290	288	286	280	480						
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY							Daily Daily Monday	Daily except Monday	Daily except Monday	DAILY	DAILY	DAILY	DAILY											
PM 11.30	PM 11.00	PM 10.00	PM 9.45	PM 9.00	PM 8.45	PM 8.30	PM 5.00	PM 4.00	AM 9.00							AM 2.30	AM 4.00	AM 5.00	AM 6.00	AM 7.30	PM 9.45	PM 11.00											
11.50	11.30	10.30	10.15	9.15	9.00	8.45	5.30	4.30	9.30							1.45	3.20	4.40	5.40	6.45	9.10	10.15											
12.01	11.40	10.50	10.30	9.30	9.15	9.00	5.40	4.40	9.40							1.25	3.05	4.25	5.30	6.40	9.00	10.00											
		11.00 PM	10.45 PM														2.50 AM																
12.04	11.45			9.31	9.16	9.01	5.45	4.45	9.45							1.20		4.20	5.20	6.35	8.55	9.55											
12.20	12.01			9.46	9.31	9.15	6.00	5.00	10.00							1.00		4.00	5.00	6.00	8.40	9.37											
12.22	12.05			9.47	9.32	9.17	6.05	5.05	10.05							12.55		3.50	4.55	5.55	8.37	9.35											
12.35 AM	12.15 AM		PM	9.55 PM	9.40 PM	9.25 PM	6.15 PM	5.15 PM	10.15 AM							12.45 AM		3.35 AM	4.45 AM	5.45 AM	8.30 PM	9.30 PM											
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY							Daily except Monday	Daily except Monday	Daily except Monday	DAILY	DAILY	DAILY	DAILY											

C. M. S. 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.

Operation of the three-quarters of a mile of single track gauntlet from the west end of the new yard, unit No. 1 at Grand Ave., Proviso, to a point three-quarters of a mile to the west, the movements of which are controlled by automatic signals in both directions as follows:

WESTWARD

Automatic signal No. 13, located 1240 feet east of the west entrance to the new yard, unit No. 1, governs westward trains over the single track gauntlet and when in stop position indicates "Stop". Rule 501-A and Rule 509-C govern.

Automatic signal 13-A located just west of the new yard unit No. 1, cross-over to the right of the main track, governs westward movements on the main track and also from the yard over the single track gauntlet and when in stop position indicated "Stop". Rule 501-A and Rule 509-C govern.

Automatic signal No. 15, located to the right of the main track, fifty feet east of the west end of the single track, governs the spring switch at that point. Also governs the block up to present signal No. 17.

EASTWARD

Automatic signal No. 14 governs eastward trains over the single track gauntlet and when in stop position indicated "Stop". Rule 501-A and Rule 509-C govern.

Automatic stop signal No. 12, located on the left of main track just west of new yard unit No. 1, cross-over, governs movements on main track up to signal No. 10 and protects spring switch at the east end of the single track.

Low speed signal arm on the mast of signal No. 12 indicates proceed at slow speed prepared to stop short of train or obstruction, Rule 501-G, when either cross-over is lined up for entering the yard.

SPRING SWITCHES

Spring switches are installed at each end of the double track. The spring switch at the east end of double track is located 400 feet east of automatic signal No. 14. The normal position for this switch is for westward trains and is protected by signal No. 15.

The spring switch at the west end of the double track is located just east of the yard entrance switches. The normal position for this spring switch will be for eastward trains and is protected by signal No. 12.

Trains finding signals 12 or 15 indicating "Stop" will stop and examine spring switch before passing over same.

A spring switch has been installed, connecting the yard lead with the westward main track just west of the west end of the single track gauntlet.

The normal position of this switch is for westward movements on the main track.

There is a color light dwarf signal governing eastward movements on the westward main over this spring switch. This signal will show a green light when the switch is in proper position for a back-up movement leading onto the single track gauntlet and in addition if the single track gauntlet is unoccupied. The dwarf signal will show a red light for all other positions of the switch or when the single

track is occupied. The signal will show a light only when a train is within the track circuit approaching the signal.

Westward movements out of the lead from the new unit Proviso Yard will be controlled by switch indicator, and trains must be stopped and trainmen observe the switch indicator before trains foul the main track. These movements will be made without throwing the switch.

Trailing movements against the normal position of these spring switches will be made without throwing switch. A reverse movement must not be made while any portion of train is over spring switch. When reverse movement must be made in an emergency, the switch must be thrown to proper position by hand. For movements onto main track against current of traffic or on to yard lead, the switches will be thrown by hand in the ordinary manner.

Movements over these spring switches must not exceed ten miles per hour.

BETWEEN TOWER RS AND CENTRAL STREET																				
WESTWARD						STATION NUMBERS	Fuel, Water Wye and Turnable Stations	DISTANCE FROM TOWER "RS"	Sub-Division 4a		Communicating Stations	OFFICE CALLS	EASTWARD							
THIRD CLASS	SECOND CLASS	FIRST CLASS							STATIONS	Time Table 365			April 29th, 1928	FIRST CLASS					SECOND CLASS	THIRD CLASS
951		559	601	719	671									126	600	620	624	678		952
Daily ex. Sun.		Daily ex. Sat & Sun.	Daily ex. Sun.	Sat. only	Daily ex. Sat & Sun.								Daily ex. Sun.							
AM 6.15		PM 4.52	AM 5.27	PM 1.01	PM 5.10	8005		L.....TOWER RS.....A	RS	AM 4.15	AM 5.40	AM 6.20	AM 6.27	PM 5.11	PM 2.10					
		4.55	5.28	1.03	5.12	690	0.6	.....PETERSON AVENUE.....				5.67	6.25	5.09					
		5.31				689	1.3	.....DEVON AVENUE.....					5.07						
6.30		5.05 PM	5.36	1.10 PM	5.45	WTT	3.7	.....WEBER.....		4.08	5.30	6.05 AM	6.10 AM	5.02	1.50				
		5.40				688	4.7	.....GREENWOOD BLVD.....				AM	AM	4.59					
		5.42				687	5.4	.....EMERSON STREET.....						4.56					
		5.53 AM			5.54 PM	514 WY	6.3	.....EVANSTON.....	CS N		5.16 AM			4.54 PM					
6.50 AM						516	6.6	A.....CENTRAL STREET....L		4.02 AM					1.30 PM					
Daily ex. Sun.		Daily ex. Sat & Sun.	Daily ex. Sun.	Sat. only	Daily ex. Sat & Sun.					DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.					

No. 671 will wait at Weber for Crew from No. 443.

General Rules governing employes of the Operating Department dated June 1st, 1919, 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:

- "s"—Regular stop.
- "f"—Flag stop to receive or discharge revenue passengers or freight.
- "L"—Leave.
- "M"—Meals.
- "A"—Arrive.
- "F"—Luncheon.

Other letters will indicate flag stops as specified by time table.
"C"—Stop to receive or discharge revenue Chicago passengers.
"P"—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 fogs 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 fuseses and other signals.

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

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

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 employes must exercise great care in this respect.

SPECIAL RULES

Emergency Stops Double Track

1. When a freight train, operating on main track in multiple track district (two or more main tracks) or upon any track adjacent to main track in any district, breaks in two, or in the event of an emergency stop at night or when the view is obscured, immediate action must be taken to stop all trains that may be operating on adjacent main tracks, and such trains must be held until it is ascertained that the track over which they are operating is not obstructed.

