

CHICAGO & NORTH WESTERN RAILWAY



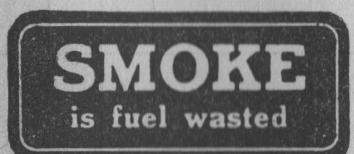
WISCONSIN DIVISION



No. 365 TIME TABLE No. 365

Takes Effect Sunday, April 29th, 1928

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



FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

**B. E. TERPNING,
GENERAL SUPERINTENDENT.**

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

**P. G. CAMPBELL,
SUPERINTENDENT.**

BETWEEN CHICAGO AND WAUKEGAN—WESTWARD

FIRST CLASS

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.

Sub-Division STATIONS

Time Table 365

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L	CHICAGO
8	1.8
.....	DIVISION STREET
9	1.1
.....	CLYBOURN
4	0.5
5
4	DEERING
5	1.1
.....	GROSS PARK
5	0.9
4	.....
2	CUYLER
2	0.8
1	.....
2	WILSON AVENUE
1	0.9
.....	SUMMERSDALE
8	0.7
4	.....
4	ROSE HILL
4	0.6
4	.....
4	KENMORE
4	1.0
4	.....
4	ROGERS PARK
4	1.0
4	.....
0	CALVARY
0	0.6
5	.....
0	MAIN STREET
0	0.5
5	.....
0	DEMPSTER STREET
0	0.5
0	.....
0	EVANSTON
3	1.3
3	.....
3	CENTRAL STREET
3	1.0
3	.....
3	WILMETTE
3	0.9
2	.....
8	KENILWORTH
8	0.6
8	.....
8	INDIAN HILL
8	1.0
8	.....
8	WINNETKA
8	1.0
8	.....
2	HUBBARD WOODS
2	1.4
2	.....
7	GLEOCOE
7	1.5
7	.....
7	BRAESIDE
0	0.3
0	.....
6	RAVINIA PARK
6	0.6
6	.....
6	RAVINIA
2	1.6
2	.....
2	HIGHLAND PARK
2	1.3
5	.....
7	HIGHWOOD
7	1.2
3	.....
3	FT. SHERIDAN
3	2.6
3	.....
3	LAKE FOREST
2	1.9
2	.....
2	LAKE BLUFF
2	2.0
2	.....
2	GREAT LAKES
2	1.0
2	.....
9	NORTH CHICAGO
9	2.7
A	.....
A	WAUKEGAN

No. 125 will not carry passengers.

No. 135 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.

FIRST CLASS

200 41

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. 333 will stop at Deering except Saturdays, and on Saturdays will stop at Clybourn, Gross Park and Braeside. No. 335 on Saturdays will stop at Kenilworth, Indian Hill and Hubbard Woods.

BETWEEN CHICAGO AND WAUKEGAN—WESTWARD

FIRST CLASS

Sub-Division 1

STATIONS

Time Table 365

April 29th, 1928

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

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

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

No. 441 on Saturdays will use track No. 1 from Deering and stop at Wilson Avenue, Sunmerdale and Rogers Park.

No. 101 will stop on signal at Waukegan to receive revenue passengers for Green Bay and

... beyond.

No. 405 will stop on signal at Highland Park, Lake Forest and Waukegan to receive revenue passengers for Eau Claire and beyond.

No. 403 will stop on signal at Winnetka to receive revenue passengers for St. Paul and

beyond.

No. 917 will not carry passengers.

BETWEEN CHICAGO AND WAUKEGAN—WESTWARD

FIRST CLASS										SECOND CLASS										THIRD CLASS															
833	163	835	837	165	843	849	Sun. only	Fuel, Water, Wye and Turn-table Stations	Sub-Division I	STATIONS	Time Table 365	April 29th, 1928	Communicating Stations	853	857	859	C	111	875	877	283	951													
Waukegan Pass.	Milwaukee Pass.	Waukegan Pass.	Waukegan Pass.	Milwaukee Pass.	Waukegan Pass.	Kenosha Pass.	Waukegan Pass.	Distance From Chicago	Office Calls	Office Calls	Office Calls	Office Calls	Office Calls	Waukegan Pass.	Waukegan Pass.	Waukegan Pass.	Ashland Limited	Waukegan Pass.	Highland Park Pass.	Local Frt.	Daily ex. Sun.	Way Frt.													
AM 7.02	AM 8.00	AM 9.32	AM 10.32	AM 11.15	AM 11.45	PM 12.50									L.	CHICAGO 1.8	CS FD	PM 2.05	PM 3.25	PM 4.25	PM 5.00	PM 8.05	PM 10.35												
7.07	8.05	9.37	10.37	11.20	11.50	12.55									1.8	DIVISION STREET 1.1		2.10	3.30	4.30	5.05	8.10	10.40												
s 7.10	8.08	s 9.40	10.40	s 11.23	s 11.53	s 12.58									W	GLYBOURN 0.5	CY	2.13	s 3.33	4.33	5.08	s 8.13	s 10.43												
7.11	8.09	9.41	10.41	11.24	11.54	12.59									3.4	DEERING 1.1	DG	2.14	3.34	4.34	5.09	8.14	10.44												
															4.5	GROSS PARK 0.9																			
															5.4	CUYLER 0.8																			
															6.2	WILSON AVENUE 0.9	RV	s 2.17	s 3.38	s 4.37			s 8.18	s 10.47										Via Sub-Divisions 1a and 1c	
															7.1	SUMMERDALE 0.7	MR	s 2.19						s 8.21	s 10.49										Via Sub-Divisions 1a and 1c
															7.8	ROSE HILL 0.6	CS RH	s 2.21	s 3.41	4.39	5.14	s 8.23	10.50												
															8.4	KENMORE 1.0																			
															9.4	ROGERS PARK 1.0	FG	s 2.24	s 3.44	s 4.42			s 8.27	s 10.54											
															10.4	GALVARY 0.6																			
															11.0	MAIN STREET 0.5	MN	s 2.27	s 3.47	s 4.45	5.18	s 8.31	s 10.57											AM 6.50	
															11.5	DEMPSTER STREET 0.5		s 2.29		s 4.47			s 8.33										s 6.55		
															12.0	EVANSTON 1.3	N	s 2.31	s 3.50	s 4.49	s 5.19	s 8.36	s 10.59												
															13.3	CENTRAL STREET 1.0	NI	s 2.34	s 3.53	s 4.52	5.21	s 8.39	s 11.03												
															14.3	WILMETTE 0.9	CS WD	s 2.36	s 3.55	s 4.54	5.23	s 8.41	s 11.06												
															15.2	KENILWORTH 0.6	KN	s 2.38	s 3.57	0 4.56			s 8.43	s 11.09											
															15.8	INDIAN HILL 1.0		s 2.40		0 4.57			s 8.45	s 11.11											
															16.8	WINNETKA 1.0	CS WI	s 2.43	s 4.00	s 4.59			s 8.47	s 11.14										s 7.05 7.50	
															17.8	HUBBARD WOODS 1.4	DI	s 2.46	s 4.02	s 5.01			s 8.49	s 11.17											
															19.2	GLENCOE 1.5	CS GC	s 2.49	s 4.05	s 5.04			s 8.52	s 11.20										s 8.05 8.50	
															20.7	BRAESIDE 0.3																			
															21.0	RAVINA PARK 0.6																			
															21.6	RAVINA 1.6																			
															23.2	HIGHLAND PARK 1.3	CS PK	s 2.56	s 4.12	s 5.11	5.33	s 9.00	11.28 PM											s 9.25 9.55	
															24.5	HIGHWOOD 1.2	FA	s 2.59						s 9.03											
															25.7	FT. SHERIDAN 2.6	NA	s 3.02						s 9.05										s 10.15 11.15	
															28.3	LAKE FOREST 1.9	CS FR	s 3.07	s 4.20	s 5.19			s 9.09										AM 12.15		
															30.2	LAKE BLUFF 2.0	CS BS	s 3.11	s 4.23	s 5.22	5.41	s 9.13											s 11.30		
															32.2	GREAT LAKES 2.0		s 3.15	s 4.26	0 5.25			s 9.17												
															33.2	NORTH CHICAGO 1.0	GS			s 5.28														s 12.25	
															35.9	WAUKEGAN 2.7	CS W	3.25 PM	4.35 PM	5.35 PM	s 5.50 PM	9.25 PM											s 12.40 AM		
																																Daily ex. Sun.			
																																Daily ex. Sun.			

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

No. 111 will stop on signal at Lake Bluff to receive revenue passengers for Milwaukee and beyond.

BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

WIS. 5

FIRST CLASS

Sub-Division 1

STATIONS

Time Table 365

Sub-Division 1		Communicating Stations	Capacity of Passing Tracks in Cars	FIRST CLASS																								
				M	350	356	W	358	412	360	362	364	W	366	W	370	112	372	406	374	152	376	384	386	108	388	110	
				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 ex. Sun.	Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		Central St. Pass.	High-land Park Pass.	Waukegan Pass.	Rochester Minn. Special.	High-land Park Pass.	Evanston Pass.	Winnetka Pass.	High-land Park Pass.	Waukegan Pass.	Ashland Limited	Kenosha Pass.	North Western Limited	Waukegan Pass.	Gold-en Special	Waukegan Pass.	Kenosha Pass.	Waukegan Pass.	Chicago Pass.									
A	CHICAGO	CS	.....	AM 7.32	AM 7.40	AM 7.45	AM 7.45	AM 7.47	AM 7.51	AM 7.54	AM 7.57	AM 8.15	AM 8.15	AM 8.20	AM 8.35	AM 8.45	AM 9.00	AM 9.25	AM 9.50	AM 10.45	AM 11.15	AM 11.45	PM 12.05	.....	.....	
	1.8	DIVISION STREET	.....	7.27	7.34	7.38	.....	7.41	7.46	7.49	7.52	8.10	.....	8.15	8.30	8.40	8.55	9.19	9.45	10.40	11.10	11.40	12.00	.....	.....	
	1.1	GLYBOURN	.....	7.24	7.31	7.35	.....	7.38	7.43	7.46	7.49	8.07	.....	8.12	8.27	8.37	8.52	9.16	9.41	10.37	\$11.06	\$11.37	11.57	.....	.....	
	0.5	DEERING	.....	7.23	7.29	7.34	.....	7.37	7.42	7.45	7.48	8.06	.....	8.11	8.26	8.36	8.51	9.15	9.40	10.36	11.05	11.36	11.56	.....	.....	
	1.1	GROSS PARK	0.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.8	GUYLER	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.9	WILBON AVENUE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.7	SUMMERDALE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.6	ROBE HILL	0.5	GS	7.17	7.15	7.29	7.31	7.36	7.40	7.43	8.01	8.02	8.20	8.31	8.46	9.10	9.31	10.30	11.00	11.25	11.49		
	1.0	KENMORE	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0	ROGERS PARK	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.6	GALVARY	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.5	MAIN STREET	0.5	.....	.....	.....	.....	.....	.....	7.23	s 7.31	7.36	7.39	7.57	.....	7.53	8.15	s 8.26	8.42	9.07	s 9.24	\$10.26	10.55	\$11.19	11.44
	0.5	DEMPSSTER STREET	0.5	.....	.....	.....	.....	.....	.....	.....	7.28	.....	.....	.....	.....	7.51	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.3	EVANSTON	1.3	7.22	7.26	s 7.34	7.37	s 7.55	7.49	8.12	s 8.23	8.41	s 9.06	s 9.21	\$10.23	\$10.53	\$11.16	\$11.42		
	1.3	CENTRAL STREET	1.0	7.04	s 6.58	7.22	AM	7.20	s 7.31	7.35	7.46	8.08	s 8.19	8.39	9.02	s 9.18	\$10.20	10.50	\$11.13	11.39		
	0.9	WILMETTE	0.9	GS	6.55	7.21	7.17	s 7.28	7.33	7.50	7.43	8.05	s 8.16	8.37	9.01	s 9.15	\$10.17	10.48	\$11.11	11.38		
	0.6	KENILWORTH	0.6	6.52	7.14	s 7.25	7.41	s 8.13	s 9.12	s 10.15	\$11.09	
	1.0	INDIAN HILL	1.0	7.12	7.30	7.12	7.39	\$11.07		
	1.0	WINNETKA	1.0	CS	6.48	7.18	7.09	7.21	s 7.27	s 7.47	7.37	8.10	s 8.57	s 9.08	\$10.11	10.45	\$11.05	11.36		
	1.4	HUBBARD WOODS	1.4	6.45	7.06	7.24	7.33	8.07	s 8.54	s 9.05	\$10.08		
	1.5	GLENCOE	1.5	CS	6.41	7.15	7.02	7.21	s 7.42	7.30	7.55	s 8.04	s 8.50	s 9.02	\$10.05	10.42	\$11.01		
	0.3	BRAESIDE	0.3	6.58	6.58	f 8.02		
	0.6	RAVINIA PARK	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.6	RAVINIA	1.6	6.36	6.55	7.15	7.25	7.25	s 7.59	s 8.57	s 10.01		
	1.3	HIGHLAND PARK	1.3	CS	.....	6.32	s 7.09	.....	6.52	AM	7.12	s 7.35	.....	7.21	7.45	s 7.55	8.28	s 8.43	s 8.54	s 9.58	\$10.38	\$10.56	11.29	.....	.....	
	1.2	HIGHWOOD	1.2	66	7.18	8.51	9.55		
	2.6	PT. SHERIDAN	2.6	7.15	f 7.51		
	1.9	LAKE FOREST	2.0	CS	7.00	7.27	AM	s 7.11	7.37	s 7.46	8.23	s 8.35	s 8.45	s 9.50	\$10.30	\$10.48	11.24
	2.0	LAKE BLUFF	2.0	CS	47	6.54	6.56	7.22	7.26	s 7.07	7.33	s 7.42	8.21	s 8.31	s 8.41	s 9.46	10.26	10.45	11.22
	1.0	GREAT LAKES	1.0	7.38	9.42		
	2.7	NORTH CHICAGO	2.7	6.47	7.02	7.36	s 8.26	s 8.36	s 9.40	10.21	\$10.41		
	2.0	WAUKEGAN	2.0	CS	.....	6.40	AM	6.45	.....	.....	7.10	AM	7.16	6.56	7.23	7.30	8.14	8.20	8.30	9.35	10.16	10.35	11.14	AM	11.14

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.

W Indicates trains using Track No. 2 Wilmette Interlocking Plant to Deering, as per rule page 94.

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

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

X Indicates trains using Track No. 2 Wilmette Interlocking Plant to Main Street.

No. 100 will not carry passengers.

No. 404 will stop at Evanston to discharge revenue passengers from Eau Claire and beyond.

No. 400 will stop at Lake Forest, Highland Park and Wilmette, to discharge revenue passengers from Eau Claire and beyond, and will stop at Evanston to dis-

bus passengers from Eau Claire and beyond, and will stop at Evanston to discharge revenue passengers from Milwaukee and beyond.

enrage revenue passengers from Milwaukee and beyond.

No. 412 will stop at Lake Bluff to discharge passengers from Sparta and beyond from 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 Rockville.

No. 294 will stop at any station to discharge revenue passengers transferred from passengers from Milwaukee and beyond.

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

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

BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

FIRST CLASS

FIRST CLASS															Fuel, Water, Wye and Turntable Station	DISTANCE FROM
390	206	432	434	394	210	446	448	454	214	452	458	460				
Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sat. & 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 ex. Sat. & Sun.			
Kene-sha Pass.	Chi-cago Pass.	Emp-ty Coach	Kene-sha Pass.	Wau-kegan Pass.	Chi-cago Pass.	Wau-kegan Pass.	High-land Park Pass.	Kene-sha Pass.	Chi-cago Pass.	Emp-ty Coach	Emp-ty Coach	Emp-ty Coach				
PM 12.30	PM 1.00	.....	PM 2.45	PM 3.25	PM 4.00	PM 4.32	PM 4.57	PM 5.20	PM 5.45	.....	.....	.....	PM 5.50	.....	85.
12.25	12.55	.....	2.38	3.20	3.55	4.25	4.51	5.15	5.40	.....	.....	.....	W 5.47	.....	83.
12.22	12.52	s 2.35	3.17	3.52	s 4.22	s 4.49	5.12	5.37	5.47	82.	
12.21	12.51	2.34	3.16	3.51	4.21	4.46	5.11	5.36	5.46	81.	
															80.	
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Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sat. & 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 ex. Sat. & Sun.			

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.

