

Chicago & Northwestern Railway---Milwaukee Division.

No. 51. TIME TABLE. No. 51.

Takes Effect SUNDAY, OCTOBER 3d, 1875, at Six o'clock A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

TRAINS GOING NORTH.														TRAINS GOING SOUTH.														STAT.				
TIONS.	No. 27	No. 25	No. 23	No. 21	No. 19	No. 17	No. 15	No. 13	No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	STATIONS.	Distance from CHICAGO	STATIONS.	Distance from MILWAUKEE	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 18	No. 20	No. 22	No. 24	No. 26	STAT.
	Night Pass.	Freight.	Night Pass.	Freight.	Evanston Pass.	Express Pass.	H. Park Pass.	L. Forest Pass.	Evanston Pass.	Waukegan Pass.	Kenosha Pass.	Express Pass.	Express Pass.	Mail Pass.				Night Pass.	Mail Pass.	Express Pass.	Express Pass.	Kenosha Pass.	H. Park Pass.	L. Forest Pass.	Waukegan Pass.	Evanston Pass.	L. Forest Pass.	Evanston Pass.	Freight.	Freight.		
WELL ST															CHICAGO. WELLS ST.															CHICAGO.		
DEPOT	11.00 P M Dp	7.40 P M Dp	5.00 P M Dp	7.30 A M Dp	5.02	7.30 A M Dp	9.02	11.32	6.22	1.00 P M Dp	5.32	4.12	5.00 P M Dp	9.45 A M Dp	8.00 A M Dp		CHICAGO DEPOT	85	5.00 A M Ar	10.30 A M Ar	4.00 P M Ar	7.30 P M Ar	9.00 A M Ar	7.15 A M Ar	7.55 A M Ar	8.25 A M Ar	2.20 P M Ar	7.10 P M Ar			CHICAGO.	
URN AVE	*11.20	*7.55	4.45	5.15	*7.42	9.15	11.45	6.35	*1.12	*5.45	*4.25	*5.12	*5.97	*8.12	2.5	CLYBOURNE AVE	82.5	4.45	10.18	3.48	7.18	8.45	7.00	7.53	8.23	3.40 P M Ar	2.18	7.08	4.00 A M Ar	3.15 P M Ar	CHICAGO.	
PLAIN	*11.33	*8.10	5.01	5.22	*7.46	*9.22	*6.42	*11.52	*1.21	*5.52	*4.32	*5.18	*10.02	*8.17	5.3	BELLE PLAINE	79.7	*4.33	*10.11	*3.43	*7.10	*8.39	*7.32	*8.03	*3.17	*3.27	*2.05	6.55	3.45	3.00	CLYBOURNE.	
NSWOOD	*11.34	*8.14	5.04	5.25	*7.47	9.23	11.53	6.45 Mt No 22	1.22	*5.53	*4.33	*5.19	*10.03	*8.18	5.8	RAVENSWOOD	79.2	*4.31	*10.09	*3.42	*7.09	*8.38	*6.51	*7.31	*8.00	*3.16	1.57	6.46	*3.27	*2.37	RAVENSWOOD.	
SEHILL	*11.40	*8.25	5.15	5.31	*7.52	9.29	11.58	6.50	1.27	*5.58	*4.37	*5.23	*10.05 Mt No 4	*8.23	7.7	ROSEHILL	77.3	*4.23	10.05 Mt No 3	*3.39	*7.06	*8.36	*6.45	*7.26	*7.55	3.09	1.52	6.37	*3.13	2.15	ROSEHILL.	
AS PARK	*11.43	*8.30	5.20	5.34	*7.54	9.33	*12.02 P M	*6.54	*1.29	*6.02	*4.40	*5.25	*10.08	*8.26	9.1	ROGERS PARK	75.9	*4.17	*10.00	*3.36	*7.04	*8.33	*6.40	*7.21	*7.51	*3.03	1.48	6.33	*3.02	*2.04	ROGERS PARK.	
LEVARY	*11.49	*8.40	5.30	5.37	*7.56	9.37	12.04	6.57	1.34	*6.05	*4.42	*5.28	*10.09	*8.29	10.2	CALVARY	74.8	*4.13	*9.57	*3.34	*7.02	*8.32	*6.37	*7.18	*7.48	2.59	1.45	6.30	*2.57	1.54	CALVARY.	