Special Train Protection

1a. At night, or when weather or other conditions obscure the view, and it is necessary to detach the engine, or the engine and portion of train, for the purpose of setting out bad order cars at a siding in advance, or when running for water, etc., when head end of rear portion of train is not protected by a member of the crew, a lighted white lantern must be displayed on the forward end of the leading car of rear portion of train until the head end of train returns.

Standard Time, Rule 3

2. Clocks showing Central Standard time are located at Chicago Train Dispatcher's office, Telegraph offices, Janesville, Milwaukee, Fond du Lac, National Avenue and Harvard.

Superior Direction

3. **EASTWARD** trains are superior to **WESTWARD** trains of the same class.

Register Stations

4. Passenger trains will register at Chicago, Milwaukee, Fond du Lac, Harvard and Janesville.

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

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

Trains on sub-division 2-b will register at Harvard, Bain and Kenosha.

Train order signal at Kenosha governs sub-division 2 trains only—Trains on sub-division 2-b will be governed by rule 83.

Trains obtain Clearance Card, Form A

All trains starting from Initial Terminal between Chicago and Harvard or Milwaukee will obtain clearance card Form A at such stations. This rule does not apply at Stations where telegraph office is closed. The above will permit of operators accepting train orders for such trains without display of train order signal.

Bulletin Boards

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

Conductors' Room, Chicago Terminal; Train Dispatchers Office, Chicago; Grand Ave. Yard Office, Chicago; National Avenue Yard Office; Chase Yard Office; Train Master's Office, Chicago Ave., Chicago; Milwaukee Telegraph Office; Harvard Telegraph Office; Janesville Telegraph Office; New Butler Telegraph Office; Fond du Lac Telegraph Office.

For Enginemen—

Crawford Ave. Engine House, Chicago; Sangamon St. Engine House, Chicago; Harvard Engine House; Janesville Engine House; Milwaukee Engine House; Chase Engine House; New Butler Engine House; Fond du Lac Engine House.

Makeup of Passenger Trains

6. Steel cars must be operated in solid steel trains. Wooden cars must not be operated in steel trains except in case of emergency.

Freight Train Inspection

7. Inspection of freight trains must be made as follows:

EASTWARD

Rawson, Upton, Blodgett or Norma, Racine, Kenosha or Waukegan, Highland Park, Harvard, Cary, Palatine or Tower NY, Caledonia, Bassetts, Campbellsport and Rockfield.

WESTWARD

Blodgett, Upton, Rawson, Highland Park, Waukegan or Kenosha, Racine, Barrington or Crystal Lake, Harvard, Bassetts, Caledonia, Rockfield and Eden.

Nos. 591 and 599 will inspect their train at Barrington or Crystal Lake.

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. Eastward trains must make full stop at Cary for the inspection, except sand and gravel trains getting their

trains at Crystal Lake or at Wisconsin Lime and Cement Company's pit, located just west of Cary, will inspect their trains before leaving those points. Eastward inspection at Palatine will be made only by trains having sand or gravel picked up at Crystal Lake or Cary. Car Inspectors at Upton and operators at Rawson will, instead of trainmen, observe passing train for the entire length and will give necessary stop signal in case anything is found defective. Westward trains will not exceed twenty (20) miles per hour and eastward trains ten (10) miles per hour passing Upton, to enable Car Inspectors to make running inspection of train. In the absence of Car Inspectors at Upton, or operators at Rawson, enginemen must bring train to full stop and trainmen must then make inspection of same. Trains operating via Upton need not make the inspection at Blodgett.

Eastward freight trains via Lake Bluff and Skokie will not stop at Blodgett for inspection.

Crews operating Nos. 125 and 126 will inspect their train at all regular stops.

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

Station—	Location—
Bain	At Penstock
Upton	At Cinder Pit.

Cleaning Ash Pans Rule 1047

Manual Block

9. Rules 302A to 374 govern between Rockford and Caledonia continuously. Kenosha and Tower EA continuously. Tower SW and Tower Easton continuously.

Automatic Block

10. Chicago to Tower NW. Tower RS to Tower BA (Sub-Div. 1-a). Skokie to Lake Bluff (Sub-Div. 1-c). Mayfair to Central St. Chicago to Janesville. Proviso to Valley. Milwaukee to Belton.

Freight Trains Carrying Passengers

11. The following freight trains only may carry a limited number of passengers provided with proper transportation:

Nos. 940 and 941..between Harvard and Kenosha
No. 909.....between Harvard and Rockford
No. 910.....between Caledonia and Harvard

Engine and Motor Whistle Signals. Rule F274

12. SOUND	INDICATION
-----	Flagman for track No. 1 may return
-----	" " " " 2 " "
-----	" " " " 3 " "
-----	" " " " 4 " "

No Running Orders

13. Train orders will not be required in two or more track districts.

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

Air Brakes Rule 1074

14. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated. is eighty-five (85) per cent of total number of cars.

Yard Limits

Sub. Div. Nos. 1 and 2	WEST	EAST
Milwaukee	5200 ft. west MP 87	4300 ft. west MP 79
Racine	500 " " MP 65	1683 " " MP 59
Kenosha	2109 " " MP 53	4198 " " MP 50
Waukegan	858 " " MP 40	1400 " " MP 33
Sub. Div. Nos. 4 and 5		
Janesville		1887 ft. west MP 86
Harvard	0 MP 64	4177 " " MP 58
Crystal Lake		MP 41.4
Cary	1714 ft. west MP 39	1903 " " MP 37

Speed at National Avenue

Speed of Light Engines

Speed of Trains

Main Track at Terminals

Crystal Lake Junction

Ordinances Sounding Whistle

Sub. Div. No. 1-a	WEST	EAST
Bain	3687 ft. west MP 51	556 ft. west MP 49
Sub. Div. No. 2-b		
Kenosha	3413 ft. west MP 1	
Bain	3420 " " MP 4	4415 ft. west MP 3
Twin Lakes	1266 " " MP 24	
Genoa City	1856 " " MP 28	4957 " " MP 26
Harvard	2400 " " MP 46	51 " " MP 43
Caledonia	4097 " " MP 59	4920 " " MP 58
Rockford	1270 " " MP 73	2543 " " MP 69

15. All trains and engines will approach National Avenue Station under full control expecting to find main track occupied.

16. Light engines, or with caboose only, must not exceed 15 miles per hour over any street or highway crossing, in any city, town or village.

17. Great care must be used in passing over street crossings at grades and around curves within the City of Chicago; also street railway crossings at Fourteenth Street, Washington Street and State Street, Racine. Air must be applied and train under control approaching these crossings.

18. 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 with Train Dispatcher and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

Delayed trains and extra trains will approach all turn-around points and initial points of suburban trains under full control, expecting to find due or overdue trains crossing over or starting from those points, and will not proceed until they can see the way clear.

19. All eastward trains approaching Crystal Lake Junction will reduce speed expecting to find trains entering or leaving the Williams Bay line.

Trains in both directions will approach the crossovers and new wye track switches one mile east of Crystal Lake Station with caution expecting to find trains crossing over at this point.

Trains having preference to station platforms between Waukegan and Chicago and between Crystal Lake and Chicago:

20. From 12.00 o'clock night until 12.00 o'clock noon, as between 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.

21. "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, Winnetka, Glencoe, Highland Park, Lake Forest, Waukegan, Park Ridge,

and the Bay View-Wisconsin district between Oklahoma avenue and Kinnickinnic River bridge, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons and to property other than their own and that in their possession as freight."