Sub-Division I STATIONS

Time Table 365

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A	CHICAGO
	1.8
	DIVISION STREET
	1.1
	CLYBURN
	0.5
	DEERING
	1.1
	GROSS PARK
	0.9
	CUYLER
	0.8
	WILSON AVENUE
	0.9
	SUMMERDALE
	0.7
	ROSE HILL
	0.6
	KENMORE
	1.0
	ROGERS PARK
	1.0
	CALVARY
	0.6
	MAIN STREET
	0.5
	DEMPSTER STREET
	0.5
	EVANSTON
	1.3
	CENTRAL STREET
	1.0
	WILMETTE
	0.9
	KENILWORTH
	0.6
	INDIAN HILL
	1.0
	WINNETKA
	1.0
	HUBBARD WOODS
	1.4
	GLENCOE
	1.5
	BRAESIDE
	0.3
	RAVINIA PARK
	0.6
	RAVINIA
	1.6
	HIGHLAND PARK
	1.3
	HIGHWOOD
	1.2
	FT. SHERIDAN
	2.6
	LAKE FOREST
	1.9
	LAKE BLUFF
	2.0
	GREAT LAKES
	1.0
	NORTH CHICAGO
	2.7
	WAUKEGAN

No. 390 will stop at any station to discharge revenue passengers transferred from No. 11.
No. 214 will stop at Elkhorn to discharge revenue passengers from Milwaukee and return.

No. 214 will stop at Evanston to discharge revenue passengers from Milwaukee and beyond.
No. 464 will stop at any station east of Waukegan to discharge revenue passengers.

No. 404 will stop at any station east of Waukegan to discharge revenue passengers transferred from No. 214 and will stop at Clybourn to discharge revenue passengers from Kenosha and beyond.

No. 154 will stop at North Chicago except Saturdays to load U. S. Mail.

No. 154 will stop at North Chicago except Saturdays to load U. S. Mail
No. 402 will stop at Winnetka and Wilson Ave. to discharge revenue

No. 402 will stop at Winnetka and Wilson Ave. to discharge revenue passengers from Milwaukee and beyond.

No. 216 will stop at Lake Forest to discharge revenue passengers from Milwaukee and beyond.

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

No. 120 will stop at Glenoak to discharge revenue passengers from Kenosha 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. 210,

trains which make suburban stops and 214.

BETWEEN WAUKEGAN AND CHICAGO—EASTWARD

WIS. 7

FIRST CLASS

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.

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

Sub-Division I

Time Table 365

110

Communicating Stations								CLASS			
846 166 848 850 218 858 860								280	284	290	952
Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	DAILY	Daily ex. Sun.	Daily ex. Mon.	Daily ex. Sun.
Waukegan Pass.	Chicago Pass.	Waukegan Pass.	Kenosha Pass.	Chicago Pass.	Waukegan Pass.	Waukegan Pass.	Waukegan Pass.	West- ern Time Fr. t.	Chica- go Time Fr. t.	South West- ern Time Fr. t.	Way Fr. t.
CS 3.45	PM 4.15	PM 4.45	PM 5.45	PM 5.50	PM 6.45	PM 7.52	.....			
.....	3.40	4.10	4.40	5.40	5.43	6.40	7.46	.....		
.....	s 3.37	4.07	4.37	s 5.37	5.41	6.37	s 7.43	.....		
.....	3.36	4.06	4.36	5.36	5.40	6.36	7.42	.....		
.....
.....	s 3.32	s 4.02	s 4.32	s 5.31	s 5.37	s 6.32	s 7.38	.....		
.....	s 3.29	.....	.....	.....	.....	.....	s 7.35	.....		
CS s 3.27	4.01	4.28	5.27	5.35	6.28	7.33	.....			
.....
.....	s 3.24	.....	s 4.26	s 5.25	.....	s 6.26	s 7.31	.....		
.....
.....	s 3.20	3.55	s 4.23	s 5.22	5.31	s 6.23	s 7.28	.....		
.....	s 3.18	.....	s 5.20	.....	.....	s 6.21	s 7.26	.....		
.....	s 3.16	s 3.53	s 4.20	s 5.18	s 5.30	s 6.19	s 7.24	.....		
.....	s 3.13	3.50	s 4.17	s 5.15	5.28	s 6.16	s 7.21	.....		
CS s 3.10	3.48	s 4.14	s 5.12	5.26	s 6.13	s 7.18	.....	.....	
.....
.....	s 3.08	.....	s 4.12	s 5.09	.....	s 6.11	s 7.16	.....		
.....	.....	.....	.....	s 5.07	.....	s 6.09	s 7.14	.....		
CS s 3.05	3.45	s 4.09	s 5.04	.....	s 6.07	s 7.12	.....	.....	12.15	.....	.....
.....	s 3.03	.....	s 4.07	s 5.01	.....	s 6.05	s 7.10	.....	.....	10.30	.....
CS s 3.00	3.42	s 4.04	s 4.58	.....	s 6.02	s 7.07	.....	.....	.....	10.20	.....
.....
.....	s 2.56	.....	.....	s 4.54	.....	s 5.58	s 7.03	.....		
CS s 2.53	s 3.36	s 3.57	s 4.51	5.17	s 5.55	s 7.00	.....	.....	.....	10.10	.....
.....
.....	s 2.50	.....	.....	s 4.47	.....	s 5.52	.....	.....	10.00	.....
.....	s 2.47	.....	3.52	s 4.44	.....	s 5.49	s 6.55	.....	.....	9.45	.....
CS s 2.43	s 3.28	s 3.49	s 4.40	s 5.12	s 5.45	s 6.51	.....	.....	.....	9.30	.....
CS s 2.40	3.25	s 3.45	s 4.37	5.10	s 5.41	s 6.47	.....	PM 7.55	PM 11.45	AM 3.00	s 9.10
.....	s 2.37	.....	.....	s 4.34	.....	s 5.38	s 6.44	.....	.....	.....	.....
.....	.....	.....	.....	s 4.32	.....	s 5.35	.....	.....	.....	.....	.....
CS 2.30	3.15	3.35	4.26	5.02	5.30	6.37	PM	7.45	11.15	2.30	8.50
PM	PM	PM	PM	PM	PM	PM		PM	PM	AM	AM
Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	DAILY	Daily ex. Sun.	Daily ex. Mon.	Daily ex. Sun.

No. 102 will stop at Evanston to discharge revenue passengers from beyond Milwaukee.

No. 412 will stop at Lake Bluff to discharge passengers from Sparta and beyond, and will stop at any station between Lake Bluff and Evanston inclusive, except Central Street, to discharge passengers from Rochester.

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

125	117	481	303	151	335	119	491	113	339	493	401	341	153	361	155	365	209	497	371	107	11					
DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sat. & Sun.	Sat. only	DAILY	Sat. only	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	DAILY	DAILY						
Express and Milk	Ashland & Ishpeming Pass.	Emp ty Coach	Kenosha Pass.	Milwaukee Pass.	Kenosha Pass.	Milwaukee Pass.	Milwaukee Pass.	Meno-minee Pass.	Kenosha Pass.	The Viking	Kenosha Pass.	Wisconsin Pass.	Kenosha Pass.	Milwaukee Pass.	Kenosha Pass.	Wisconsin Spee'l Pass.	Milwaukee Pass.	Kenosha Pass.	Golden Special	Ashland Lister						
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	
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	
.....	.....	.....	s 5.38	.....	.....	.....	.....	.....	.....	.....	.....	s11.23	.....	.....	.....	.....	.....	.....	s 4.40	.....	.....			
1.01	2.41	.....	s 5.43	7.53	8.42	8.47	.....	10.03	f10.51	.....	.....	f11.25	12.58	2.20	2.57	.....	3.45	.....	s 4.44	4.55	5
.....	.....	.....	s 5.48	s 7.57	.....	8.49	.....	.....	s10.57	.....	11.22	s11.30	1.01	s 2.25	s 2.59	s 3.12	.....	.....	s 4.48	s 4.58	5
.....	.....	.....	f 5.50	.....	.....	.....	.....	.....	010.59	.....	.....	011.31	.....	.....	.....	.....	3.13	.....	.....	.....	.....	
1.08	2.46	.....	s 5.53	.....	.....	.....	10.08	f11.01	.....	.....	s11.34	.....	.....	.....	3.03	f 3.15	.....	.....	s 4.53	5.00	6
.....					
s 1.20	s 3.00	.....	6.05	s 8.10	8.57	s 9.01	.....	s10.19	11.15	.....	s11.33	11.45	s 1.14	2.40	s 3.15	3.25	s 3.58	.....	5.05	s 5.10	s 6	
1.27	3.06	.....	.....	8.16	.....	9.07	.....	10.25	.....	.....	.....	.....	1.20	.....	.....	.....	.....	4.05	.....	5.17	6
1.32	3.10	.....	.....	.....	8.20	.....	9.11	.....	s10.30	.....	.....	.....	1.24	.....	s 3.26	.....	4.09	.....	s 5.22	6	
.....	s 1.42	s 3.23	s 8.24	s 9.15	9.23	s10.35	11.35	s11.47	s 1.28	s 3.35	s 4.12	s 5.30	6				
.....	8.28	9.18	f 9.28	10.39	11.40	11.52	1.32	3.40	4.16	5.34	6				
1.47	3.28	8.34	9.23	f 9.34	10.46	11.48	11.58	1.38	3.46	4.22	PM	5.40	6				
1.54	3.31	AM 6.50	8.37	s 9.38	s11.53	12.01	5.05	5.43	6				
1.59	8.40	9.28	s 9.42	10.51	s11.57	12.03	1.44	s 3.52	4.27	s 5.13	s 5.48	6				
.....	2.06	3.44	7.02	8.44	9.32	s 9.49	010.55	s12.03	12.08	1.48	s 3.59	4.31	s 5.20	s 5.56	6		
.....	s 9.52	s12.06	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		
.....	2.15	3.55	7.14	AM	s 8.55	s 9.40	s10.00	s11.04	AM	s12.12	s12.18	1.55	PM	s 4.09	PM	s 4.40	s 5.30	PM	s 6.10	s 6	
.....	2.20	4.00	7.20	AM	9.00	9.45	10.05	11.10	AM	12.15	12.25	PM	2.00	4.15	PM	4.45	5.35	PM	6.15	7
.....	.....	.....	DAILY	DAILY	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sat. & Sun.	Sat. only	DAILY	Sat. only	Daily ex. Sun.	Daily ex. Sun.	DAILY	Daily ex. Sun.	Daily ex. Sun.	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.