EVANSTN	*11.52	*8.45	5.33	5.40	*7.57	9.38	12.06	7.00 Mt No 8	1.35	*6.07	*4.45	*5.29	*10.10	*8.31 Mt No 10	10.8	SOUTH EVANSTN	74.2	*4.10	9.55	*3.33	7.00 Mt No 13	8.31 Mt No 1	6.35	7.16	7.46	2.56	1.43	6.28	*2.54	1.50	SOUTH EVANSTN.	
INSTON	11.55	8.50	5.45	5.45 P M Ar	8.02	9.42	12.08	7.03	1.40 Mt No 20 & 26	6.10 Mt No 22	4.49	5.31	10.12	8.35	11.8	EVANSTN	73.2	4.06	9.51	*3.31	6.55	8.26	6.32	7.14	7.43	2.55 P M Dp	1.40 Dp	1.40 Dp	6.25 P M Dp	6.25 P M Dp	EVANSTN.	
EVANSTN	*12.02 A M	*8.57	*6.00		*8.04	9.46	12.11	7.06		6.14	*4.52	*5.35	*10.14	*8.37	13.1	NORTH EVANSTN	71.9	*4.00	*9.47	*3.29	*6.51	*8.22	6.28	7.11	7.39	1.36	2.40	*1.05			NORTH EVANSTN.	
METTE	12.06	*9.03	6.21 Ar Mt No 21	6.26 Dp 12	*8.05	9.48	12.13	7.08		6.17	*4.54	*5.37	*10.16	*8.41	14	WILMETTE	71	*3.57	*9.45	*3.27	6.48	8.20	6.26 Mt No 23	7.08	7.36	1.34	2.34	12.59			WILMETTE.	
NETKA	12.18	*9.17	6.03 Dp 14	*8.09	9.56	12.20	7.15		6.27	5.00	*5.43	*10.19	8.50	16.5	WINETKA	68.5	*3.46	*9.40	*3.23	6.41	8.17	6.18	7.03 Mt No 23	7.31	1.28	2.20	12.42			WINETKA.		
E SIDE	*12.21	*9.23	*7.05	*8.10	9.59	12.22	*7.17		*6.31	*5.02	*5.45	*10.20	*8.52	17.5	LAKESIDE	67.5	*3.42	*9.38	*3.21	*6.40	*8.14	*6.16	6.59	*7.28	1.26	2.13	*12.35			LAKESIDE.		
ENCOE	12.28	*9.31	7.20 Ar Mt	*8.13	10.02	12.25 Mt No 26	7.21		6.36 Mt No 8	5.05	*5.48	*10.22	8.57	18.9	GLENCOE	66.1	*3.36	*9.37	*3.19	6.36 Mt No 9	8.12	6.12	6.55	7.25 Mt No 23	1.22	2.05	12.25 Dp Mt	12.20 P M Ar	GLENCOE.			
AND PARK	12.47	*9.55	7.58 Ar Mt	8.21	10.15 P M Ar	12.35	7.31		6.46	5.14	5.57	10.30	9.07	22.9	HIGHLAND PARK	62.1	3.18	9.29	*3.12	6.28	8.03 Mt No 23	6.00 A M Dp	6.44	7.11	1.12	*1.40	11.57			HIGHLAND PARK.		
HWOOD	*12.53	*10.05	*8.10	*8.23		*12.38	7.35		6.50	5.16	*6.00	*10.31	*7.11	24.2	HIGHWOOD	60.8	*3.13	*9.27	*3.09	*6.25	8.90	6.41	*7.08	*7.0	1.0	*1.33	*11.46			HIGHWOOD.		
FOREST	1.10 Mt No 24	*10.30	8.43	*8.30		12.50 P M Ar	7.45 P M Ar		6.58	5.25	6.08	10.38	9.21 Mt No 4	28.	LAKE FOREST	57	2.58	9.21 Mt No 1	3.03	6.16	7.52	6.30 A M Dp	7.01	1.00 P M Dp	1.10 Mt No 27	11.34					LAKE FOREST.	
KLAND	1.20	*10.45	9.07 Ar Mt No 21	9.26 Dp 1	*8.34		7.02		5.30	*6.13 Mt No 8	*10.42	9.26 Ps No 23	30.1	2.5	ROCKLAND	54.9	*2.48	9.12 Mt No 23	*2.57	6.13 Mt No 5	*7.47		*6.57			*12.35 A M	11.25		ROCKLAND.			
KEGAN	1.45	11.55 Mt No 24	10.15 Ar Mt No 20	11.00 Dp 3					7.15 P M Ar	5.42	6.27	10.52 Mt No 26 Ps No 23	9.40	35.6	WAUKEGAN	49.4	2.25	8.57	2.46	6.00	7.35			6.45 A M Dp			11.55 Mt No 25	11.00 Dp Mt No 25	WAUKEGAN.			
FLORA	*1.50	*12.01 A M	*11.07						*5.43	*6.28	*10.55	*7.42	37.3	GLEN FLORA	47.7	*2.20	*8.52	*2.40	*5.54	*7.30							*11.50	*10.32		GLEN FLORA.		
NTON	2.10 Mt No 2	12.35	1																													

SPECIAL RULES.