Ringling Bell

The engine bell shall be rung continuously while running within above limits, except between stations on elevated tracks, but will be rung during stormy weather, as a warning to men working on tracks.

LAW LIMITING THE HOURS EMPLOYEES IN TRAIN, ENGINE AND TELEGRAPH SERVICE ARE PERMITTED TO REMAIN ON DUTY

Train and Enginemen

22. Train and Enginemen are permitted to remain on duty a total of sixteen hours in any twenty-four hour period.

After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty.

The time "on duty" includes all time from the time required to report for duty until the time actually relieved from duty.

Agents, Telephone and Telegraph Operators

No operator, train dispatcher, or other employe who, by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employe named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week.

Emergencies consist of cases of casualties or unavoidable accidents, or the act of God, or where the excess service was result of cause not known to carrier, its officers, or agents in charge of such employe at the time, and which could not have been foreseen.

When emergencies arise, permission from the Chief Train Dispatcher, if possible, should be secured to work beyond the regular assigned hours, or in excess to hours in service permitted by Law, and in every case where such hours of service are exceeded, each employe involved will make prompt and full report in writing direct to the superintendent.

Each employe, who by the use of telephone or telegraph, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements, must register his name and other information called for on Form

Sprinkling Hogs Rule 729

490 (revised); the original copy thereof must be kept on file in such office subject to inspection at all future time.

23. Conductors will see that Rule 729 is observed and that record is kept in train book showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Ridgfield, Upton—westward track, Bain—eastward track, Rawson and West Bend.

Handling Engines Dead in Train

24. When engines are handled dead in train, they must be headed in the direction in which the train is moving. Class J4, 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 engines hauled in train must be separated by at least three cars, other than flat cars. Engines must not be hauled without side rods except by orders of Superintendent, and the speed of train must not exceed fifteen (15) miles per hour.

Staking Cars

25. Pushing of cars onto sidings or into clear by the use of poles is prohibited, except where the movement cannot be handled in any other way.

Precautions to Prevent Highway Crossing Accidents

26. A train moving in reverse direction in double track district must not exceed ten miles per hour over dangerous highway crossings, including crossings equipped with wig-wags or within the limits of any city.

Enginemen, firemen, brakemen and yardmen, who may be riding on road or yard engines approaching street or highway crossings are required to maintain a constant lookout to prevent accidents to pedestrians, or parties driving teams or automobiles over these crossings.

Approaching highway crossings where the view is obstructed, there are no restrictions as to the amount of whistling that may be done to insure that approaching pedestrians or drivers of automobiles or other vehicles may have ample warning of the approach of a train or engine.

At stations or in yards when making movements over crossings, adopt the safe course by considering that pedestrians or vehicles approaching have not observed your movement and are not going to stop, and regardless what you think the pedestrian or the driver of the driver of the vehicle or automobile is required to do for his own protection, sound additional alarm.

In multiple track districts (two or more main tracks) the engineman of a train approaching a highway crossing at grade, will, when the engine of a freight train in the opposite direction has passed the highway crossing, sound the engine whistle continuously until the crossing has been passed.

Flagging of Highway and Street Crossings By Trainmen Rule 956

Trainmen of trains standing at stations or passing tracks either on main track or siding with street or highway crossings cut, or view obscured, awaiting approach of trains of any class in either direction will be required to protect such open crossings to insure against possible injury to pedestrians and vehicles from approaching trains as they pass.

Cudahy Stock

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

TRACKS IN OPERATION

Single Track.—Wisconsin to Tower N. W., Kenosha to Rockford, Harvard to Tower S O, Norma and Tower N Y.

Two Tracks.—Clybourn to Deering, Wilmette Interlocking Plant to Wisconsin, North 40th Ave. to Tower BA, Tower RS to Canal Interlocking Plant, Skokie to Lake Bluff, Proviso to Valley, St. Francis to Chase, Clybourn to Wood Street, Gladstone Park to Harvard, Tower S O to Janesville.

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

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.

Through the Lake and Clinton Street Interlocking Plants and between Mayfair and Hunting Avenue and on track No. 2 between Mayfair and Gladstone Park trains will move on signal indications.

Movements may be made on any track with the current of traffic when necessary.

Between Division Street and Hunting Avenue, between Grayland and Tower RS, and between Division Street and Wilmette, movements may be made against the current of traffic on authority of the signalman in writing, stating that opposing trains are being held. Before such movements are authorized, signalman will procure instructions from the Train Dispatcher.

No trains or engines will enter upon track No. 2 or use the crossovers at Diversey Street north of Deering bridge without first obtaining permission from the Train Dispatcher.

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, and 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 prepared to stop within their vision.

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 being 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 11.00 A. M. and 3.00 A. M.

Eastward scheduled and unscheduled movements between 3.00 A. M. and 11.00 A. M.

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

WOOD STREET AND GLADSTONE PARK

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

Track No. 2.—Westward scheduled and unscheduled movements between 11.00 A. M. and 11.00 P. M.

Eastward scheduled and unscheduled movements between 11.00 P. M. and 11.00 A. M.

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

BETWEEN MAYFAIR AND GLADSTONE PARK

Trains on track No. 2 will be governed by signal indications.

BETWEEN NORMA AND TOWER N.Y.

The most westerly track will be used as a single track and trains in both directions will operate in this district prepared to stop within vision. Eastward trains are superior to westward trains. The most easterly track between Norma and Tower NY will be used as a storage track.

Rules governing train operation in the Chicago Passenger Terminal district East of Bridge D (near Halsted St.) on the Calena 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 movement of any train or engine from the Chicago Passenger Terminal, with the west end west of one or more signals, must not be started without a proceed indication on the first signal east of its west end on the track it occupies.

3. Sand must not be used on any track, whether interlocked or otherwise, at any point in the terminal.

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

5. Care must be exercised to avoid spilling water or dropping coal or ashes on platform or interlocking devices.

6. On the six tracks between Clinton Street and Lake Street, movements will be governed in both directions by signal indication.

7. 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.

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

9. When possible, trains must be so stopped that car steps shall not be alongside the baggage elevators at west end of train shed.

10. Clearance of baggage elevators at west end of train shed are as follows:

Track No. 2, 20½ inches.	Track No. 10, 19¾ inches.
Track No. 4, 20 inches.	Track No. 11, 19¾ inches.
Track No. 6, 21 inches.	Track No. 13, 25¼ inches.
Track No. 8, 19¼ inches.	Track No. 15, 22 inches.

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

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

13. Just prior to time of departure of a train a trainman shall pass through the coaches and announce the territory to which such train will carry passengers.

14. Approaching the Terminal each passenger car shall be illuminated and shall so remain until all passengers have alighted.

15. All passenger cars of out-going trains shall be illuminated prior to the receipt of passengers.

16. Class "J", "J4" and "M4" engines cannot be operated in Chicago Passenger Terminal Station.

MAXIMUM SPEED OF PASSENGER TRAINS THAT MUST NOT BE EXCEEDED AT ANY POINT.