Sub-Division 2

STATIONS

Time Table 365

APRIL 20TH, 1928		C	C	Pass.	try	Ex.	Limited	Speci-	press	press	ican	Pass.	Pass.	Pass.	Time	Fr.	Fr.	ard		
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
L.....	WAUKEGAN	CS	.....	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	.....	.....	.....	.....
L.....	1.8 ASBESTOS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
L.....	2.2 BEACH	.....	55	s 6.01	6.55	7.29	9.00	9.23	10.07	11.07	8.50	12.18	s 2.17	.....	.....	.....	.....	.....	.....	.....
L.....	2.2 ZION	.....	.....	s 6.06	.....	0	9.03	.....	.....	.....	012.22	s 2.21	.....	.....	.....	.....	.....	.....	.....	.....
L.....	1.0 CAMP LOGAN	.....	.....	D 6.09	.....	.....	.....	.....	.....	.....	.....	.....	f 2.23	.....	.....	.....	.....	.....	.....	.....
L.....	1.3 WINTHROP HARBOR	.....	44	s 6.13	7.00	7.35	9.06	9.30	10.12	.....	012.25	s 2.26	.....	.....	.....	.....	.....	.....	.....	.....
L.....	KENOSHA	CS	.....	6.22	s 7.12	7.44	s 9.16	9.45	PM	s 10.22	s 11.22	s 9.08	s 12.37	2.35	.....	.....	s 2.30	AM 3.20	.....	.....
L.....	5.0 BERRYVILLE	.....	53	.....	7.19	7.51	9.22	.....	10.28	11.29	9.14	12.44	.....	.....	.....	.....	.....	.....	.....	.....
L.....	3.9 RACINE JUNCTION	CS	61	.....	7.24	7.56	9.26	.....	10.32	11.33	9.18	s 12.49	.....	.....	.....	.....	s 3.00	3.20	3.45	.....
L.....	1.4 RACINE	CS	2.8	.....	s 7.33	8.02	s 9.30	.....	s 10.38	s 11.39	s 9.22	s 12.53	.....	.....	.....	.....	s 3.35	4.00	.....	.....
L.....	IVES STATION	.....	.....	.....	7.37	8.06	9.34	.....	10.42	11.43	9.25	12.58	.....	.....	.....	.....	.....	.....	.....	.....
L.....	5.2 COUNTY LINE	.....	50	.....	7.44	8.14	9.41	.....	10.49	11.50	9.31	1.04	.....	.....	.....	.....	.....	.....	.....	.....
L.....	2.6 CARROLLVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
L.....	2.2 SOUTH MILWAUKEE	CS	.....	.....	7.49	8.22	0 9.47	.....	10.55	11.57	9.36	s 1.10	.....	.....	.....	.....	.....	.....	.....	.....
L.....	CUDAHY	.....	67	.....	7.54	8.28	9.51	.....	10.59	12.02	9.40	1.14	.....	.....	.....	.....	.....	.....	.....	.....
L.....	1.6 ST. FRANCIS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	AM 3.30	5.00	5.15	PM 8.45	AM 11.55
L.....	0.4 ST. FRANCIS TOWER	CS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	AM 3.30	5.00	5.15	PM 8.45	AM 12.50
L.....	1.8 TOWER BA	.....	.....	.....	7.59	8.34	9.55	.....	11.02	12.07	9.46	1.20	.....	.....	.....	3.50	5.05	.....	8.50	11.59
L.....	1.4 NATIONAL AVENUE	CS	1.6	.....	0 8.03	8.39	10.00	.....	11.05	12.10	s 9.55	s 1.25	.....	.....	.....	4.00	5.20	.....	9.00	12.03
A.....	MILWAUKEE	CS	.....	.....	8.10	8.45	10.05	.....	11.10	12.15	10.00	1.30	.....	.....	.....	.....	.....	.....	12.10	1.15
			Daily ex. Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sun. only	Sun. only	Sun. only	.....	.....	DAILY	Daily ex. Sun.	DAILY	DAILY	DAILY

Nos. 125 and 917 will not carry passengers.

No. 401 will stop on signal at South Milwaukee to receive revenue passengers for Weyville 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

126	404	338	102	412	372	112	406	492	152	384	496	108	110	390	206	434	210	454	214
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DAILY	DAILY	Daily ex. Sun.	DAILY	DAILY	Daily ex. Sun.	DAILY												
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Ex-press and Milk	North Amer-ican	Ken-o-sha Pass.	Iron & Copper Coun-try Ex-press	Rock-ester Min-nesota Spec-ial	Ken-o-sha Pass.	Ash-land Lim-ited	North West-ern Min-nesota	Gar-rol-ville Pass.	Golden Spe-cial	Ken-o-sha Pass.	Chi-cago Pass.							
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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 1.00	PM 2.45	PM 4.00	PM 5.20	PM 5.45
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.....	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 11.21	PM 1.05	PM 3.08	PM 4.10	PM 4.59
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Sub-Division 2

STATIONS

Time Table 365

April 29th, 1928

Distance from Milwaukee

Capacity of passing tracks in cars

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WESTWARD—BETWEEN WISCONA AND TOWER NW—EASTWARD

No. 126 will take siding at Kewaskum to meet No. 12

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 take siding at Kewaskum to meet No. 205.
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. 279 will stop at Kawaskum 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 Winona, 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