Double Track Between Chicago Avenue and Clybourn Avenue.

1. Trains or Engines of the Wisconsin and Milwaukee Divisions, between Chicago Avenue and Clybourn Avenue, going North, will use the westerly track, and going South the easterly track, and will reduce speed to six miles per hour when approaching the switches connecting the single track with the double track.

2.

When the large targets at Chicago Avenue and at Clybourn Avenue are in a horizontal position, trains on this Division will stop two hundred feet distant from the switches, and will not proceed until the target has been changed to a perpendicular position; and when the targets are in a perpendicular position, they will give the trains upon this Division the right to proceed on to or off from the double track. By night, the position of the targets will be indicated by green lights.

3.

In case trains upon both Divisions, and both trains going North, arrive at the Chicago Avenue switches at or near the same time, the signal-man will place the target in position to stop the train on this Division, and allow the train on the Wisconsin Division to proceed.

4.

In case trains upon both Divisions, and both trains going South, arrive at the Clybourn Avenue switches at or near the same time, the signal-man will place the target in position to stop the train on the Wisconsin Division, and allow the train on this Division to proceed.

5.

In case trains upon both Divisions, going in different directions, arrive at the Chicago Avenue or Clybourn Avenue switches at or near the same time, the signal-man will place the target in position to stop the train going South, and allow the train going North to pass first.

6.

All trains are required to consume the full space of time allowed them per time table in running between Chicago Station and Clybourn Avenue switches, and will in no case make up lost time between those points. Great care must be used in crossing streets and highways, and passing curves within the city.

7.

No Railroad Company shall cause or allow the whistle of any Locomotive Engine to be sounded within the city, except necessary back 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.

8.

The bell of each Locomotive Engine shall be rung continually while running within said city.

9.

All trains or engines will come to a full stop before crossing the track of the Milwaukee & St. Paul Railroad at Bay View.

10.

All trains will come to a full stop within six hundred feet of Milwaukee Draw-bridge before crossing.

11.

Speed, in the city of Kenosha, over Racine Bridge and Milwaukee Piling, must not exceed six miles per hour.

12.

All trains must come to a full stop before crossing other Railroads, and within four hundred feet of them.

13.

In the State of Wisconsin, any Train upon either Road, arriving at the crossing first, will cross ahead; but no Train or Engine must cross another Railroad at a rate of speed exceeding six miles an hour.

14.

In all incorporated cities [in Wisconsin], Railroad Companies shall cause the Bell on the Engine to be rung before crossing any of the streets of a city—and their Trains shall not go faster, until the same shall have passed all traveled streets of said city, than at the rate of six miles per hour."—(Statute Law.)

15.

Between Chicago and Milwaukee, Passenger trains going North have the right to the Road for thirty minutes beyond their time as per Time Table, after which time they will keep out of the way of Passenger Trains going South.

16.

Between Milwaukee and Chicago, Passenger Trains going South will wait for delayed Passenger Trains going North until said Passenger Trains going North are forty minutes behind time at any Station, after which time Passenger Trains going South have the right to the Road over Passenger Trains going North, but must not make up any of the time lost in waiting, until the delayed Trains are passed.

17.

Between Chicago and Milwaukee, Freight Trains going North have the right to the Road, over Freight Trains going South, for one hour beyond their time as per Time Table.

18.

Between Milwaukee and Chicago, Freight Trains going South will wait for delayed Freight Trains going North, until said Freight Trains going North are one hour and ten minutes behind time at any Station, after which time Freight Trains going South have the right to the Road over Freight Trains going North, but must not make up any of the time lost in waiting, until the delayed Trains are passed.

19.

When arriving and leaving time are both given for Trains going North at meeting points, Trains coming South acquire the right of road, as per Rule 18, when said Trains going North are one hour and ten minutes behind their arriving time.

20.

When a train of any class is eight hours or more behind its time at any station, it loses all its rights, and must be kept out of the way of all regular trains, and proceed with extreme caution, keeping a sharp lookout for Wood and Construction Trains in both directions.

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