BETWEEN	MILES PER HOUR
Division Street to Diversey Street (Deering Freight Yard)	40
Diversey Street and Wilmette	60
Wilmette and Waukegan	70
Waukegan and Tower BA Interlocking Plant	70
Shorewood and Fond du Lac	60
Clinton Street to Wood Street	40
Wood Street and Harvard	60
Harvard and Janesville	60
Mayfair and Skokie	70
Skokie and Lake Bluff	70
40th Street and Mayfair	25
Skokie and St. Francis via Sub-Division 1-A	40
St. Francis and Chase	30
Proviso and Valley	35
Harvard and Farmyard	40
Farmyard and Kenosha	15
Harvard and Caledonia	45
Caledonia and Rockford	35
Tower RS and Central Street	35
Weber and Canal, on Weber lead	10

MAXIMUM SPEED OF FREIGHT TRAINS THAT MUST NOT BE EXCEEDED AT ANY POINT

BETWEEN	MILES PER HOUR
Division Street and Fond du Lac via Sub-Divisions 1, 2 and 3	35
Division Street and Janesville	35
40th Street and Mayfair	25
Mayfair and St. Francis, Sub-Division 1a	35
St. Francis and Chase	25
Tower RS and Central Street	25
Weber and Canal, on Weber lead	10
Skokie and Lake Bluff	35
Valley and Proviso	35
Rockford and Caledonia	20
Harvard and Caledonia	30
Harvard and Farmyard	30
Farmyard and Kenosha	15

Unless otherwise instructed, steam wrecking outfits must not exceed a speed of 35 miles per hour between Chicago and Milwaukee via Sub-Division 1, Chicago and Skokie and Chicago and Janesville, and 25 miles per hour on all other districts.

"Z" engines will not exceed 15 miles per hour backing up, and 25 miles per hour going ahead, between Bain and Harvard.

Empty coach trains backing up controlled by back up hose will not exceed forty (40) miles per hour.

RESTRICTIONS OVER CROSSOVERS, ETC.

The speed of a train moving over a crossover, turn out from main track to siding or to diverging route at a junction, must not exceed 10 miles per hour, except when moving over diverging main route at each of the following points at which speed shown will govern:

The maximum speed of any train over an interlocking plant will be thirty miles per hour, with the following exceptions:

INTERLOCKING PLANT	MAXIMUM SPEED	
	Straight Route	Diverging Route
Lake Street, Chicago, Illinois	10	10
Clinton Street, Chicago, Illinois	15	15
Division Street, Chicago, Illinois	30	20
Clybourn	35	10
Deering	40	40
Rose Hill	50	10
Main Street	50	25
Canal	40	10
Canal, main line crossovers from track 2 to track 1 and from track 3 to track 2	..	30
Wilmette	40	40
Lake Bluff	35	35
Racine Junction	40	10
St. Francis, tracks 1 and 2	40	10
St. Francis, tracks 3 and 4	15	15
Bay View	35	10
Kinnickinnic River Bridge (Wis. Div.)	35	10
Washington Street, National Avenue	20	10
Milwaukee River Bridge	20	10
Tower SW	40	10
Wisconsin	40	30
Wood Street, Chicago, Illinois	30	30
Deval	40	10
Barrington	40	10
Tower RD, Harvard	30	10
Clinton Junction	40	10
Cragin	25	10
Grayland	25	10
Tower RS	30	35
Valley	40	10
Skokie	35	35
South Upton	35	..
Upton	35	10
Willow	35	10
CNS&M one mile west of Rawson	35	..
Kinnickinnic River Bridge (Mad. Div.)	15	10
CNS&M one mile west of Kenosha	15	..
Tower A	25	10
Tower B	25	10

ADDITIONAL SPEED RESTRICTIONS

LOCATION	LIMITS	Maximum Speed	
		PER HOUR	PER FTL
Evanston	Around curve just west of Davis Street Station	30	25
Racine and Racine Jct.	Washington Ave., one-half mile west of Racine Junction	30	20
Between Racine & Ives	West track will be used only by westward freight trains	..	15
Cudahy	Layton Ave. Crossing at south end of station between 6.30 a. m. and 7.30 a. m. and 4.30 p. m. and 5.30 p. m.	10	10
Tower BA and National Ave.	Tower BA Interlocking Plant and National Avenue	30	25
Granville and Rockfield	Reverse Curves between Granville and Rockfield	35	20
Kewaskum and West Bend	West Bend and Speed Limit Board one-half mile west of Barton	35	20
Campbellsport	Through village of Campbellsport	35	15
Eden and Tower NW	Around curve at Main Street Subway, one mile east of Tower NW, between Eden and Tower NW	30	20
Rockford	W. D. Station, Rockford and St. Claire Street, one-half mile east	15	15
Rockford and Harlem	Snows Crossing, 2 miles east of Rockford	10	10
Tower EA	Tower EA and North Wyo.	25	25
Twin Lakes	Public road crossing both east and west of station	10	10
Gladstone Park	Over turnout at end of third track	40	35
Palatine	Through Village of Palatine	40	25
Woodstock	Point of curve east to point of curve west	35	20
Janesville and South Janesville	Belt Line switches	35	15
Janesville	Afton Line Switch	10	10
Janesville	Five points, Pleasant Street	10	10

CROSSINGS, DRAWBRIDGES AND JUNCTIONS.

The following Crossings, Drawbridges and Junctions are Interlocked, and Rule 601A to 685 will be observed.

BETWEEN CHICAGO AND FOND DU LAC.

CROSSING, DRAWBRIDGE OR JUNCTION.	LOCATION.
C. & N.-W.	Lake Street, Chicago
C. & N.-W.	Clinton Street, Chicago.
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	Deering.
2 and 3 Track districts	Deering.
2 and 3 Track districts	Rose Hill.
2 and 3 Track districts	Main Street.
Sub-Division 1 and 4a	Canal Interlocking Plant.
C. & N.-W. (End of 3rd Track)	Wilmette.
Sub-Division 1 and 1c	Lake Bluff.
C. M. St. P. & P.	Racine Junction.
C. & N.-W.	St. Francis Tower.
C. M. St. P. & P.	Tower BA.
Drawbridge	Kinnickinnic River.
C. & N.-W.	National Avenue.
Drawbridge	Milwaukee River.
C. & N.-W.	Tower SW.
C. & N.-W.	Wisconsin.
C. & N.-W.	Tower NW

BETWEEN TOWER RS AND BAY VIEW, Sub-Division 1a and 2.

C. & N.-W.	Tower RS.
C. & N.-W.	Valley.
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.	.08 mile west of Rawson
C. & N.-W.	St. Francis Tower.
C. & N.-W.	Chase.

BETWEEN CHICAGO AND JANESVILLE.

C. & N.-W.	Lake Street, Chicago.
C. & N.-W.	Clinton Street, Chicago.
C. & N.-W.	Sangamon Street, Chicago.
C. & N.-W.	Carpenter Street, Chicago.
C. & N.-W.	Division Street, Chicago.
C. M. St. P. & P.	Clybourn.
C. & N.-W.	Wood Street.
C. & N.-W.	Hunting Avenue.
C. M. St. P. & P. and C. & N.-W.	Mayfair
Soo Line	Deval.
C. & N.-W.	Deval.
E. J. & E.	Barrington.
C. & N.-W.	West end of Harvard Yard.
C. M. St. P. & P.	Clinton Junction.

BETWEEN KENOSHA AND ROCKFORD.

C. N. S. & M.	One mile west of Kenosha.
C. M. St. P. & P.	Ranney (1½ miles east Pleasant Prairie).
Soo Line	One-half mile east of Fox River.
C. & N.-W.	Genoa City.
C. M. St. P. & P.	1½ miles east of Hebron.
C. & N.-W.	West end of Harvard Yard.

BETWEEN CRAWFORD AVENUE AND CENTRAL ST.