WIS. 11

FIRST CLASS

507	601	603	605	607	609	611	613	615	617	619	621	623	521	625	517	629
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	DAILY	DAILY	DAILY	DAILY	DAILY
North Western Mail	Junction Passenger	Bar-rington-Passenger	Empty Coach	Empty Coach	Niles Center Passenger	Empty Coach	Bar-rington-Passenger	Empty Coach	Empty Coach	Empty Coach	Fond du Lac Passenger	Badger State Express	Crystal Lake Passenger	Fuel, Water, Wye and Turntable Stations	DISTANCE FROM CHICAGO	Sub-Division 4 STATIONS
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	1.8	Time Table 365 April 29th, 1928
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	W 2.9	Communicating Stations CAPACITY OF PASSING TRACKS IN CARS OFFICE CALLS
2.08	s 5.12	s 5.33	5.42	5.48	s 6.18	6.24	6.30	6.38	6.44	6.48	s 7.08	s 7.28	s 8.23	s 9.18	L	CHICAGO 1.8 DIVISION STREET 1.1 CLYBOURN 0.2 WOOD STREET 1.0 MAPLEWOOD 1.0 AVONDALE 0.8
.....
.....	f 5.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.11	f 5.18	.....	5.48	s 5.52	.....	s 6.22	6.28	6.35	6.43	6.49	6.53	7.12	.....	8.26	5.1	.....
.....	s 5.19	.....	.....	.....	.....	s 6.25	.....	.....	.....	.....	.....	.....	.....	.....	5.9	PARKVIEW 0.8
.....	s 5.21	s 5.39	.....	s 5.56	.....	s 6.28	.....	.....	.....	.....	.....	.....	.....	.....	6.7	IRVING PARK 0.4
2.13	5.23	5.40	5.53 AM	5.57	6.29	6.32 AM	6.39	6.47	6.53	6.57	7.15	7.36	8.29	9.25	WY 7.1	HUNTING AVENUE 0.5
2.14	s 5.25 AM	s 5.42	5.50	5.58 AM	s 6.31	.....	6.41	.....	6.55 AM	6.59	7.16	s 7.38	8.30	s 9.27	7.6	MAYFAIR 1.1
.....	s 5.45	5.55 AM	.....	.....	.....	.....	.....	.....	.....	s 7.18	s 7.41	s 8.32	s 9.29	.....	8.7	JEFFERSON PARK 1.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.7	GLADSTONE PARK 1.4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.1	NORWOOD PARK 1.2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.3	EDISON PARK 0.8
.....	s 5.52	.....	.....	.....	.....	s 6.45	.....	.....	.....	.....	.....	.....	.....	.....	13.1	PARK RIDGE 1.5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14.6	DEE ROAD 2.0
2.25	.....	s 5.59	.....	.....	.....	s 6.57	.....	.....	.....	.....	.....	.....	.....	.....	W 16.6	DES PLAINES 0.7
2.26	.....	6.01	.....	.....	.....	6.58	.....	.....	.....	.....	.....	.....	.....	.....	17.3	DEVAL 1.1
2.27	.....	6.02	.....	.....	.....	6.59	.....	.....	.....	.....	.....	.....	.....	.....	18.4	TOWER NY 1.3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19.7	MOUNT PROSPECT 2.7
2.31	.....	.....	.....	.....	.....	s 6.05	.....	.....	.....	.....	.....	.....	.....	.....	22.4	ARLINGTON HEIGHTS 1.7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24.1	ARLINGTON PARK 2.0
2.35	.....	.....	.....	.....	.....	s 6.18	.....	.....	.....	.....	.....	.....	.....	.....	31.6	PALATINE 5.2
2.42	.....	6.27 AM	.....	.....	.....	7.30 AM	.....	.....	.....	.....	.....	.....	.....	.....	36.8	BARRINGTON 5.2
2.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38.3	FOX RIVER GROVE 1.5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42.4	CARY 4.1
.....	.....	.....	.....	.....	.....	AM 5.40	.....	.....	.....	.....	.....	.....	.....	.....	44.0	CRYSTAL LAKE JUNCTION 0.5
.....	.....	.....	.....	.....	.....	5.50	.....	.....	.....	.....	.....	.....	.....	.....	5.22	CRYSTAL LAKE 2.8
.....	.....	.....	.....	.....	.....	6.05 AM	.....	.....	.....	.....	.....	.....	.....	.....	5.59	RIDGEFIELD 5.6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.11	WOODSTOCK 4.4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.16	HARTLAND 7.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.30	HARVARD 4.1
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	DAILY	DAILY	DAILY	DAILY	DAILY

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. 648 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.

FIRST CLASS

631	635	639	G 513	641	643	645	G 649	647	G 529	M 107	651	G 653	G 655	G 633
Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday							
Bar-rington-Passenger														
Empty Coach														
Empty Coach														
Empty Coach														
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Empty Coach														
Empty Coach														
Empty Coach														
Empty Coach														
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Empty Coach	Empty Coach	Empty Coach	Empty Coach											

BETWEEN CHICAGO AND HARVARD - WESTWARD

FIRST CLASS

M	657	659	661	G	663	G	665	M	667	G	669	G	541	671	G	673	M	675	677	M	111	G	679	M	681	M	683	M	511	M	685																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Des Plaines Passenger	Baugh-nash Passenger	Hunting Ave. Passen-ger	Orystal Lake Passen-ger	Des Plaines Passen-ger	Glad-stone Park Passen-ger	Hunting Ave. Passen-ger	Janes-ville Passen-ger	Junetion Passen-ger	Orystal 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	Barrington 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 5.46	L CHICAGO DIVISION STREET CLYBOURN WOOD STREET MAPLEWOOD AVONDALE PARKVIEW IRVING PARK HUNTING AVE. MAYFAIR JEFFERSON PARK GLADSTONE PARK NORWOOD PARK EDISON PARK PARK RIDGE DEE ROAD DES PLAINES DEVAL TOWER NY MOUNT PROSPECT ARLINGTON HEIGHTS ARLINGTON PARK PALATINE BARRINGTON FOX RIVER GROVE CARY CRYSTAL LAKE JUNCTION CRYSTAL LAKE RIDGEFIELD WOODSTOCK HARTLAND HARVARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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	 1.8 1.1 0.2 1.0 1.0 0.8 0.8 0.4 0.5 1.1 1.0 1.0 1.0 0.8 0.8 1.5 2.0 0.7 1.1 1.3 2.7 1.7 2.0 5.5 6.0 6.4 6.8 7.0 7.45 7.46 7.47 7.50 7.55 8.01 8.10 8.12 8.13 8.14 8.15 8.16 8.17 8.18 8.19 8.20 8.21 8.22 8.23 8.24 8.25 8.26 8.27 8.28 8.29 8.30 8.31 8.32 8.33 8.34 8.35 8.36 8.37 8.38 8.39 8.40 8.41 8.42 8.43 8.44 8.45 8.46 8.47 8.48 8.49 8.50 8.51 8.52 8.53 8.54 8.55 8.56 8.57 8.58 8.59 8.60 8.61 8.62 8.63 8.64 8.65 8.66 8.67 8.68 8.69 8.70 8.71 8.72 8.73 8.74 8.75 8.76 8.77 8.78 8.79 8.80 8.81 8.82 8.83 8.84 8.85 8.86 8.87 8.88 8.89 8.90 8.91 8.92 8.93 8.94 8.95 8.96 8.97 8.98 8.99 8.100 8.101 8.102 8.103 8.104 8.105 8.106 8.107 8.108 8.109 8.110 8.111 8.112 8.113 8.114 8.115 8.116 8.117 8.118 8.119 8.120 8.121 8.122 8.123 8.124 8.125 8.126 8.127 8.128 8.129 8.130 8.131 8.132 8.133 8.134 8.135 8.136 8.137 8.138 8.139 8.140 8.141 8.142 8.143 8.144 8.145 8.146 8.147 8.148 8.149 8.150 8.151 8.152 8.153 8.154 8.155 8.156 8.157 8.158 8.159 8.160 8.161 8.162 8.163 8.164 8.165 8.166 8.167 8.168 8.169 8.170 8.171 8.172 8.173 8.174 8.175 8.176 8.177 8.178 8.179 8.180 8.181 8.182 8.183 8.184 8.185 8.186 8.187 8.188 8.189 8.190 8.191 8.192 8.193 8.194 8.195 8.196 8.197 8.198 8.199 8.200 8.201 8.202 8.203 8.204 8.205 8.206 8.207 8.208 8.209 8.210 8.211 8.212 8.213 8.214 8.215 8.216 8.217 8.218 8.219 8.220 8.221 8.222 8.223 8.224 8.225 8.226 8.227 8.228 8.229 8.230 8.231 8.232 8.233 8.234 8.235 8.236 8.237 8.238 8.239 8.240 8.241 8.242 8.243 8.244 8.245 8.246 8.247 8.248 8.249 8.250 8.251 8.252 8.253 8.254 8.255 8.256 8.257 8.258 8.259 8.260 8.261 8.262 8.263 8.264 8.265 8.266 8.267 8.268 8.269 8.270 8.271 8.272 8.273 8.274 8.275 8.276 8.277 8.278 8.279 8.280 8.281 8.282 8.283 8.284 8.285 8.286 8.287 8.288 8.289 8.290 8.291 8.292 8.293 8.294 8.295 8.296 8.297 8.298 8.299 8.300 8.301 8.302 8.303 8.304 8.305 8.306 8.307 8.308 8.309 8.310 8.311 8.312 8.313 8.314 8.315 8.316 8.317 8.318 8.319 8.320 8.321 8.322 8.323 8.324 8.325 8.326 8.327 8.328 8.329 8.330 8.331 8.332 8.333 8.334 8.335 8.336 8.337 8.338 8.339 8.340 8.341 8.342 8.343 8.344 8.345 8.346 8.347 8.348 8.349 8.350 8.351 8.352 8.353 8.354 8.355 8.356 8.357 8.358 8.359 8.360 8.361 8.362 8.363 8.364 8.365 8.366 8.367 8.368 8.369 8.370 8.371 8.372 8.373 8.374 8.375 8.376 8.377 8.378 8.379 8.380 8.381 8.382 8.383 8.384 8.385 8.386 8.387 8.388 8.389 8.390 8.391 8.392 8.393 8.394 8.395 8.396 8.397 8.398 8.399 8.400 8.401 8.402 8.403 8.404 8.405 8.406 8.407 8.408 8.409 8.410 8.411 8.412 8.413 8.414 8.415 8.416 8.417 8.418 8.419 8.420 8.421 8.422 8.423 8.424 8.425 8.426 8.427 8.428 8.429 8.430 8.431 8.432 8.433 8.434 8.435 8.436 8.437 8.438 8.439 8.440 8.441 8.442 8.443 8.444 8.445 8.446 8.447 8.448 8.449 8.450 8.451 8.452 8.453 8.454 8.455 8.456 8.457 8.458 8.459 8.460 8.461 8.462 8.463 8.464 8.465 8.466 8.467 8.468 8.469 8.470 8.471 8.472 8.473 8.474 8.475 8.476 8.477 8.478 8.479 8.480 8.481 8.482 8.483 8.484 8.485 8.486 8.487 8.488 8.489 8.490 8.491 8.492 8.493 8.494 8.495 8.496 8.497 8.498 8.499 8.500 8.501 8.502 8.503 8.504 8.505 8.506 8.507 8.508 8.509 8.510</