C. M. St. P. & P.	Cragin.
C. M. St. P. & P. and C. & N.-W.	Grayland.
C. & N.-W.	Mayfair.
C. & N.-W.	Tower RS.
C. & N.-W.	Canal.

BETWEEN VALLEY AND PROVISO.

C. & N.-W.	Valley.
C. M. St. P. & P.	Tower "A"
C. & N.-W. and Soo Line	Deval.
C. M. St. P. & P.	Tower "B"

Restrictions Governing Speed over Automatic Signal Protected Railroad Crossings.

All trains will approach automatic signal protected railroad crossings under full control. If clear indication is given, the engine or the leading car must not exceed a speed of ten (10) miles per hour by the home signal, but the speed of the train may be increased thereafter.

If a train is stopped at one of the home signals by reason of its being in stop position and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate the hand release marked "C. & N. W." release located in an iron box on a post near the crossing and locked with a standard switch lock. Instructions for operating the release are posted inside the release box. In case the operation of the release does not clear the signal the train may proceed slowly over the crossing under protection of trainmen at the crossing.

When a train is proceeding on a release signal or on a hand signal, it must be protected against conflicting movements.

The following Crossings, Drawbridges and Junctions at which Rules 98 and 98b will be observed. STOP BOARDS.

CROSSING, DRAWBRIDGE OR JUNCTION.	LOCATION.	SPECIAL RULES.
Drawbridge	Entrance, Wells Street Yards.	
C. M. St. P. & P.	Canal Street, Chicago.	
C. & N. W.	Kenosha Division, east end of Harvard Yard.	

The following Grade Crossings and Junctions at which Rules 98, 98b and 512a and the following Special Rules will be observed.

CROSSING, DRAWBRIDGE OR JUNCTION.	LOCATION.	SPECIAL RULES.
C. & N.-W.	Kenosha	Kenosha Division Trains and Light Engines are required to flag when using this crossing. Main Line trains are not required to stop unless flagged.
C. & N.-W.	Kenosha Division Junction, east end of Harvard Yard	Hand switches to be operated by trainmen.
C. & N.-W.	Linair.	Hand switches to be operated by trainmen.
C. & N.-W.	Norma	Hand switches to be operated by trainmen.
C. & N.-W.	Tower NY	Hand switches to be operated by trainmen.
C. & N. W.	Bain.	Hand switches to be operated by trainmen.
C. & N.-W.	Shorewood	Hand switches to be operated by trainmen when office is closed.

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	
	ft. in.	ft. in.	ft. in.	
Chicago Terminal and Clybourn.....	14	10 14	10 14	10 Train Sheds, Chicago Terminal.
Wells St. and Clybourn..	15	2 15	2 15	2 Grand Avenue viaduct.
Clybourn and Mayfair....	20	6 19	11 19	3 None.
Mayfair and Harvard....	17	2 16	10 16	6 Water tank at Palatine and Barrington.
Harvard and Janesville..	19	8 19	8 19	8 Bridge No. 137 at Center Ave., Janesville.
Clybourn and Racine....	16	10 16	8 15	9 Bridge No. 1384 west of North Chicago and water tank at Waukegan.
Racine and Milwaukee...	19	7 18	10 18	1 Bridge No. 1551 (Kinnickinnic Draw), and tank at South Milwaukee.
Racine and J. I. Case Spur	15	2 15	2 15	2 Overhead bridge and 1½ inch steam pipe from bake shop to wood shop, J. I. Case plant
Tower SW and Easton....	20	6 19	11 19	3 Standard Clearance.
Milwaukee and Shorewood.....	17	0 17	0 17	0 Bridge No. 1596, at Folsom Place, Milwaukee.
Shorewood and Fond du Lac.....	17	1 16	7 16	2 Bridge No. 1615, west of Lindworm, and water tank at Kewaskum.
Kenosha and Harvard....	19	2 18	6 17	10 Bridge No. 614, east of Pleasant Prairie, and water tank at Bassetts.
Harvard and Galena Div. Switch at East Rockford.....				No obstructions below 21ft 6in
Crawford Av. and Mayfair	20	6 19	11 19	3 Standard Clearance.
Mayfair and Evanston....	20	6 19	11 19	3 Standard Clearance.
Mayfair and Lake Bluff via Skokie Jct.....	20	6 19	11 19	3 Bridge No. 269D, east of Lake Bluff.
Skokie to Tower BA.....	18	4 17	9 17	3 Water tank at Bain.
St. Francis Cut-off.....	17	9 17	9 17	9 Bridge No. 441, near Chase yard.
Chase and Belton.....	16	11 16	7 16	2 Overhead bridge 1025, at Layton Park.
Proviso and Valley.....	20	6 19	11 19	3 Bridge 868, near Valley.

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 the above width and height before placing them in trains or hauling them over the division.

On account of reduced clearance at existing viaducts and at proposed future viaducts and buildings presently to be constructed 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.

EQUATED TONNAGE RATINGS.

DISTRICT	Equated Car Factor	CLASS OF ENGINE		
		R-1	Z	J
Chgo. & St. Francis..... (Both directions)	15	.....	5000	5400
Sub-Division 1a				
St. Francis to Butler.....	5	.....	2500	2700
Butler to St. Francis.....	10	.....	3800	4200
Sub-Division 1a, 1c, 1, 2				
Chicago to Racine.....	15	.....	4575	4900
Racine to Chicago.....	9	.....	3800	4100
Sub-Division 2				
Racine to St. Francis.....	7	.....	3250	3500
St. Francis to Racine.....	7	.....	3250	3500
Sub-Division 3				
Milwaukee to Fond du Lac.....	6	.....	2450	2600
Fond du Lac to Milwaukee.....	6	.....	2450	2600
Sub-Division 4, 5				
Chicago to Janesville.....	7	.....	2500	2700
Harvard to Chicago.....	8	.....	3250	3600
Sub-Division 5				
Janesville to Harvard.....	7	.....	2500	2700
Sub-Division 2b				
Kenosha to Harvard.....	4	1150	1675	.....
Harvard to Kenosha.....	4	1225	1775	.....
Harvard to Tower EA.....	6	1425	2700	3100
Tower EA to Harvard.....	6	1425	2700	3100

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars. Use even ton weights for each car. When the odd weight is over 1000 pounds it will be counted as one ton; when the odd weight is less than 1000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

Cars loaded with merchandise will be rated at seven (7) tons per car, plus the actual weight of the car.

Freight trains will not handle to exceed one hundred cars. Equated tonnage will automatically take care of all lighter empty car haul.

In figuring equated tonnage, an equated car factor is given which is an allowance to be made for each car, dead engine and tender hauled in a train, caboose excepted. This factor is to be multiplied by the number of cars, dead engines and tenders in the train, and the result added to the actual tonnage to make the equated tonnage allowed.

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

2. When engines are unable to haul their rating the tonnage may be reduced on information from the engineer, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

3. Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

4. To secure full tonnage, 15 tons more than rating rather than underrating will be hauled.

5. Except as above, the train dispatcher will determine the tonnage to be hauled.

6. Conductors will show actual gross tonnage, not equated tonnage, on their detail reports and on switch lists.

7. 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.

8. When double-header engines are used, the larger one must be placed next to the train except when otherwise authorized.

9. In making out way-bills, agents will insert the gross weight in tons (car and contents) of each car load shipment on the way-bill. Do not show fractions of tons; less than

1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

10. When moving Company material, such as bridge outfits, scrap, etc., under special instructions without way-bills, conductors and agents will make careful estimate of the weight of contents.