BETWEEN CHICAGO AND HARVARD—WESTWARD

Wis. 13

FIRST CLASS

Sub-Division 4

STATIONS

Time Table 365

April 29th, 1928

CHICAGO	1.8
DIVISION STREET	1.1
CLYBOURN	0.2
WOOD STREET	1.0
MAPLEWOOD	1.0
AVONDALE	0.8
PARKVIEW	0.8
IRVING PARK	0.4
HUNTING AVENUE	0.5
MAYFAIR	1.1
JEFFERSON PARK	1.0
GLADSTONE PARK	1.4
NORWOOD PARK	1.2
EDISON PARK	0.8
PARK RIDGE	1.5
DEE ROAD	2.0
DES PLAINES	0.7
DEVAL	1.1
TOWER NY	1.3
MOUNT PROSPECT	2.7
ARLINGTON HEIGHTS	1.7
ARLINGTON PARK	2.0
PALATINE	5.5
BARRINGTON	5.2
FOX RIVER GROVE	1.5
CARY	4.1
CRYSTAL LAKE JUNCTION	0.5
CRYSTAL LAKE	2.8
RIDGEFIELD	5.6
WOODSTOCK	4.4
HARTLAND	7.0
HARVARD	

FIRST CLASS

SECOND CLASS

THIRD CLASS

G Indicates trains using Track No.2 wood Street to Gladstone Park, as per rule page 21.

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.

BETWEEN HARVARD AND CHICAGO—EASTWARD

FIRST CLASS

Sub-Division 4

STATIONS

Time Table 365

April 29th, 1928

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.

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 and Jefferson.

No. 644 will be discontinued after Saturday, October 27th, 1923.

BETWEEN HARVARD AND CHICAGO—EASTWARD

WIS. 15

FIRST CLASS

	654	G 534	656	510	658	660	662	522	664	666	668	674	676	508	Fuel, Water, Wye and Turntable Stations	DISTANCE FROM HARVARD	
	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday						
	Bar-rington Passen-ger	Watertown Passen-ger	Bar-rington Passen-ger	Atlantic Express	Crystal Lake Passen-ger	Bar-rington Passen-ger	Bar-rington Passen-ger	Chicago Passen-ger	Bar-rington Passen-ger	Empty Coach	Empty Coach	Empty Coach	Empty Coach	Chicago Passen-ger			
	AM 9.20	AM 10.15	AM 10.45	AM 11.30	PM 12.45	PM 1.45	PM 2.45	PM 4.25	PM 4.45	PM 4.52	PM 5.10	PM 5.15	PM 5.17	PM 5.30		62.7	
	9.15	10.10	10.40	11.23	12.40	1.38	2.39	4.19	4.40	4.46	5.04	5.15	5.24			60.9	
s 9.12	s 10.06	s 10.37	s 11.20	s 12.37	s 1.35	s 2.36	s 4.16	s 4.37	s 4.42	s 5.01	s 5.11	s 5.14	s 5.21	W		59.8	
																59.6	
																58.6	
																57.6	
																56.8	
s 9.07					s 12.30		s 2.31		s 4.26								
s 9.04		s 10.32		s 12.28	s 1.27	s 2.29		s 4.23								56.0	
9.02	9.59	10.29	11.15	12.27	1.26	s 2.27	4.05	4.21	4.33 PM	4.50 PM	5.01 PM	5.05	5.14	W Y		55.6	
s 9.01	9.58	s 10.28	11.14	s 12.26	s 1.25	s 2.25	4.04	s 4.20				5.04	5.13				55.1
s 8.58		s 10.25	s 11.13	s 12.23	s 1.22	s 2.22	s 4.01	s 4.17				5.01	s 5.10				54.0
s 8.53																	
																53.0	
																51.6	
s 8.50																	
s 8.47																50.4	
																49.6	
																48.1	
s 8.40	9.45	s 10.07	10.57	s 12.06	s 1.05	s 2.05	s 3.46	s 4.00				4.58	W	46.1			
8.38	9.44	10.05	10.56	12.05	1.03	2.03	3.40	3.58				4.57	Y	45.4			
8.37	9.42	10.03	10.55	12.04	1.02	2.02	3.39	3.57				4.55		44.3			
																43.0	
s 8.34																	
s 8.29	9.37	s 9.56	10.50	s 11.56	s 12.54	s 1.54	s 3.30	s 3.49				4.50		40.3			
																38.6	
s 8.23	s 9.32	s 9.49	10.45	s 11.50	s 12.48	s 1.48	s 3.16	s 3.43				4.45		36.6			
8.15 AM	s 9.23	9.40 AM	10.38	s 11.42	12.40 PM	1.40 PM	s 3.08	3.35 PM				4.38	WYTT	31.1			
	s 9.12															25.9	
s 9.09																24.4	
																20.3	
s 9.00																	
s 8.53																	
s 8.44																	
F 8.34																	
8.23 AM																	
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily ex. Sat. & Sun.	DAILY	Daily ex. Sat. & Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	

Sub-Division 4

STATIONS

Time Table 365

April 29th, 1928

	678	680	684	682	930	686	688	692	516	694	698	700	702	704	706	708	696
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Saturday	Saturday	Saturday	Saturday	Saturday	Saturday
	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only
	Junction Passen-ger	Empty Coach	Niles Center Passen-ger	Bar-rington Passen-ger	Milk Express	Milk Express	Crystal Lake Passen-ger	Bar-rington Passen-ger	Badger State Express	Bar-rington Passen-ger	Empty Coach	Empty Coach	Empty Coach	Empty Coach	Empty Coach	Empty Coach	
	CS FD																
	A CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO	1.8	CHICAGO
	.....	5.37	5.32	5.32	5.29	5.36	6.22	6.37	7.00	7.15	7.06	8.52	9.22	10.27	12.06	12.50	12.51
	.....	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	.....	5.37	5.40	6.25	6.40	7.05	7.20	7.09	8.55	9.25	10.30	12.10	12.53	1.30	2.18	5.17	
	.....	12.53	12.32	12.39	12.39	11.55	11.55	11.55	11.53	11.53	11.53	12.32	12.39	1.15	2.05	5.00	
	.....	12.55	12.55	12.55	12.55	11.15	11.15	11.15	11.15	11.15	11.15	12.27	12.27	12.27	12.27	12.27	12.27
	.....	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	.....	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55
	.....	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	.....	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	.....	PM	PM	PM	PM												

BETWEEN HARVARD AND CHICAGO—EASTWARD

FIRST CLASS										STATION NUMBERS	Sub-Division 4 STATIONS	Communicating Stations	FIRST CLASS								SECOND CLASS	THIRD CLASS		
710	712	714	716	518	724	728	730	520	732			734	744	770	746	748	772	750	578	594	282	588		
Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Bar-rington-Pas-senger	Har-vard-Pas-senger	Bar-rington-Pas-senger	Bar-rington-Pas-senger	Chicago-Pas-senger	Crystal-Lake-Pas-senger	Bar-rington-Pas-senger	Chicago-Pas-senger	Bar-rington-Pas-senger	Bar-rington-Pas-senger	Williams-Bay-Pas-senger	James-ville-Pas-senger	Bar-rington-Pas-senger	Bar-rington-Pas-senger	DAILY	DAILY
AM 6.45	AM 8.00	AM 9.30	PM 12.45	PM 1.45	PM 3.40	PM 5.00	PM 5.50	PM 6.00	0	A	CHICAGO	CS	PM 6.30	PM 6.50	PM 7.50	PM 8.15	PM 8.55	PM 9.15	PM 9.55	PM 10.35	Stock Express	Madison and Beloit Time Freight	AM 5.30	AM 5.10
6.40	7.55	9.25	12.40	1.40	3.34	4.55	5.45	5.53	501	1.8	DIVISION STREET	...	6.25	6.45	7.45	8.09	8.50	9.10	9.49	10.30	...	...	...	...
s 6.37	s 7.52	s 9.22	s 12.37	s 1.37	s 3.32	s 4.52	s 5.42	s 5.50	501	1.1	CLYBOURN	...	s 6.22	s 6.42	s 7.42	s 8.06	s 8.47	s 9.07	s 9.46	s 10.27	...	...	...	...
s 6.34	s 9.18	...	...	...	...	...	...	...	602	0.2	WOOD STREET	...	...	...	...	...	...	...	...	...	...	...	...
s 6.32	s 9.16	s 12.32	1.31	...	...	s 4.47	s 5.37	5.46	603	1.0	MAPLEWOOD	...	...	s 6.39	...	...	...	s 9.04	...	...	...	...	...
s 6.30	s 9.14	...	...	...	...	...	...	...	604	1.0	AVONDALE	...	6.17	s 6.37	s 7.37	8.02	8.43	s 9.01	9.42	s 10.23	...	...	...	...
s 6.28	s 7.46	s 9.12	s 12.29	...	...	s 4.42	s 5.33	...	605	0.8	PARKVIEW	...	...	s 6.35	...	...	...	s 8.59	...	...	...	...	...	...
6.27	7.44	9.11	12.27	1.28	3.25	4.40	5.31	5.43	606	0.4	IRVING PARK	...	...	s 6.33	s 7.33	...	...	s 8.56	...	s 10.21	...	...	4.35	4.25
s 6.26	s 7.43	s 9.10	s 12.26	1.27	3.24	s 4.39	s 5.30	5.42	607	0.5	HUNTING AVENUE	...	6.13	s 6.32	7.31	7.59	8.40	8.55	9.39	10.20	...	...	AM 1.45	AM 2.10
s 6.23	s 7.40	s 9.07	s 12.23	s 1.26	s 3.23	s 4.36	s 5.27	D 5.40	614	1.1	MAYFAIR	CS	6.12	s 6.31	s 7.30	7.58	8.39	s 8.54	9.38	s 10.19	...	...	...	s 2.05
s 6.18	s 7.35	s 9.02	s 12.17	...	...	s 3.19	s 4.31	s 5.22	616	1.0	JEFFERSON PARK	...	...	...	...	...	s 8.51	...	s 10.16	...	...	...	...
s 6.15	s 7.32	s 8.59	s 12.14	...	...	s 4.28	s 5.19	...	618	1.4	GLADSTONE PARK	...	...	...	...	...	...	...	...	...	...	...	...
s 6.13	s 7.30	s 8.57	s 12.12	s 1.19	s 3.16	s 4.26	s 5.17	...	621	1.2	NORWOOD PARK	...	...	s 6.20	s 7.19	...	...	s 8.43	...	s 10.08	...	...	...	s 1.45
s 6.06	s 7.23	s 8.50	s 12.05	s 1.12	s 3.10	s 4.19	s 5.10	5.27	623	2.0	EDISON PARK	...	...	s 6.20	s 7.19	...	...	s 8.43	...	s 10.08	...	...	...	s 1.40
6.04	7.21	8.48	12.03	1.10	3.09	4.17	5.08	5.26	623	0.7	PARK RIDGE	...	...	s 6.18	s 7.17	...	...	s 8.40	...	s 10.06	...	...	...	s 1.35
6.03	7.20	8.47	12.02	1.09	3.08	4.16	5.07	5.25	623	2.0	DEE ROAD	...	...	...	...	...	...	...	...	...	...	...	...
s 6.00	s 7.17	s 8.45	s 11.59	s 1.06	s 3.04	s 4.14	s 5.04	...	625	0.7	DES PLAINES	CS	5.58	s 6.11	s 7.11	7.45	8.26	s 8.34	9.26	s 9.59	...	...	12.50	s 1.10
s 5.55	s 7.12	s 8.40	s 11.54	s 1.01	s 2.59	s 4.09	s 4.59	5.20	627	1.7	DEVAL	CS	5.57	6.09	7.09	7.44	8.25	8.32	9.25	9.58	...	...	12.48	12.25
5.40 AM	s 6.58	8.25 AM	11.40	s 12.46	s 2.44	s 3.53	4.45 PM	5.09	632	1.1	TOWER NY	CS	5.56	6.08	7.08	7.43	8.23	8.31	9.23	9.57	...	...	12.45	AM 2.50
s 6.49	...	...	...	s 12.37	s 2.36	s 3.45	...	...	634	1.3	MOUNT PROSPECT	...	...	...	...	...	...	...	...	...	...	...	...
s 6.46	...	...	...	s 12.34	s 2.32	s 3.42	...	5.01	634	2.7	ARLINGTON HEIGHTS	...	...	s 6.05	s 7.06	...	8.21	s 8.29	...	s 9.54	...	...	...	s 12.15
s 6.38	...	...	...	...	...	...	...	...	636	1.7	ARLINGTON PARK	...	5.51	s 6.00	s 7.00	7.37	8.18	s 8.24	9.17	s 9.49	...	...	12.30	1.205
6.31	...	...	...	...	...	...	...	...	637	2.0	PALATINE	CS	5.46	s 5.54	s 6.54	7.32	8.14	s 8.18	9.12	s 9.43	...	...	12.15	s 10.10
s 6.25	...	...	...	...	...	...	...	...	638	5.5	BARRINGTON	CS	5.38	5.45 PM	6.45 PM	7.25	s 8.06	8.10	9.05	9.35 PM	...	...	11.55	2.00
6.19	...	...	...	...	...	...	...	...	640	5.2	FOX RIVER GROVE	...	5.30	...	...	7.57	...	...	...	...	...	...	...
6.10 AM	...	...	...	...	...	...	...	5.01	641	4.1	GARY	CS	5.27	...	...	7.16	s 7.53	...	8.56	...	...	11.30	s 9.30	
Sunday only	CRYSTAL LAKE JUNCTION	...	...	...	...	...	7.10 PM	...	8.50 PM	...	...	...	...					
6.31	...	...	...	...	...	...	...	...	636	2.8	CRYSTAL LAKE	CS	5.20 PM	...	...	7.45	...	...	...	...	...	11.15	1.25	
s 6.25	...	...	...	...	...	...	...	...	637	5.6	RIDGEFIELD	CS	...	...	...	7.38	...	...	...	...	...	11.00	s 8.30	
6.19	...	...	...	...	...	...	...	...	638	4.5	WOODSTOCK	CS	...	...	...	7.28	...	...	...	...	...	10.35	7.45	
6.10 AM	...	...	...	...	...	...	...	...	640	7.0	HARTLAND	...	...	...	...	7.19	...	...	...	...	...	10.20	s 7.20	
Sunday only	641	7.0	HARVARD	CS	...	...	...	7.07 PM	...	...	...	...	...	10.00 PM	12.15 AM									
Sunday only	...	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	...	Sunday only	Sunday only	Sunday only	DAILY	DAILY									

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.

BETWEEN CRAWFORD AVENUE AND CHASE

WESTWARD

FIRST CLASS

FIRST CLASS											STATION NUMBERS
	601	609	621	719	107	659	671	111	681		
	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.		
											10
											611
											610
											608
	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
	5.27 AM	6.01	6.59	1.01 PM	4.19	4.43	5.10 PM	5.18	5.34		8005
			7.02 AM			4.45 PM			s 5.36		
		6.05 AM			4.23			5.22	5.40 PM		8007
					4.28			5.28			8012
					4.31			5.32			8015
					4.34			5.35			8017
					4.40 PM			5.42 PM			8020
											8023
											8027
											8031
											8035
											8043
											8048
											8055
											545
	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.		

Sub-Division I

STATIONS

Time Table 365

April 29th, 1928

11.30
12.50 AM
DAILY

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

Sub-Division 1 a

STATIONS

Time Table 365
April 29th, 1928

BETWEEN SKOKIE AND LAKE BLUFF

WESTWARD

SECOND CLASS

FIRST CLASS

Sub-Division 1c

STATIONS

Time Table 365

Sub-Division 1c		EASTWARD													
STATION NUMBERS	DISTANCE FROM SKOKIE	Communicating Stations	OFFICE CALLS	FIRST CLASS								SECOND CLASS			
07				102	412	112	930					280	284	290	
ally x. un.				Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY					DAILY	Daily ex. Sun.	Daily ex. Mon.	
4.40	8020	L.....SKOKIE.....	A	AM 6.19	AM 6.59	AM 7.29	PM 5.50					PM 8.00	PM 11.55	AM 3.10	
4.42	532	2.4	A.....LAKE BLUFF.....	L	CS	BS	6.16	6.56	7.26	5.45		7.55	11.45	3.00	
ally x. un.				AM	AM	AM	PM				PM	PM	AM		
				Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	DAILY				DAILY	Daily ex. Sun.	Daily ex. Mon.		