11. Yardmasters will at all times make up trains in accordance with above instructions.

TRACK SCALES.

Location	Length	Capacity
Chicago (Grand Ave.).....	10 Ft.	80 Tons
" (North Ave.).....	40 "	100 "
" (Augusta St.).....	40 "	100 "
Waukegan.....	40 "	100 "
Kenosha (Simmons).....	50 "	100 "
" (Allen Track).....	40 "	80 "
".....	40 "	100 "
Racine.....	50 "	100 "
Ives.....	40 "	100 "
South Milwaukee.....	40 "	100 "
Cudahy.....	46 "	150 "
Tower BA (¼ M. No. of Wilcox St.).....	46 "	150 "
National Avenue (5th Ward).....	46 "	150 "
" (Greenfield Ave.).....	46 "	150 "
" (Marsh Yard).....	46 "	150 "
" (3rd Ward).....	40 "	100 "
Crystal Lake (Galena Division).....	40 "	100 "
Cary.....	40 "	80 "
South Janesville.....	40 "	125 "
Bain.....	40 "	80 "
Twin Lakes.....	40 "	100 "

INSTRUCTIONS TO CONDUCTORS AND AGENTS.

No. 297 handle time freight from Galena Division train No. 124, and that from Proviso Yard, filling out on dead freight, also handle Cudahy stock.

No. 287 handle time freight for Milwaukee from Galena Division train No. 124, and that from Proviso Yard, filling out on dead freight.

No. 483 handle Omaha Line point cars in preference filled on Butler cars.

No. 187 handle merchandise for Sheboygan, Manitowoc, Green Bay and beyond, filled on cars for above points including meat and perishable from Union Stock Yards and connections.

No. 295 handle time freight and merchandise from Proviso for Fond du Lac and beyond.

No. 285 handle cars for points Berryville to Cudahy inclusive, filled on cars for Kenosha.

No. 479 handle from Proviso merchandise and time freight for Butler and beyond.

No. 291 handle time freight and merchandise filled out on other freight from Proviso for Milwaukee.

No. 283 handle time freight, and other commercial loads for points Highwood to Cudahy inclusive, also Valley Spur, Techny and Blodgett. Will set out at Lake Bluff cars for Lake Bluff to Highwood and at North Chicago cars for North Chicago and Great Lakes.

No. 591 handle time freight and merchandise for Beloit and Madison filled out on other loads for points on the Minnesota and Madison Divisions beyond Evansville.

No. 599 handle time freight and merchandise filled out on other commercial loads for Woodstock, Harvard, Janesville proper and points on the Madison Division, also points on the Lake Shore Division, Janesville to Oakfield inclusive. Pick up at Harvard similar cars for Janesville, and Lake Shore and Madison Divisions.

10.00 A. M. Extra handle cars from Proviso for points Highwood to Cudahy inclusive. Cars for east of Lake Bluff to be set out at that point.

1.00 P. M. Extra handle cars from Proviso for Milwaukee only.

7.00 P. M. Extra handle cars from 40th Street for Milwaukee. Cars in one block next to engine filled on Butler and beyond, including all perishable from connecting lines.

9.15 P. M. Extra handle cars from Proviso for Butler and beyond, including all cars for Omaha Railway connecting with Sparta Line "main trackers" at Butler. Also handle cars for Lake Shore, Ashland and Peninsula Division points which can not be handled on Nos. 295 and 187.

12.05 A. M. Extra from Proviso handle cars Highwood to Kenosha inclusive. Cars for east of Lake Bluff to be set out at that point and will handle cars for Valley Spur, Techny and Blodgett.

Proviso and Milwaukee merchandise runs handle from Proviso merchandise for points Wilmette to Cudahy inclusive. Cars for east of Lake Bluff to be set out at North Chicago to be handled by the eastward merchandise run and will also handle merchandise for Milwaukee, West Allis and Waukesha.

No. 480 handle stock, meat and time freight, filled on commercial loads from the Omaha line in preference.

No. 284 handle all 40th Street and Proviso cars out of National Avenue as directed by Train Dispatcher. Pick up at Carrollville all Proviso, 40th St. and E. J. & E. cars and at Racine all cars for 40th St. and E. J. & E. via Waukegan. Pick up at Kenosha all cars for E. J. & E. via Waukegan. Pick up at Waukegan all cars for 40th St. and fill at that point on Proviso cars.

No. 282 handle Grand Avenue cars from Butler, picking up similar cars at St. Francis or Rawson.

No. 290 handle all Chicago cars from Cudahy and Carrollville. Pick up Proviso cars at Racine and Waukegan, fill on other cars as directed by Train Dispatcher.

No. 288 handle Proviso and Chicago cars out of National Avenue, if necessary filling on cars for E. J. & E. via Upton.

No. 286 handle cars for Indiana Harbor Belt, via Proviso and cars for points west of Chicago.

No. 296 handle out of Butler merchandise and time freight received from the Lake Shore Division in train No. 296, and will pick up at St. Francis cars for Wood St. and 40th St. from Milwaukee.

No. 280 handle time freight and merchandise from Milwaukee for points on the Southern Illinois Division and west of Clinton, picking up cars for similar destinations at points National Avenue to Waukegan, as directed by Train Dispatcher. Will not handle coal or other similar heavy dead freight commodities.

No. 478 handle live stock and meat in preference, filled out with time freight for points via 40th Street.

No. 578 handle U. S. Yard stock and meat, filled out with time freight for points via 40th Street.

No. 594 handle time freight and other commercial loads from Madison and Beloit, for Proviso and 40th Street, picking up cars for similar destinations at Harvard. When filling on sand and gravel will handle cars for Wood St. in preference to cars for 40th St.

On the above time freights, commercial loads will be handled in preference to empties.

The following trains, Nos. 187, 295, 479 and 591, will not handle what is known as "BATTLESHIP" type gondolas under load.

WATCH INSPECTORS.

Chicago, Ill.....	NATIONAL RAILWAY TIME SERVICE, Chief Watch Inspectors, 58 East Washington St.
".....	F. H. BARTHOLOMEW, 2353 West Madison St.
".....	W. F. COLLETTE, 3225 W. Madison St.
".....	F. LORENZ, 2322 West Roosevelt Road
".....	M. YOUNG, 2345 W. Lake St.
".....	M. R. MILLER, C. & N. W. Terminal.
".....	E. HACKLEY, West 40th St. Station.
".....	E. HACKLEY, 4148 W. Lake St.
".....	J. W. McKAGUE, 5123 West Chicago Ave.
Waukegan, Ill.	INGALLS COMPANY.
Kenosha, Wis.....	A. F. QUICK, 320 Main St.
Racine, Wis.....	DOERING JEWELRY COMPANY, 437 Main St.
Milwaukee, Wis....	H. HAMMERSMITH, 201 Alhambra Bldg.
".....	PAUL A. GREULICH, 285 National Ave.
".....	J. WOOLSTEIN & CO., 584 National Ave.
".....	MILTON H. KLOPF, 990 Kinnickinnic Ave.
".....	FRANK R. CHROBAT, 1375 Forest Home Ave.
".....	HENRY JUNG, 703 Oakland Ave.
Fond du Lac, Wis..	W. D. JONES, 19 Sheboygan St.
Harvard, Ill.....	J. H. JOHNSON.
Janesville, Wis....	DEWEY & BRANDT, 122 E. Milwaukee St.
Rockford, Ill.	W. D. ANGER, 118 W. State St.
Crystal Lake.....	RAVENCAMP and KARDAS
Des Plaines.....	KRAY and HODGINS, 1415 Miner St.