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

SECOND CLASS									FIRST CLASS					
285	291	599	591	187	295	479	287	297	483	DAILY	DAILY	DAILY	DAILY	DAILY
			Daily except Sunday	DAILY	DAILY	Daily except Sunday	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					
11.50	11.30	10.30	10.15	9.15	9.00	8.45	5.30	4.30	9.30					
12.01	11.40	10.50	10.30	9.30	9.15	9.00	5.40	4.40	9.40					
			11.00 PM	10.45 PM										
12.04	11.45			9.31	9.16	9.01	5.45	4.45	9.45					
12.20	12.01			9.46	9.31	9.15	6.00	5.00	10.00					
12.22	12.05			9.47	9.32	9.17	6.05	5.05	10.05					
12.35 AM	12.15 AM			9.55 PM	9.40 PM	9.25 PM	6.15 PM	5.15 PM	10.15 AM					
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY					

Sub-Division 1b
STATIONS

Time Table 365

April 29th, 1928

Fuel, Water, Wye and Turntable Stations

DISTANCE FROM PROVISO

WFTT

7.18

W 10.47

11.69

Y 11.59

17.37

18.30

20.40

A

Communicating Stations

OFFICE CALLS

FIRST CLASS

Fuel, Water, Wye and Turntable Stations

DISTANCE FROM PROVISO

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PROVISO A

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General Rules governing employees of the Operating Department dated June 1st, 1919, are issued in book form.

Every employee 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. "A"—Arrive.
- "M"—Meals. "L"—Luncheon.

Other letters will indicate flag stops as specified by time table.

- "C"—Stop to receive or discharge revenue Chicago passengers.
- "D"—Stop only to discharge revenue passengers.

The following signs when placed elsewhere indicate:

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

During 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 fuses and other signals.

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

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures 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 employees must exercise great care in this respect.

SPECIAL RULES

Emergency Stops Double Track

Special Train Protection

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.

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

Superior Direction

Register Stations

Trains obtain Clearance Card, Form A

Bulletin Boards

Makeup of Passenger Trains

Freight Train Inspection

WEST

EAST

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."

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.

Ringing Bell

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 employee 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 employee 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 employee 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 employee involved will make prompt and full report in writing direct to the superintendent.

Each employee, 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 Ridgefield, 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.

Flagging of Highway and Street Crossings By Trainmen Rule 956

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.

Cudahy Stock

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.

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

TRACKS IN OPERATION

Single Track.—Wisconsa 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 Wisconsa, 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 N Y 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, 19½ 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	MILES PER HOUR	MILES PER HOUR
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
Wisconsa	40	30
Wood Street, Chicago, Illinois	30	30
Deval	40	10
Barrington	40	10
Tower RD, Harvard	30	10
Clinton Junction	40	10
Cragn	25	10
Grayland	25	10
Tower RS	30	25
Valley	40	10
Skokie	35	35
South Upton	35	10
Upton	35	10
Willow	35	10
CNS&M one mile west of Rawson	35	10
Kinnickinnic River Bridge (Mad. Div.)	15	10
CNS&M one mile west of Kenosha	15	10
Tower A	25	10
Tower B	25	10

ADDITIONAL SPEED RESTRICTIONS

LOCATION	LIMITS	MAXIMUM SPEED PER HOUR	PER FT.
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	Layout 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
Gransville and Rockfield	Reverse Curves between Gransville 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 Wye	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

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	MILES PER HOUR	MILES PER HOUR
Lake Street, Chicago	10	10
Clinton Street, Chicago	15	15
Sangamon Street, Chicago	30	20
Carpenter Street, Chicago	35	10
Division Street, Chicago	40	40
Clybourn	50	10
Deering	50	25
Rose Hill	40	10
Main Street	2 and 3 Track districts	Deering
Canal Interlocking Plant	2 and 3 Track districts	Rose Hill
Wilmette	2 and 3 Track districts	Main Street
Lake Bluff	Sub-Division 1 and 4a	Canal Interlocking Plant
St. Francis Tower	C & N.W. (End of 3rd Track)	Wilmette
Racine Junction	Sub-Division 1 and 1c	Lake Bluff
St. Francis Tower	C. M. St. P. & P.	Racine Junction
Tower BA	C. & N.W.	St. Francis Tower
Kinnickinnic River	Drawbridge	Kinnickinnic River
National Avenue	C. & N.W.	National Avenue
Milwaukee River	Drawbridge	Milwaukee River
Tower SW	C. & N.W.	Tower SW
Wisconsa	C. & N.W.	Wisconsa
Tower NW	C. & N.W.	Tower NW

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	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.	Wisconsa
C. & N.W.	Tower NW

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

CROSSING, DRAWBRIDGE OR JUNCTION.	LOCATION.
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.	0.98 mile west of Rawson
C. & N.W.	St. Francis Tower
C. & N.W.	Chase

BETWEEN CHICAGO AND JANESVILLE.

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
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.

CROSSING, DRAWBRIDGE OR JUNCTION.	LOCATION.
C. N. S. & M.	One mile west of Kenosha
C. M. St. P. & P.	Ranney (1 1/2 miles east Pleasant Prairie)
Soo Line	One-half mile east of Fox River
C. & N.W.	Genoa City
C. M. St. P. & P.	1 1/2 miles east of Hebron
C. & N.W.	West end of Harvard Yard

BETWEEN CRAWFORD AVENUE AND CENTRAL ST.

C. M. St. P. & P.	Cragin

<tbl_r cells="2"

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		
Chicago Terminal and Clybourn	14	10	14	10	Train Sheds, Chicago Terminal.
Wells St. and Clybourn	15	2	15	2	Grand Avenue viaduct.
Clybourn and Mayfair	20	6	19	11	3 None.
Mayfair and Harvard	17	2	16	10	6 Water tank at Palatine and Barrington.
Harvard and Janesville	19	8	19	8	9 Bridge No. 137 at Center Ave., Janesville.
Clybourn and Racine	16	10	16	3	15 9 Bridge No. 1334 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 woodshop, 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 Lindwerm, 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 Bassets.
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	.....	3900	4200
Sub-Division 1, c, 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.)	40 Ft.	80 Tons
" (North Ave.)	40 "	100 "
" (Augusta St.)	40 "	100 "
Waukegan	40 "	100 "
Kenosha (Simmons)	50 "	100 "
" (Allen Track)	40 "	80 "
Racine	50 "	100 "
Ives	40 "	100 "
South Milwaukee	40 "	150 "
Cudahy	46 "	150 "
Tower BA (4 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.	

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. SCHIRLING, 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 Diversy 0300 " House Wellington 0180	
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. PROXIMIRE, M. D., Associate Surgeon. Telephone Office Main 536—Res. 2127	
Libertyville.....	J. L. TAYLOR, M. D. Telephone, Office 19 R House 101	
Waukegan.....	{ R. 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 178	
Carrollville	R. D. MORAY, M. D.	
South Milwaukee	{ R. D. MORAY, M. D. Telephone South Milwaukee 131	
Cudahy.....	BERNARD KRUEGER, M. D. Tel. Cudahy 21	
Milwaukee.....	{ O. R. LILLIE, M. D. JAMES A. BACH, M. D. District Surgeons.	
Milwaukee.....	{ H. A. SIFTON, M. D. C. A. EVANS, M. D. Consulting Surgeons	
	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.... 1.30 PM to 9.30 PM....	{ 4.30 AM to 12.30 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, Highwood.

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 Jct. 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. CAVENEY
CRYSTAL LAKE

O. J. SCHWARTZ, Chief Train Dispatcher
CHICAGO

W. F. HOLDEN, Assistant Chief Train Dispatcher

DISPATCHERS

G. A. GARDNER

R. F. KOEPP

E. E. TOOPS

H. L. DAILEY

J. M. DUGAN

W. C. HINTZ

J. E. EASTERDAY

W. P. JOYCE

J. A. RICHARDSON

J. A. MANSNERUS

E. HOLMQUIST, Master Mechanic
CHICAGO

C. H. PERRY, Division Engineer
CHICAGO

ROAD FOREMEN OF ENGINES

J. E. WILSON

CHICAGO

E. L. GINGRASS

MILWAUKEE

ROADMASTERS

W. L. CAMPBELL
MAYFAIR

J. D. SULLIVAN
CHICAGO

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

TRAINMASTERS

J. T. RAYMOND
PROVISO

G. L. THORPE
PROVISO

D. J. GRIFFIN
CHICAGO AVENUE

G. J. CHRISTIAN, Asst. Trainmaster
CHICAGO AVENUE