COMPANY'S SURGEONS

Chicago.....			C. W. HOPKINS, M. D., Chief Surgeon.		
			V. H. HORNING, M. D., Ass't Chief Surgeon.		
			W. A. BAKER, M. D., Assistant Surgeon.		
Chicago Shops Dispensary	C. W. LAMB, M. D.	.....	Cecil Ingham, M. D.	.....
4201 W. Madison St.	E. D. CHASE, M. D.	.....	Telephone Kedzie 0705		
Norwood Park	L. M. BOWES, M. D.	.....	Telephone New Castle 1000		
Niles Center	R. V. SINTZEL, M. D.	.....	Telephone, Niles Center 74		
Des Plaines	C. A. EARLE, M. D.	.....	Telephone Desplaines 1		
Arlington Heights	B. J. BEST, M. D.	.....	Telephone 179		
Palatine	W. P. SCHIRTING, M. D.	.....	" 56 J		
Barrington	A. M. WEICHELT, M. D.	.....	" 27		
Cary	F. J. THEOBALD	.....	" 13		
Crystal Lake	A. V. LINDBERG, M. D.	.....	" 7		
Woodstock	HYDE WEST, M. D.	.....	Office, phone 90		
			Residence, phone 44		
Harvard	C. W. GODDARD, M. D.	.....	Telephone No. 29		
Genoa City	B. J. BILL, M. D.	.....	District Surgeon.		
			Telephone No. 232		
May be called to any place between Salem and Alden.					
Rockford	S. R. CATLIN, M. D.	.....	Telephone, Office Main 39		
			House " 195		
	J. A. GREEN, M. D.	.....	Associate Surgeon,		
			Telephone Lake Forest 66		
Sharon	C. R. TREAT, M. D.	.....	" Office 77-2		
Janesville	W. H. PALMER, M. D.	.....	District Surgeon.		
			Telephone, Office Bell 840; Office Rock. Co. 46		
			House Bell 103.		
	W. H. McGUIRE, M. D.	.....	Assoc. Surgeon		
			Telephone, Office 842; Home 142		
Fond du Lac	F. S. WILEY, M. D.	.....	Telephone, Office 138		
			House 74		
	E. V. SMITH, M. D.	.....	Tel., Office Fond du Lac 138		
			House " 848		
Fond du Lac	H. E. TWOHIG	.....	Associate Local Surgeons		
	D. J. TWOHIG	.....		
May be called to any point West Bend to Fond du Lac.					
Deering	RALPH H. WHEELER	.....	Tel., Office Diverser 0300		
			House Wellington 0130		
Wilson Avenue	G. W. GREEN, M. D.	.....	" Edgewater 577		
Evanston	WM. R. PARKES, M. D.	.....	District Surgeon.		
			Telephone Evanston 178		
May be called to any place between Rogers Park and Glencoe.					
Wilmette	L. E. MEE, M. D.	.....	Telephone, Wilmette 98		
Glencoe	J. S. SWEENEY, M. D.	.....	Tel., Glencoe 624		
Highland Park	G. Q. GRADY, M. D.	.....	Telephone, Highland Park 6		
Fort Sheridan	MAX R. STOCKTON, M. D.	.....		
Lake Forest	B. N. PARMENTER	.....	Telephone, Lake Forest 19		
	T. S. PROXMIER, M. D.	.....	Associate Surgeon.		
			Telephone Office Main 536—Res. 2127		
Libertyville	J. L. TAYLOR, M. D.	.....	Telephone, Office 19 R		
			House 101		
Waukegan	E. F. GAVIN, M. D.	.....	Telephone 738		
	F. C. KNIGHT, M. D.	.....	Associate Surgeon.		
			Telephone Waukegan 111		
Kenosha	H. A. ROBINSON, M. D.	.....	Telephone No. 50		
	E. F. SWARTOUT, M. D.	.....	Associate Surgeon. 386 W		
Racine	G. W. NOTT, M. D.	.....	Telephone Prospect 325		
	C. K. HAHN, M. D.	.....	Jackson 1778		
Carrollville	R. D. MORAY, M. D.	.....		
South Milwaukee			Telephone South Milwaukee 131		
Cudahy	BERNARD KRUEGER, M. D.	.....	Tel. Cudahy 21		
Milwaukee	O. R. LILLIE, M. D.	.....	District Surgeons.		
	JAMES A. BACH, M. D.	.....		
Milwaukee	H. A. SIFTON, M. D.	.....	Consulting Surgeons		
	C. A. EVANS, M. D.	.....	Telephone, Broadway 998		
May be called to any place between Ives and West Bend.					
West Allis	L. A. VAN ELLS	.....	Phone, West Allis 803		
New Butler	M. R. MARKSON, M. D.	.....	" Blue Mound 368 R3		
West Bend	A. H. HEIDNER, M. D.	.....	" Office 11R 4		

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.

OFFICE HOURS

Train Order Offices will be open continuously with following exceptions:

STATION	DAILY EX. SUNDAY	SUNDAY ONLY
Gladstone Park	5.40 AM to 9.40 PM	Closed,
Des Plaines	4.30 AM to 8.30 PM	4.30 AM to 8.30 PM
Palatine	5.30 AM to 2.30 PM	7.15 AM to 12 Noon
Barrington	5.30 AM to 9.30 PM	5.30 AM to 9.30 PM
Cary	7.30 AM to 4.30 PM	Closed
Ridgefield	8.30 AM to 6.00 PM	Closed
Woodstock	7.30 AM to 4.30 PM	9.15 AM to 12.30 PM
Sharon	7.30 AM to 4.30 PM	Closed
Tiffany	7.30 AM to 4.30 PM	Closed
Poplar Grove	6.45 AM to 3.45 PM	10.00 AM to 12.00 Noon
Capron	7.00 AM to 5.00 PM	Closed
Alden	6.30 AM to 5.40 PM	Closed
Hebron	6.40 AM to 5.25 PM	1.15 PM to 3.15 PM
Genoa City	5.30 AM to 2.00 AM	5.30 AM to 2.00 AM
Twin Lakes	7.00 AM to 5.00 PM	Closed
Salem	7.15 AM to 4.40 PM	Closed
Bristol	7.25 AM to 4.35 PM	Closed
Pleasant Prairie	7.35 AM to 4.35 PM	Closed
Niles Center	6.00 AM to 4.00 PM	Closed
Blodgett	7.00 AM to 10.00 PM	2.00 PM to 10.00 PM
Main Street Tower	6.00 AM to 10.00 PM	Closed
Wilmette Tower	5.30 AM to 9.30 PM	Closed
Winnetka	5.30 AM to 7.30 PM	7.00 AM to 4.00 PM
Glencoe	5.45 AM to 2.45 PM	5.45 AM to 2.45 PM
Highland Park	5.40 AM to 9.40 PM	5.40 AM to 9.40 PM
Lake Forest	5.45 AM to 9.45 PM	5.45 AM to 9.45 PM
South Milwaukee	6.30 AM to 3.30 PM	7.50 AM to 9.50 AM
Shorewood	4.30 AM to 12.30 PM	4.30 AM to 12.30 PM
	1.30 PM to 9.30 PM	1.30 PM to 9.30 PM
Granville	7.30 AM to 4.30 PM	Closed
Rockfield	7.30 AM to 4.30 PM	Closed
Jackson	7.45 AM to 4.45 PM	Closed
West Bend	Continuous	Midnight to 3.00 PM 5.25 PM to 9.30 PM 11 PM to Midnight
Kewaskum	7.00 AM to 7.45 PM	8.15 AM to 10.15 AM 2.15 PM to 7.45 PM
Campbellsport	7.00 AM to 7.15 PM	8.30 AM to 10.30 AM 2.00 PM to 4.00 PM 5.45 PM to 7.45 PM
Eden	8.30 AM to 5.15 PM	Closed

Train Order Offices between Chicago and Barrington and between Chicago and Waukegan will be open the same hours on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas as on Sundays.

TRAIN DISPATCHERS' TELEPHONES

Section house CNS & M connection, Highland.
Simmons Switch west of Kenosha.
Ives Station near Highway Crossing.
Crossover at NY Tower.
East Platform, Arlington Park.
EJ & E Tower, Barrington.
West end eastward passing track, Barrington.
Wisconsin Lime Switch, east of Crystal Lake.
Crystal Lake Jet. at both Tower CS and Tower MX.
Cudahy, at Crossover.

DIVISIONAL STAFF**ASSISTANT SUPERINTENDENTS**

W. A. KRAEMER
CHICAGO

C. E. SAINSBURY
MILWAUKEE

TRAINMASTERS

H. A. PARISH
CHICAGO

H. J. EWING
CHICAGO

W. S. JOHNSTON
CHICAGO

C. L. STROM
MILWAUKEE

J. A. CAENEY
CRYSTAL LAKE

O. J. SCHWARTZ, Chief Train Dispatcher
CHICAGO

O. A. GLASSCOCK, Night Chief Train Dispatcher

W. F. HOLDEN, Assistant Chief Train Dispatcher

DISPATCHERS

G. A. GARDNER

E. E. TOOPS

J. M. DUGAN

J. E. EASTERDAY

J. A. RICHARDSON

R. F. KOEPP

H. L. DAILEY

W. C. HINTZ

W. P. JOYCE

J. A. MANSNERUS

E. C. HORNING

G. H. SHAVER

E. HOLMQUIST, Master Mechanic
CHICAGO

C. H. PERRY, Division Engineer
CHICAGO

ROAD FOREMEN OF ENGINES

J. E. WILSON
CHICAGO

E. L. GINGRASS
MILWAUKEE

ROADMASTERS

D. V. O'CONNELL
MAYFAIR

W. L. CAMPBELL
CHICAGO

J. D. SULLIVAN
CHICAGO

E. C. JONES
MILWAUKEE

W. J. WILKINSON
HARVARD

DIVISION ACCOUNTANT

W. G. BURNS
CHICAGO

DISTRICT CLAIM AGENT

J. E. MATHIEU
MILWAUKEE

CHICAGO PASSENGER TERMINAL

F. H. HEMES, Superintendent
CHICAGO

CHICAGO FREIGHT TERMINAL

G. B. SCHRAND, Superintendent
CHICAGO

G. H. ZIMMERMAN, Asst. Superintendent
CHICAGO

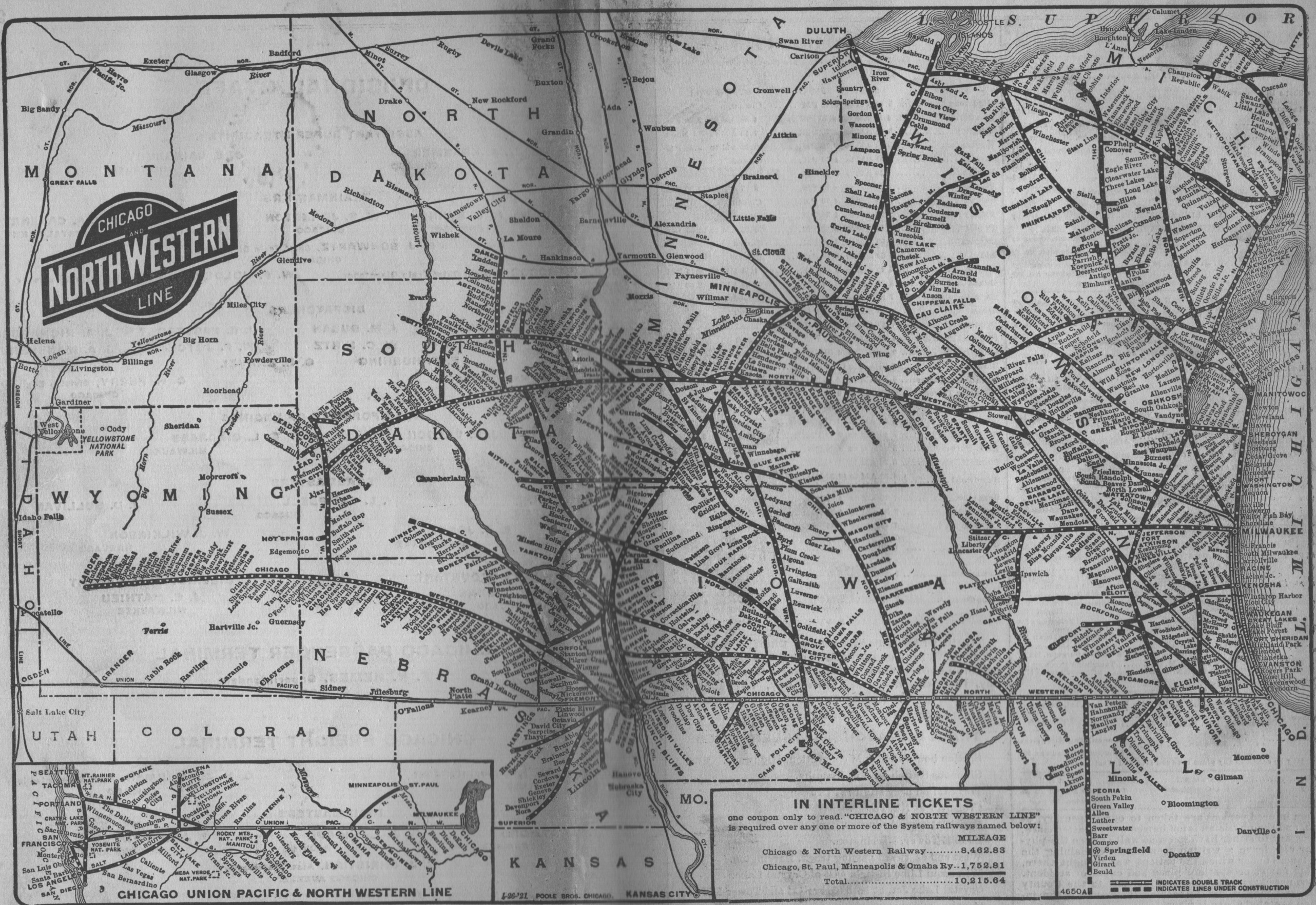
TRAINMASTERS

J. T. RAYMOND
PROVISO

G. L. THORPE
PROVISO

D. J. GRIFFIN
CHICAGO AVENUE

G. J. CHRISTIAN, Asst. Trainmaster
CHICAGO AVENUE



IN INTERLINE TICKETS	
one coupon only to read "CHICAGO & NORTH WESTERN LINE" is required over any one or more of the System railways named below:	
	MILEAGE
Chicago & North Western Railway.....	8,462.83
Chicago, St. Paul, Minneapolis & Omaha Ry..	1,752.81
Total.....	10,215.64

INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION