

CHICAGO & NORTH WESTERN RAILWAY

WISCONSIN DIVISION

TIME TABLE

No. 434

Effective Sunday, September 29, 1946

**AT 2:01 A. M.
CENTRAL TIME**

**For the Government and In-
formation of employes only.**

**F. J. BYINGTON, General Manager
L. B. KENDALL, Assistant General Manager
H. A. PARISH, Superintendent**

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**For the Government and In-
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**F. J. BYINGTON, General Manager
L. B. KENDALL, Assistant General Manager
H. A. PARISH, Superintendent**

Between Chicago and Waukegan—Westward

FIRST CLASS							Station Numbers	Distance From Chicago	Subdivision 1 Time Table 434 September 29, 1946	Communicating Office Open Week Days and Holidays	FIRST CLASS					
217	125	303	311	313	149	317					319	321	119	323	333	335
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday			
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	A.M.			
1:30	2:00	5:30	6:45	6:53	7:30	7:33	0	.....	..... CHICAGO	Continuous	7:38	7:41	7:50	7:52	8:01	8:02
1:35	2:05	5:35	6:50	6:58	7:34	7:38	....	1.81	..... DIVISION ST.		7:44	7:47	7:54	7:57	8:06	8:07
1:38	2:07	5:37	6:52	7:01	7:35	7:40	501	2.94	..... CLYBURN		7:46	7:49	7:56	7:59	8:10	8:08
1:39	2:08	5:38	6:53	7:02	7:36	7:41	503	3.49	..... DEERING		7:47	7:50	7:57	8:00	8:11	8:09
		5:40	6:54				504	4.55	..... BELMONT AVE.							
		5:42					505	5.51	..... CUYLER						8:14	
		5:44	6:58				506	6.23	..... RAVENSWOOD- WILSON AVE.				8:01	8:17		
		5:46	7:00				507	7.07	..... SUMMERDALE					8:20		
		5:47					509	7.78	..... ROSE HILL							
							510	8.36	..... KENMORE						8:24	
		5:51	7:04				511	9.35	..... ROGERS PARK				8:06	8:27		
							512	10.30	..... CALVARY							
1:48	2:17	5:53	7:07	7:15	7:41	7:52	513	11.02	..... MAIN STREET	See Note below	7:58	8:01	8:08	8:11	8:30	8:23
							515	11.53	..... DEMPSTER ST.							
1:49	2:22	5:55	7:10	7:20	7:42	7:53	514	12.05	..... EVANSTON		8:01	8:04	8:11	8:13	8:35	8:25
		6:15		A.M.			516	13.35	..... CENTRAL ST.		A.M.	A.M.	8:12	A.M.	8:38	8:30
1:51	2:25	6:18	7:13		7:45		517	14.34	..... WILMETTE	See Note below			8:13	8:46	8:32	
1:52	2:27	6:24	7:15		7:46		518	15.17	..... KENILWORTH					8:49		
		6:28	7:17				520	15.80	..... INDIAN HILL							
			7:19				519	16.72	..... WINNETKA	6:45 a.m. to 2:45 p.m. 3:30 p.m. to 11:30 p.m.			8:17	8:54	8:37	
		6:36	7:22			8:02	521	17.76	..... HUBBARD W'DS.					8:56		
			7:25				523	19.18	..... GLENCOE					9:04		
		6:42	7:28				526	20.60	..... BRAESIDE							
			7:31				525	21.58	..... RAVINIA					9:09		
			7:34				527	23.18	..... HIGHLAND PARK	6:30 a.m. to 10:30 p.m.			8:27	9:17		
2:01	2:37	6:54	7:37		7:53		528	24.51	..... HIGHWOOD							
		7:01	7:40				529	25.70	..... FT. SHERIDAN				8:31			
			7:42				531	28.31	..... LAKE FOREST	6:30 a.m. to 6:00 p.m.			8:35	9:30		
		7:13	7:46				532	30.24	..... LAKE BLUFF	Continuous			8:38	9:33		
2:08	2:46	7:20	7:50		7:58		549	32.21	..... GREAT LAKES					9:35		
			8:00				533	33.22	..... NORTH CHICAGO				8:42	9:38		
		7:30	8:07				534	35.94	..... WAUKEGAN	Continuous			8:46	9:48		
2:16	3:01	7:35	8:15		8:02				..... KENOSHA							
A.M.	A.M.	A.M.	A.M.		A.M.											
			8:37													
			A.M.													

Nos. 125, 313, 317, 319, 321, 323 and 335 will not carry passengers.
Nos. 311 and 333 except Saturdays will stop at platform, 8/10 mile west of North Chicago.

No. 317 will reduce speed to fifteen miles per hour over Kenilworth Ave. crossing at east end of Kenilworth station.
On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 217, 119 and 149 will also run on above days.

No. 149 will not carry passengers locally Chicago to Evanston.

No. 303 operates extra Evanston to Weber and return for accommodation of employees.

No. 335 will pass No. 333 between Carpenter St. and Division St.
Communicating Office { 7:00 a.m. to 9:00 p.m. except Sat., Sun. and Holidays.
Main St. Tower, open { 7:00 a.m. to 3:00 p.m. Saturday only.

Canal Tower open Continuous.

Wilmette Tower open... { 6:00 a.m. to 2:00 p.m., and 2:45 p.m. to 9:00 p.m.,
except Sundays and Holidays.
2:45 p.m. to 9:00 p.m. Sundays and Holidays.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF No. 149 NOT LESS THAN TEN MINUTES BETWEEN CHICAGO AND WILMETTE AND NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE.

Between Chicago and Waukegan—Westward

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FIRST CLASS								Subdivision 1 Time Table 434 September 29, 1946	FIRST CLASS							
151	339	345	W 153	349	W 155	361	401		C 365	367	W 209	371	W 107	W 377		
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	DAILY		Daily except Sunday	Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	Daily ex. Sun. & Holiday	Daily ex. Sat. & Sun.		
A.M. 9.45	A.M. 9.47	A.M. 11.05	A.M. 11.15	P.M. 12.20	P.M. 1.30	P.M. 1.32	..... CHICAGO.....	P.M. 2.45	P.M. 3.05	P.M. 3.20	P.M. 4.10	P.M. 4.12	P.M. 4.15	P.M. 4.47	
9.49	9.51	11.09	11.19	12.24	1.34	1.37	..... DIVISION ST..... <small>1.81</small>	2.49	3.09	3.25	4.14	4.16	4.20	4.52	
9.50	9.53	11.11	11.20	12.26	1.35	1.39	..... CLYBOURN..... <small>1.13</small>	2.50	3.11	s 3.27	4.15	4.18	4.22	s 4.54	
9.51	9.54	11.12	11.21	12.27	1.36	1.40	..... DEERING..... <small>0.55</small>	2.51	3.12	3.28	4.16	4.19	4.23	4.55	
							..... BELMONT AVE..... <small>1.06</small>			s 3.30					
							..... CUYLER..... <small>0.96</small>			s 3.32		s 4.22			
	s 9.58	s 11.16				s 1.43	..... RAVENSWOOD-WILSON AVE..... <small>0.72</small>			s 3.34		s 4.23			
							..... SUMMERDALE..... <small>0.84</small>			s 3.36		s 4.25			
							..... ROSE HILL..... <small>0.71</small>			s 3.38		s 4.26			
							..... KENMORE..... <small>0.66</small>			s 3.40		s 4.27			
	s 10.03	s 11.21					..... ROGERS PARK..... <small>0.99</small>			s 3.42		s 4.29			
							..... CALVARY..... <small>0.95</small>								
9.56	s 10.06	s 11.24	11.26	s 12.35	1.41	s 1.48	..... MAIN STREET..... <small>0.72</small>	2.56	s 3.19	s 3.45	4.21	s 4.33	4.30	5.03	
							..... DEMPSTER ST..... <small>0.51</small>			s 3.47					
	s 9.57	s 10.12	s 11.32	s 11.27	s 12.38	s 1.42	..... EVANSTON..... <small>0.52</small>	s 2.57	s 3.22	s 3.49	s 4.22	s 4.36	s 4.32	5.04	
10.00	s 10.15	s 11.35	11.30	s 12.41	1.45	s 1.57	..... CENTRAL ST..... <small>1.30</small>	3.00	s 3.25	s 3.52	4.25	s 4.40	4.34	5.05	
10.01	s 10.18	s 11.38	11.31	s 12.43	1.46	s 2.00	..... WILMETTE..... <small>0.99</small>	3.01	s 3.28	s 3.54	4.26	s 4.43	4.35	5.06	
	s 10.21	s 11.39		s 12.46		s 2.02	..... KENILWORTH..... <small>0.88</small>		s 3.30	s 3.56		s 4.46			
				s 12.48		s 2.05	..... INDIAN HILL..... <small>0.63</small>		s 3.32	s 3.58		s 4.48			
10.03	s 10.25	s 11.45		s 12.51		s 2.08	..... WINNETKA..... <small>0.92</small>		s 3.35	s 4.01		s 4.50	s 4.39	s 5.10	
	s 10.29	s 11.48		s 12.54		s 2.11	..... HUBBARD W'DS..... <small>1.04</small>		s 3.38	s 4.04		s 4.53	s 4.42	s 5.13	
	s 10.33	s 11.52		s 12.56		s 2.14	..... GLENCOE..... <small>1.42</small>		s 3.41	s 4.07		s 4.58	s 4.45	s 5.16	
				c 12.58		s 2.17	..... BRAESIDE..... <small>1.42</small>		s 3.44	d 4.10		5.00		s 5.19	
		11.56		d 1.01		s 2.20	..... RAVINIA..... <small>0.98</small>		s 3.46	s 4.12		s 5.03		s 5.22	
10.08	s 10.38	s 11.59	11.38	s 1.05	1.53	s 2.25	..... HIGHLAND PARK..... <small>1.60</small>	3.08	s 3.50	s 4.15	4.33	s 5.06	s 4.51	s 5.26	
		s 12.04		c 1.07		s 2.28	..... HIGHWOOD..... <small>1.33</small>			s 4.18				s 5.29	
	s 10.42	s 12.08		d 1.09		s 2.31	..... FT. SHERIDAN..... <small>1.19</small>		d 3.55	d 4.20		d 5.11	4.54	d 5.32	
	s 10.48	s 12.12		s 1.13		s 2.36	..... LAKE FOREST..... <small>2.61</small>		s 4.01	s 4.24		s 5.14	s 4.58	s 5.37	
10.13	s 10.52	s 12.19	11.43	d 1.16	1.58	s 2.40	..... LAKE BLUFF..... <small>1.93</small>	3.13	s 4.05	s 4.29 4.39	4.38	s 5.18	5.00	s 5.41	
	s 10.54	12.21		d 1.19		f 2.42	..... GREAT LAKES..... <small>1.97</small>					s 5.02			
	s 10.57	s 12.24		d 1.22		s 2.45	..... NORTH CHICAGO..... <small>1.01</small>			s 4.44		s 5.23	s 5.04		
10.17 A.M.	11.04 A.M.	s 12.30 P.M.	s 11.50 A.M.	1.28 P.M.	2.02 P.M.	s 2.50 P.M.	..... WAUKEGAN..... <small>2.72</small>	3.17 P.M.	s 4.19 P.M.	4.50 P.M.	4.42 P.M.	5.29 P.M.	s 5.11 P.M.	s 5.50 P.M.	
		12.50 P.M.				s 3.19 P.M.	..... KENOSHA.....		4.39 P.M.					6.15 P.M.	

W Indicates trains using Track No. 2 Deering to Wilmette Interlocking Plant, as per rule page 39.

C Indicates trains using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 39.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF Nos. 151, 153, 155, 401 AND 209 NOT LESS THAN TEN MINUTES BETWEEN CHICAGO AND WILMETTE AND NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE.

Nos. 151, 153, 155, 401 and 209 will not carry passengers locally between Chicago and Evanston.

No. 345 Saturday only will make D Stop at Ravinia and will stop on signal for passengers at Great Lakes.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday schedules.

Nos. 151, 153, 155 will also run on above days.

No. 107 will not run on above days.

No. 371 will stop at Braeside on Saturdays.

No. 361 will use track No. 1 and stop at Ravenswood-Wilson Ave. except Saturday. On Saturdays will operate on track No. 2, Deering to Main St. and will not stop at Ravenswood-Wilson Ave.

No. 209 will pass No. 367 at Lake Bluff.

No. 107 will stop at Ft. Sheridan on signal to receive revenue passengers.

Between Chicago and Waukegan—Westward

FIRST CLASS								Subdivision 1 Time Table 434 September 29, 1946	FIRST CLASS							
379	C 375	W 381	383	C 385	M 387	W 389	391		M 393	W 395	397	M 399	W 439	M 441	443	W 211
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 except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	DAILY	
P.M. 4.50	P.M. 4.52	P.M. 5.10	P.M. 5.12	P.M. 5.14	P.M. 5.17	P.M. 5.20	P.M. 5.23	.... CHICAGO....	P.M. 5.29	P.M. 5.35	P.M. 5.37	P.M. 5.41	P.M. 5.48	P.M. 5.51	P.M. 5.55	P.M. 6.00
4.55	4.56	5.14	5.17	5.19	5.22	5.25	5.28	... DIVISION ST... -1.81	5.33	5.39	5.42	5.46	5.52	5.55	6.00	6.05
s 4.57	s 4.59	5.16	5.18	5.21	5.24	s 5.27	s 5.30	... CLYBOURN... -1.13	s 5.35	5.41	s 5.44	5.48	5.54	5.57	6.01	6.08
4.58	5.00	5.17	5.19	5.22	5.25	5.28	5.31	.... DEERING.... -0.55	5.36	5.42	5.45	5.49	5.55	5.58	6.02	6.09
s 5.00			s 5.21					.. BELMONT AVE... -1.06			s 5.48				s 6.04	
s 5.03			s 5.23				s 5.34	..... CUYLER..... -0.96			s 5.51				s 6.07	
s 5.06			s 5.26				s 5.37	.. RAVENSWOOD- WILSON AVE... -0.72			s 5.55				s 6.10	
s 5.09			s 5.29				s 5.40	... SUMMERDALE... -0.84			s 5.58				s 6.13	
s 5.11			s 5.31				s 5.42	.... ROSE HILL.... -0.71			s 6.01				s 6.15	
s 5.13			s 5.34				s 5.45	.... KENMORE.... -0.58			s 6.04				s 6.17	
s 5.16			s 5.37				s 5.48	.. ROGERS PARK... -0.90			s 6.07				s 6.20	
							s 5.51	.... CALVARY.... -0.95							s 6.23	
s 5.20	s 5.08	5.26	5.40	5.30	s 5.35	5.36	5.53	... MAIN STREET... -0.72	s 5.46	5.49	s 6.11	s 5.58	6.02	s 6.06	6.24	6.18
s 5.22			s 5.43		s 5.38			.. DEMPSTER ST... -0.51	s 5.49			s 6.00		s 6.08		
5.24 P.M.	s 5.11	5.27	5.46 P.M.	5.31	5.40 P.M.	5.37	5.56 P.M.	.... EVANSTON.... -0.52	s 5.52	5.50	6.14 P.M.	s 6.03	6.03	s 6.11	6.26 P.M.	s 6.20
	s 5.14	5.28		s 5.34		5.39		... CENTRAL ST... -1.30	s 5.55	5.51		s 6.07	6.04	s 6.14		6.22
	s 5.16	5.29		s 5.37		s 5.41		.... WILMETTE.... -0.90	s 5.58	5.52		s 6.10	6.05	s 6.17		6.25
	s 5.18					s 5.43		... KENILWORTH... -0.83	s 6.01			s 6.07	s 6.19			
	s 5.20					s 5.46		... INDIAN HILL... -0.63	s 6.03			s 6.13	6.08	s 6.21		
	s 5.24			s 5.42		s 5.49		.... WINNETKA.... -0.92	s 6.06	s 5.56		6.16 P.M.	s 6.10	6.24 P.M.		6.29
						s 5.52		.. HUBBARD W'DS.. -1.04		s 5.59		s 6.13				
	5.29			s 5.48		s 5.55		.... GLENCOE.... -1.42	s 6.10	6.02		s 6.16				
				s 5.51		s 5.57		.... BRAESIDE.... -1.42		s 6.05		s 6.19				
				s 5.53		s 5.59		.... RAVINIA.... -0.98	s 6.15	6.07		s 6.22				
	5.35	s 5.40		5.56 P.M.		6.02 P.M.		.. HIGHLAND PARK.. -1.60	6.18 P.M.	s 6.10		s 6.25				6.37
								.... HIGHWOOD.... -1.32		s 6.14						
								.. FT. SHERIDAN.. -1.19				s 6.29				
	s 5.42	s 5.49						.... LAKE FOREST... -2.61		s 6.20		s 6.34				6.44
	5.45	5.53						.... LAKE BLUFF... -1.93		s 6.23		s 6.38				6.47
								.... GREAT LAKES... -1.97								
		s 5.59						.... NORTH CHICAGO.. -1.01				6.42				
	5.55 P.M.	s 6.05 P.M.						.... WAUKEGAN.... -2.72		s 6.32 P.M.		6.47 P.M.				6.55 P.M.
		6.30 P.M.						.... KENOSHA....		6.54 P.M.						

M Indicates train using Track No. 2 Deering to Main Street, as per rule page 39.

C Indicates train using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 39.

W Indicates train using Track No. 2 Deering to Wilmette Interlocking Plant, as per rule page 39.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday schedules.

No. 211 will carry passengers locally from Chicago to Evanston on Sundays and Holidays only.

No. 211 will stop on signal at Winnetka for revenue passengers beyond Milwaukee.

No. 395 on Saturdays will stop at Wilmette and Kenilworth.

Between Chicago and Waukegan—Westward

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FIRST CLASS							Subdivision 1 Time Table 434 September 29, 1946	FIRST CLASS							
M 445	W 161	449	461	467	121	469		C 163	C 471	C 405	487	W 801	C 803	C 805	M 807
Daily ex. Sat. & Sun.	DAILY	Daily except Sunday	DAILY	Daily except Sunday	DAILY	Daily except Sunday		Daily ex. Sat. & Sun.	Daily except Sunday	DAILY	DAILY	Saturday only	Saturday only	Saturday only	Saturday only
P.M. 6.02	P.M. 6.30	P.M. 6.35	P.M. 8.00	P.M. 8.55	P.M. 9.30	P.M. 9.49	..... CHICAGO.....	P.M. 10.00	P.M. 10.24	P.M. 11.00	P.M. 11.40	P.M. 12.15	P.M. 12.20	P.M. 12.25	P.M. 12.36
6.07	6.35	6.40	8.05	9.00	9.35	9.54	..... DIVISION ST....	10.04	10.29	11.05	11.44	12.20	12.25	12.30	12.40
s 6.09	6.37	6.42	s 8.07	s 9.02	9.36	s 9.57	..... CLYBOURN....	10.05	10.31	11.07	11.46	s 12.22	12.27	12.32	12.42
6.10	6.38	6.43	8.08	9.03	9.37	9.58	..... DEERING.....	10.06	10.32	11.08	11.47	12.23	12.28	12.33	12.43
		s 6.45					..... BELMONT AVE....								
							..... CUYLER.....					s 12.26			
			s 6.47	s 8.12	s 9.07	s 10.02	..... RAVENSWOOD- WILSON AVE....	s 10.36		s 11.51	s 12.30				
			s 6.50	s 8.14	s 9.09	s 10.05	..... SUMMERDALE....	s 10.38		s 11.53	s 12.33				
			s 6.52				..... ROSE HILL....				s 12.35				
			s 6.54	s 8.17	s 9.12	s 10.08	..... KENMORE.....	s 10.41		s 11.56	s 12.37				
			s 6.57	s 8.19	s 9.14	s 10.10	..... ROGERS PARK..	s 10.43		s 11.58	s 12.40				
							..... CALVARY.....				s 12.43				
s 6.20	6.45	s 7.01	s 8.22	s 9.17	9.45	s 10.13	..... MAIN STREET...	10.11	s 10.46	11.17	s 12.01	s 12.45	12.36	12.39	s 12.52
s 6.22		s 7.03				s 10.15	..... DEMPSTER ST...					s 12.47			s 12.54
s 6.24	s 6.47	s 7.05	s 8.26	s 9.20	s 9.47	s 10.17	..... EVANSTON.....	s 10.12	s 10.51	s 11.18	s 12.04	12.49	12.37	s 12.41	s 12.56
s 6.27	6.49	s 7.08	s 8.29	s 9.23	9.49	s 10.20	..... CENTRAL ST....	10.15	s 10.54	11.20	s 12.07	- P.M. -	12.39	s 12.44	s 12.58
s 6.29	6.50	s 7.11	s 8.32	s 9.26	9.50	s 10.23	..... WILMETTE....	10.16	s 10.56	11.22	s 12.10		12.40	s 12.47	s 1.00
s 6.31		s 7.14	s 8.34	s 9.28		s 10.25	..... KENILWORTH...		s 10.58		d 12.12			s 12.51	s 1.02
s 6.33		s 7.16	s 8.35	s 9.30		s 10.27	..... INDIAN HILL...		s 11.00		d 12.14			s 12.54	s 1.04
s 6.35	6.53	s 7.19	s 8.37	s 9.32		s 10.29	..... WINNETKA....	s 10.19	s 11.03	s 11.27	s 12.17			s 12.57	s 1.07
s 6.38		s 7.22	s 8.40	s 9.35		s 10.32	..... HUBBARD W'DS..		s 11.06		d 12.20			s 1.00	s 1.10
s 6.41	6.56	s 7.25	s 8.43	s 9.38		s 10.35	..... GLENCOE.....		s 11.09		s 12.23	s 12.47			s 1.13
s 6.44		c 7.28	d 8.47	c 9.41		d 10.38	..... BRAESIDE.....		c 11.12		d 12.25			s 1.03	d 1.15
s 6.47		s 7.31	s 8.50	s 9.43		s 10.41	..... RAVINIA.....		s 11.14		d 12.27			s 1.06	d 1.17
s 6.50	s 7.00	7.34	s 8.54	s 9.46	s 10.00	10.44	..... HIGHLAND PARK.	s 10.28	s 11.17	11.36	s 12.30	s 12.54	1.10	s 1.20	
s 6.53		P.M.	d 8.58	s 9.49		P.M.	..... HIGHWOOD....		c 11.21		c 12.33				s 1.23
			c 9.02	c 9.51			..... FT. SHERIDAN..		c 11.23		c 12.35	d 12.59			
s 7.00	s 7.09		s 9.06	s 9.55	s 10.10		..... LAKE FOREST...	s 10.35	s 11.26	11.42	s 12.39		s 1.04		s 1.28
s 7.04	7.13		s 9.11	s 9.59	10.13		..... LAKE BLUFF...	10.37	c 11.30	11.44	d 12.42		s 1.08		1.31
			s 9.14	s 10.02			..... GREAT LAKES...		s 11.33		c 12.44		1.10		
s 7.10			c 9.17	d 10.04			..... NORTH CHICAGO.				c 12.47		d 1.13		1.34
7.16	s 7.20		9.24	10.09	s 10.22		..... WAUKEGAN....	s 10.45	11.42	s 11.50	12.52	s 1.18			1.38
P.M.	P.M.		P.M.	P.M.	P.M.		..... KENOSHA.....	P.M.	P.M.	P.M.	A.M.	P.M.			P.M.
												1.40			

C Indicates trains using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 39.

W Indicates trains using Track No. 2 Deering to Wilmette Interlocking Plant, as per rule page 39.

On New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules. No. 161 will carry passengers locally from Chicago to Evanston on Sundays and Holidays only.

No. 803 will stop on signal at Great Lakes for passengers.

No. 181 will stop on signal at Winnetka for revenue passengers beyond Milwaukee.

No. 163 will not carry passengers locally from Chicago to Evanston.

No. 405 will not carry passengers locally from Chicago to Evanston or Winnetka.

No. 405 will stop on signal at Highland Park and Lake Forest for revenue passengers for points Eau Claire or beyond.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF No. 163 NOT LESS THAN TEN MINUTES BETWEEN CHICAGO AND WILMETTE AND NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE.

Between Chicago and Waukegan—Westward

FIRST CLASS													SECOND CLASS			
809	811	W 813	815	C 817	819	821	825	W 827	829	831	C 833	Subdivision 1 Time Table 434 September 29, 1946				
Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only				
P.M. 12.55	P.M. 1.23	P.M. 1.35	P.M. 1.38	P.M. 2.00	P.M. 2.21	P.M. 3.20	P.M. 4.40	P.M. 5.14	P.M. 5.17	P.M. 5.55	P.M. 6.04					
	1.00	1.28	1.39	1.42	2.04	2.26	3.25	4.45	5.18	5.21	5.59	6.09	..... CHICAGO.....			
s 1.02	s 1.30	1.41	1.44	2.06	s 2.28	s 3.27	s 4.47	5.20	s 5.23	6.01	s 6.11	..... DIVISION ST....				
1.03	1.31	1.42	1.45	2.07	2.29	3.28	4.48	5.21	5.24	6.02	6.12	..... CLYBURN.....				
			s 1.47			s 3.30						..... DEERING.....				
			s 1.49			s 3.32						..... BELMONT AVE....				
			s 1.52		s 2.33	s 3.35	s 4.52			s 6.06		..... CUYLER.....				
			s 1.54		s 2.36	s 3.37	s 4.55			s 6.09		..... RAVENSWOOD- WILSON AVE....				
			s 1.56		s 3.40	s 4.58						..... SUMMERDALE...				
			s 1.58		s 2.39	s 3.42	s 5.00			s 6.12		..... ROSE HILL.....				
s 1.10		s 2.01	s 2.02		s 2.42	s 3.45	s 5.03			s 6.15		..... KENMORE.....				
												..... ROGERS PARK...				
												..... CALVARY.....				
s 1.14	s 1.39	1.50	s 2.05	s 2.16	s 2.46	s 3.49	s 5.07	5.28	s 5.32	s 6.18	s 6.20	..... MAIN STREET...				
s 1.17	s 1.41				s 2.48	s 3.51			s 5.34	s 6.20		..... DEMPSTER ST...				
s 1.20	s 1.43	1.52	2.08	s 2.19	2.50	3.53	s 5.12	5.29	s 5.37	6.22	s 6.23	..... EVANSTON.....				
s 1.23	s 1.46	1.54	P.M.	s 2.22	P.M.	P.M.	s 5.15	5.30	s 5.40	P.M.	s 6.26	..... CENTRAL ST....				
s 1.25	s 1.49	s 1.55		s 2.24			s 5.19	5.31	5.42	P.M.	s 6.28	..... WILMETTE.....				
s 1.28	s 1.52	s 1.57		s 2.26			s 5.22	s 5.33			s 6.30	..... KENILWORTH...				
s 1.29	s 1.54	s 1.59		s 2.28			s 5.24	s 5.35			s 6.32	..... INDIAN HILL...				
s 1.31	s 1.56	s 2.01		s 2.31			s 5.28	s 5.38			s 6.35	..... WINNETKA.....				
s 1.34	P.M.	s 2.03		s 2.34			d 5.31	s 5.41			s 6.38	..... HUBBARD W'DS..				
s 1.37		s 2.05		s 2.38			d 5.34	s 5.44			s 6.41	..... GLENCOE.....				
s 1.40		s 2.07		s 2.41			d 5.37	s 5.47			s 6.44	..... BRAESIDE.....				
s 1.43		s 2.10		s 2.43			d 5.39	s 5.49			s 6.46	..... RAVINIA.....				
1.46		s 2.13		s 2.47			5.42	s 5.52			s 6.49	..... HIGHLAND PARK.				
P.M.		s 2.15		s 2.49			P.M.	s 5.55			c 6.52	..... HIGHWOOD.....				
		c 2.18						d 5.57				..... FT. SHERIDAN..				
		s 2.24		s 2.56				s 6.01			s 6.58	..... LAKE FOREST...				
		s 2.28		s 3.01				s 6.05			s 7.02	..... LAKE BLUFF...				
		s 2.34		s 3.05				s 6.09			s 7.07	..... GREAT LAKES...				
		2.40		3.10				6.14			s 7.12	..... NORTH CHICAGO.				
		P.M.		P.M.				P.M.			P.M.	..... WAUKEGAN....				
											7.32	..... KENOSHA.....				
											P.M.					

C Indicates trains using Track No. 2 Deering to Canal Interlocking Plant, as per rule page 39.

W Indicates trains using Track No. 2 Deering to Wilmette Interlocking Plant, as per rule page 39.

Between Chicago and Waukegan—Westward

6

FIRST CLASS										Subdivision 1 Time Table 434 September 29, 1946	Communicating Office Open Sundays	SECOND CLASS			
417	167	837	239	843	845	223	165	875	285						
Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday & Holiday only	Sunday only	Sunday only	DAILY						
A.M. 1.30	A.M. 8.00	A.M. 8.14	A.M. 9.30	P.M. 12.20	P.M. 2.10	P.M. 5.15	P.M. 8.45	P.M. 10.01	..... CHICAGO.....	Continuous				
1.35	8.04	8.19	9.34	12.25	2.15	5.20	8.49	10.05	..... DIVISION ST....					
1.38	8.05	8.21	9.35	12.27	2.17	5.22	8.50	10.07	..... CLYBOURN....					
1.39	8.06	8.22	9.36	12.28	2.18	5.23	8.51	10.08	..... DEERING.....					
									..... BELMONT AVE... 1.06					
									..... CUYLER..... 0.96					
									..... WILSON AVE... 0.72					
									..... SUMMERDALE... 0.84					
									..... ROSE HILL.... 0.71					
									..... KENMORE..... 0.58					
									..... ROGERS PARK.. 0.99					
									..... CALVARY..... 0.95					
									..... MAIN STREET... 0.72					
									..... DEMPSTER ST... 0.51					
									..... EVANSTON..... 0.52					
									..... CENTRAL ST.... 1.30					
									..... WILMETTE.... 0.99	See note below				
									..... KENILWORTH... 0.83					
									..... INDIAN HILL... 0.63					
									..... WINNETKA.... 0.92	3:30 p.m. to 11:30 p.m.				
									..... HUBBARD W'DS.. 1.04					
									..... GLENCOE..... 1.42					
									..... BRAESIDE..... 1.42					
									..... RAVINIA..... 0.98					
									..... HIGHLAND PARK. 1.60	6:30 a.m. to 10:30 p.m.				
									..... HIGHWOOD.... 1.33					
									..... FT. SHERIDAN.. 1.19					
									..... LAKE FOREST... 2.61	6:30 a.m. to 6:00 p.m.				
									..... LAKE BLUFF... 1.93	Continuous				
									..... GREAT LAKES... 1.97					
									..... NORTH CHICAGO. 1.01					
									..... WAUKEGAN.... 2.72	Continuous				
s 2.16 A.M.	s 8.35 A.M.	9.33 A.M.	s 10.02 A.M.	1.30 P.M.	s 3.28 P.M.	s 6.21 P.M.	s 9.30 P.M.	11.10 P.M.							

Via Sub-Div. 1B & 1C

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 417, 167, 239 and 165 will not run on above days.

No. 223 will run on above days and will stop at Clybourn on above Holidays.

No. 417 will stop at Evanston for U. S. Mail.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 167, 239 AND 165 NOT LESS THAN TEN MINUTES BETWEEN CHICAGO AND WILMETTE AND NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE.

Communicating Office at—

Canal Tower open..... Continuous Sundays.

Wilmette Tower open... 2:45 p.m. to 9:00 p.m. Sundays and Holidays.

No. 401 will pass No. 845 at Lake Bluff.

Between Waukegan and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table 434 September 29, 1946	FIRST CLASS						
244	224	302	162	212	312	318	326		330	334	338	344	406	346	
Monday only	Daily except Monday	Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	
A.M. 2:35	A.M. 3:35	A.M. 6:35	A.M. 6:45	A.M. 7:15	A.M. 7:30	A.M. 7:35	.... CHICAGO	A.M. 7:45	A.M. 7:54	A.M. 8:03	A.M. 8:07	A.M. 8:10	A.M. 8:15	A.M. 8:17
2:28	3:30	6:30	6:39	7:06	7:25	7:30	... DIVISION ST. ...	7:40	7:49	7:58	8:02	8:05	8:08	8:11	
2:26	3:28	6:28	6:37	7:03	7:22	7:27	... CLYBURN ...	7:38	7:46	7:55	7:59	8:03	8:06	8:09	
2:25	3:27	6:27	6:36	7:02	7:20	7:26	... DEERING ...	7:37	7:45	7:54	7:58	8:02	8:05	8:08	
		6:26			7:17		... BELMONT AVE. ...			7:52				8:05	
		6:24			7:14		... CUYLER ...	7:34	7:49					8:02	
		6:22	6:31		7:12		... RAVENSWOOD-WILSON AVE. ...	7:31	7:46					8:00	
		6:19			7:09		... SUMMERDALE ...	7:28	7:43					7:57	
		6:16			7:06		... ROSE HILL ...	7:25	7:40					7:54	
		6:14			7:03	7:18	... KENMORE ...	7:23	7:38					7:52	
							... ROGERS PARK ...		7:35					7:49	
							... CALVARY ...		7:32						
2:16	3:19	6:10	6:25	6:51	6:59	7:14	... MAIN STREET ...	7:18	7:36	7:29	7:50	7:53	7:57	7:46	
							... DEMPSTER ST. ...	7:16	7:33			7:50		7:44	
2:14	3:17	6:08	6:23	6:48	6:56	7:11	... EVANSTON ...	7:14	7:31	7:26	7:48	7:48	7:55	7:42	
2:11	3:15	6:06	6:20	6:44	6:53	7:07	... CENTRAL ST. ...	A.M. -	7:28	7:23	7:46	7:45	7:49	7:39	
2:09		6:04	6:19	6:42	6:50	7:05	... WILMETTE ...		7:25	A.M. -	7:45	7:42	7:48	7:36	
		6:01				7:02	... KENILWORTH ...		7:22			7:39		7:33	
						7:00	... INDIAN HILL ...		7:20			7:36			
2:05		5:59	6:16	6:38	6:46	6:57	... WINNETKA ...		7:18		7:41		7:44	7:30	
		5:56			6:43	6:54	... HUBBARD W'DS. ...		7:15		7:38			7:27	
		5:54			6:40	6:51	... GLENCOE ...		7:12		7:35			7:24	
					6:48		... BRAESIDE ...				7:32				
		5:50			6:36	6:44	... RAVINIA ...		7:05		7:29			7:20	
1:57	3:03	5:47	6:07	6:25	6:33	6:41	... HIGHLAND PARK ...		7:02		7:26		7:29	7:17	
		5:43				6:38	... HIGHWOOD ...				7:21				
		5:38	5:55	6:14		6:32	... FT. SHERIDAN ...		6:58		7:19				
		5:35	5:52	6:10		6:28	... LAKE FOREST ...		6:54		7:15		7:19		
1:47	2:55	5:35	5:52	6:10		6:28	... LAKE BLUFF ...		6:50		7:10		7:15		
		5:30				6:23	... GREAT LAKES ...								
							... NORTH CHICAGO ...				7:05				
1:38	2:45	5:25	5:43	6:01		6:17	... WAUKEGAN ...		6:40		6:59		7:05		
A.M.	A.M.	A.M.	A.M.	A.M.		A.M.	... KENOSHA ...		6:12						
								A.M.							

W Indicates trains using Track No. 2 Wilmette Interlocking Plant to Deering, as per rule page 39.

M Indicates trains using Track No. 2 Main St. Interlocking Plant to Deering, as per rule page 39.

Nos. 224 and 244 will not carry passengers.

Nos. 406 and 212 on Sundays will use Track No. 3 from Wilmette to Canal Interlocking Plant.

No. 162 on Sundays will use Track No. 3 from Wilmette to Deering.

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

No. 406 will stop at Great Lakes and Lake Forest to discharge revenue passengers from Eau Claire and beyond.

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

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

Between Waukegan and Chicago—Eastward

FIRST CLASS								Subdivision 1 Time Table 434 September 29, 1946	FIRST CLASS						
376	W 156	382	386	206	W 158	388	390		214	434	446	160	452	456	454
Daily except Sunday	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 except Sunday	Daily except Sunday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily except Sunday
A.M. 9:50	A.M. 10:20	A.M. 10:25	A.M. 11:50	A.M. 11:59	P.M. 12:50	P.M. 1:00	P.M. 2:25	..... CHICAGO.....	P.M. 2:35	P.M. 3:40	P.M. 5:31	P.M. 5:35	P.M. 5:50	P.M. 6:31	P.M. 6:46
9:45	10:15	10:20	11:45	11:54	12:45	12:55	2:20	..... DIVISION ST....	2:30	3:35	5:26	5:30	5:45	6:26	6:41
s 9:42	10:13	10:18	11:42	11:51	12:43	12:52	2:18	..... CLYBURN.....	2:28	s 3:32	s 5:23	5:28	5:42	6:23	s 6:39
9:41	10:12	10:16	11:41	11:50	12:42	12:51	2:17	..... DEERING.....	2:27	3:31	5:20	5:27	5:41	6:21	6:37
		d10:15						..... BELMONT AVE... 0.06							
								..... CUYLER..... 0.06			s 5:17				s 6:33
								..... RAVENSWOOD- WILSON AVE... 0.72		s 3:27	s 5:15				s 6:31
		s10:11					s 2:13	..... SUMMERDALE... 0.84		s 3:24	s 5:08				s 6:28
		10:09						..... ROSE HILL.... 0.71							
f 9:36								..... KENMORE..... 0.58		s 3:21					s 6:25
		s10:07					s 2:08	..... ROGERS PARK.. 0.99		s 3:18	s 5:04				s 6:22
s 9:34		s10:05	s11:34				s 2:06	..... CALVARY..... 0.95							
								..... MAIN STREET... 0.72	2:21	s 3:15	s 5:00	5:18	5:29	6:07	s 6:18
s 9:30	10:06	s10:02	s11:30	11:42	12:36	s12:31	s 2:02	..... DEMPSTER ST... 0.51							
								..... EVANSTON..... 0.52	s 2:20	s 3:12	s 4:57	s 5:15	5:26 P.M.	6:04 P.M.	s 6:15
s 9:27	s10:05	s 9:59	s11:28	s11:40	s12:35	s12:26	s 1:59	..... CENTRAL ST.... 1.30	2:17	s 3:07	s 4:54	5:12			s 6:12
s 9:24	10:03	s 9:56	s11:25	11:37	12:32	s12:22	s 1:55	..... WILMETTE.... 0.99	2:16	s 3:04	s 4:52	5:11			s 6:10
s 9:21	10:02	s 9:53	s11:22	11:36	12:31	s12:20	s 1:52	..... KENILWORTH... 0.83		s 2:59	s 4:50				s 6:07
s 9:19		s 9:51	s11:20			s12:15	s 1:50	..... INDIAN HILL... 0.63							
s 9:17		s 9:48	s11:18			s12:12	s 1:47	..... WINNETKA.... 0.92			s 2:56	s 4:47			s 6:04
s 9:14		s 9:46	s11:15	11:34		s12:10	s 1:46	..... HUBBARD W'DS.. 1.04			s 2:52	s 4:44			s 6:01
s 9:11		s 9:43	s11:12			s12:07	s 1:43	..... GLENCOE..... 1.42			s 2:49	s 4:41			s 5:57
s 9:08		s 9:40	s11:09			s12:04	s 1:40	..... BRAESIDE..... 1.42							s 5:54
s 9:05		s 9:37	s11:07			s12:00	s 1:36	..... RAVINIA..... 0.98			s 2:43				s 5:53
s 9:02		s 9:35	s11:05			s12:00	s 1:36	..... HIGHLAND PARK. 1.60	2:10	s 2:40	s 4:35	5:02			s 5:50
s 8:58	9:56	s 9:32	s11:02	11:28	12:25	s11:57	s 1:33	..... HIGHWOOD.... 1.33			s 2:34	f 4:32			
		s 9:28	s10:59			s11:54		..... FT. SHERIDAN.. 1.19			s 2:31	s 4:30			s 5:45
f 8:54			s10:56	11:26		s11:51	s 1:29	..... LAKE FOREST... 2.61			s 2:26	s 4:26			s 5:41
s 8:50		s 9:23	s10:53	11:23		s11:47	s 1:26	..... LAKE BLUFF... 1.93	2:05	s 2:20	s 4:22	4:52			s 5:37
s 8:46	9:51	s 9:20	10:50	11:21	12:20	s11:44	s 1:22	..... GREAT LAKES... 1.97			s 2:16	f 4:18			s 5:33
s 8:43		s 9:17	s10:47	11:18		s11:42	s 1:18	..... NORTH CHICAGO. 1.01			s 2:14	s 4:17			s 5:30
		s 9:15	s10:45			s11:40	s 1:15	..... WAUKEGAN.... 2.72	2:00 P.M.	2:07 P.M.	4:12 P.M.	4:40 P.M.			5:25 P.M.
8:37 A.M.	9:46 A.M.	9:10 A.M.	10:40 A.M.	11:14 A.M.	12:15 P.M.	11:35 A.M.	1:10 P.M.	..... KENOSHA..... 3.50			3:50 P.M.				5:05 P.M.

No. 388 on Saturdays will let No. 158 pass at Canal.

No. 160 will stop at Wilmette to discharge revenue passengers from Kenosha and beyond.

Nos. 452 and 456 will not carry passengers.

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

No. 206 will stop at Great Lakes and Fort Sheridan on Sundays to discharge revenue passengers from Milwaukee or beyond.

No. 382 will stop at Summerdale on Saturdays only.

No. 158 on Saturdays will pass No. 388 at Canal.

No. 158 on Saturdays will use Track No. 3, Wilmette to Deering.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 156, 158, 214 and 160 will also run on above days.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 156, 158 AND 214 NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE AND NOT LESS THAN TEN MINUTES BETWEEN WILMETTE AND CHICAGO.

Between Waukegan and Chicago—Eastward

FIRST CLASS										Subdivision 1 Time Table 434 September 29, 1946	Capacity of Siding	SECOND CLASS			
816	820	842	240	846	852	168	220	218	280			284			
Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Daily except Sunday			Daily except Monday			
A.M. 8:05	A.M. 10:10	P.M. 1:30	P.M. 2:45	P.M. 4:27	P.M. 5:50	P.M. 7:40	P.M. 9:30	P.M. 10:50	..... CHICAGO					
8:00	10:06	1:25	2:40	4:22	5:44	7:35	9:25	10:45	..... DIVISION ST.					
s 7:57	s 10:04	1:23	2:38	s 4:20	5:42	7:33	9:23	10:42	..... CLYBURN					
7:56	10:03	1:22	2:37	4:19	5:41	7:32	9:22	10:41	..... DEERING					
									..... BELMONT AVE.					
									..... CUYLER					
									..... RAVENSWOOD- WILSON AVE.					
s 7:53	s 9:59	s 1:18		s 4:15	s 5:37			s 10:35	..... SUMMERDALE					
s 7:50	s 9:56			s 4:13					..... ROSE HILL					
									..... KENMORE					
		s 1:15							..... ROGERS PARK					
s 7:45	s 9:51	s 1:13		s 4:09	s 5:32				..... CALVARY					
									..... MAIN STREET					
s 7:42	s 9:47	s 1:09	2:31	s 4:05	5:29	7:26	9:16	10:28	..... DEMPSTER ST.					
									..... EVANSTON					
s 7:39	s 9:43	s 1:06	s 2:30	s 4:02	s 5:27	s 7:25	s 9:15	s 10:25	..... CENTRAL ST.					
s 7:35	s 9:40	s 1:03	2:27	s 3:59	5:24	7:22	9:13	10:21	..... WILMETTE					
s 7:32	s 9:38	s 1:00	2:26	s 3:56	s 5:23	7:21	9:12	s 10:19	..... KENILWORTH					
s 7:30	s 9:36	s 12:58		s 3:54	s 5:21				..... INDIAN HILL					
f 7:28	s 9:34	s 12:56		s 3:52					..... WINNETKA					
s 7:26	s 9:32	s 12:54		s 3:50	s 5:19			s 10:15	..... HUBBARD W'DS.					
s 7:23	s 9:29	s 12:51		s 3:47					..... GLENCOE					
s 7:19	s 9:26	s 12:48		s 3:44	s 5:15			s 10:10	..... BRAESIDE					
									..... RAVINIA					
f 7:15		s 12:44		s 3:40					..... HIGHLAND PARK					
s 7:12	s 9:20	s 12:41	2:18	s 3:38	s 5:09	7:13	9:05	s 10:05	..... HIGHWOOD	66				
f 7:08	s 9:17	s 12:38		s 3:35					..... FT. SHERIDAN					
	f 9:15			f 3:32	f 5:04			s 10:01	..... LAKE FOREST					
s 7:04	s 9:12	s 12:34		s 3:28	s 5:00			s 9:58	..... LAKE BLUFF	47	P.M. 7:45	A.M. 3:05		
f 7:00	s 9:09	s 12:30	2:13	s 3:24	4:57	7:08	9:00	s 9:54	..... GREAT LAKES					
	c 9:07	c 12:27		c 3:22	4:53				..... NORTH CHICAGO					
s 6:55	s 9:05	s 12:25		s 3:20	s 4:50				..... WAUKEGAN					
6:50 A.M.	9:00 A.M.	12:20 P.M.	2:06 P.M.	3:15 P.M.	4:45 P.M.	7:01 P.M.	8:55 P.M.	9:45 P.M.			7:30 P.M.	2:30 A.M.			

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 168, 240, 220 and 218 will not run on above days.

No. 218 will stop at Great Lakes to discharge revenue passengers from Milwaukee or beyond.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 240, 168 AND 220 NOT LESS THAN FIFTEEN MINUTES WEST OF WILMETTE AND NOT LESS THAN TEN MINUTES BETWEEN WILMETTE AND CHICAGO.

Between Waukegan and National Ave.—Westward

12

FIRST CLASS

Subdivision 2 Time Table 434 September 29, 1946	217	417	125	149	311	167	119	239	151	153	345	803	155	361		
	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Saturday only	Daily except Sunday	Daily except Sunday		
..... CHICAGO	A.M. 1.30	A.M. 1.30	A.M. 2.00	A.M. 7.30	A.M. 6.45	A.M. 8.00	A.M. 7.50	A.M. 9.30	A.M. 9.45	A.M. 11.15	A.M. 11.05	P.M. 12.20	P.M. 1.30	P.M. 1.32		
.... WAUKEGAN	A.M. 2.16	A.M. 2.16	A.M. 3.10	A.M. 8.02	A.M. 8.15	A.M. 8.35	A.M. 8.56	A.M. 10.02	A.M. 10.17	A.M. 11.50	P.M. 12.30	P.M. 1.18	P.M. 2.02	P.M. 2.50		
.... ASBESTOS					d 8.18						f 12.35					
.... DUNES PARK	2.21	2.21													d 2.55	
.... ZION					s 8.23		c 9.03					s 1.27			s 3.00	
.... CAMP LOGAN															c 3.03	
WINTHROP HARB.	2.26	2.26										c 1.32			s 3.06	
.... KENOSHA	s 2.40	s 2.40	s 3.44	s 8.15	8.37 A.M.	s 8.50	s 9.20	s 10.15	s 10.30	s 12.05	12.50 P.M.	1.40 P.M.	s 2.13	3.19 P.M.		
.... BERRYVILLE	2.46	2.46					9.26									
.... RACINE JUNCTION	2.50	2.50					9.30									
.... RACINE	s 3.01	s 3.01	s 4.27	s 8.26		s 9.02	s 9.44	s 10.27	s 10.42	s 12.17			s 2.23			
.... IVES	3.06	3.06	4.32				9.47									
.... COUNTY LINE	3.11	3.11														
.... CARROLLVILLE				8.34			9.54		10.50	12.25				2.31		
.... SO. MILWAUKEE	3.16	3.16	4.42	8.36		9.12	s 9.58	10.37	10.52	12.27				2.33		
.... CUDAHY	3.20	3.20	4.47	8.39		9.15	c 10.03	10.40	10.55	12.30				2.36		
.... ST. FRANCIS																
ST. FRANCIS TOW'R																
.... TOWER BA	3.25	3.25	4.53	8.43		9.18	10.08	10.43	10.58	12.33				2.39		
.... NATIONAL AVENUE	3.30 A.M.	3.30 A.M.	4.56 A.M.	8.46 A.M.		9.20 A.M.	10.10 A.M.	10.45 A.M.	11.00 A.M.	12.35 P.M.				2.41 P.M.		
.... MILWAUKEE	3.35 A.M.	3.35 A.M.	5.00 A.M.	8.50 A.M.		9.25 A.M.	10.15 A.M.	10.50 A.M.	11.05 A.M.	12.40 P.M.				2.45 P.M.		

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

Nos. 417 and 217 will not exceed five (5) miles per hour passing Zion to discharge U. S. mail.

Kenosha open Sundays and Holidays 5:00 a.m. to 1:00 p.m.
1:30 p.m. to 9:40 p.m.

Kenosha open Week Days 5:00 a.m. to 10:00 p.m.

Racine open Week Days, Sundays and Holidays 6:59 a.m. to 11:59 p.m.

Waukegan, Racine Jct., St. Francis Tower, National Ave. and Milwaukee open continuous.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 149, 167, 239, 151, 153 AND 155 FIFTEEN MINUTES.

To insure safety in handling passengers to and from a train standing on one of the easterly tracks in Milwaukee Passenger Station, other trains entering the train shed on a track between the station and the track on which such train is standing will exercise great care to prevent accidents. Station attendants will assist in protecting such movements to the fullest extent possible, and enginemen on approaching engines will keep sharp lookout for signals.

All trains will approach the crossovers at the north and south ends of Milwaukee Passenger Station at Restricted Speed, prepared to stop within their vision, and proceed on signal from switch tender, and in absence of such signal will come to a stop and flag themselves into station. When operating on station tracks between the crossovers at the north and south ends of the Milwaukee Passenger Station, trains must move at Restricted Speed, prepared to stop short of engines or cars that may be occupying the same track.

No. 125 will not carry passengers.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 125, 217, 149, 119, 151, 153 and 155 will also run on above days.

Between Waukegan and National Ave.—Westward

FIRST CLASS

Subdivision 2 Time Table 434 September 29, 1946	401	845	365	209	107	377	381	223	395	211	833	161	165	121	163	405
	DAILY	Sunday only	Daily except Sunday	DAILY	Daily ex. Sun. & Holiday	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Sunday & Holiday only	Daily except Sunday	DAILY	Saturday only	DAILY	Sunday only	DAILY	Daily ex. Sat. & Sun.	DAILY
.....CHICAGO.....	P.M. 2.45	P.M. 2.10	P.M. 3.05	P.M. 4.10	P.M. 4.15	P.M. 4.47	P.M. 5.10	P.M. 5.15	P.M. 5.35	P.M. 6.00	P.M. 6.04	P.M. 6.30	P.M. 8.45	P.M. 9.30	P.M. 10.00	P.M. 11.00
....WAUKEGAN....	P.M. 3.17	P.M. 3.28	P.M. 4.19	P.M. 4.42	P.M. 5.11	P.M. 5.50	P.M. 6.05	P.M. 6.21	P.M. 6.32	P.M. 6.55	P.M. 7.12	P.M. 7.20	P.M. 9.30	P.M. 10.22	P.M. 10.45	P.M. 11.50
1.79....ASBESTOS....					s 5.14											
2.30 ...DUNES PARK...												7.25				11.54
2.07.....ZION.....			s 4.27		s 5.20	s 6.00	s 6.14	s 6.28	s 6.39		s 7.19	c 7.27		10.28	c 10.51	
1.09 ...CAMP LOGAN...						c 6.02					d 7.22					
1.27 WINTHROP HARB.			c 4.30		d 5.23	s 6.05	d 6.18		d 6.44			7.29		10.32	c 10.53	11.58
7.14 ...KENOSHA....	3.27	3.48	4.39	s 4.55	s 5.40	6.15	6.30	s 6.39	6.54	s 7.10	7.32	s 7.40	s 9.45	s 10.42	s 11.00	s 12.07
4.80 ...BERRYVILLE...		P.M.	P.M.			P.M.	P.M.	6.44	P.M.	7.17	P.M.	7.46		10.48		12.12
4.09 RACINE JUNCTION					5.50			6.49		7.22		7.50		10.52		12.16
1.38.....RACINE.....	3.36			s 5.07	s 6.05			s 6.53		s 7.26		s 7.55	s 9.57	s 10.57	s 11.12	s 12.22
2.75.....IVES.....					6.10			6.56		7.32		7.59		11.01		12.26
5.27 ...COUNTY LINE...														11.07		12.31
2.71 ...CARROLLVILLE..	3.44			5.15	s 6.20					7.41		8.08				
2.14 SO. MILWAUKEE.	3.46			5.17	s 6.24			s 7.06		7.44		c 8.11	10.07	11.12	11.22	12.36
3.50.....CUDAHY.....	3.49			5.20	s 6.30			7.09		7.49		8.16	10.10	11.16	11.25	12.39
1.56 ...ST. FRANCIS...					6.34											
0.37 ST. FRANCIS TOW'R																
1.61 ...TOWER BA...	3.52			5.23	6.37			7.13		7.53		8.21	10.13	11.21	11.28	12.43
1.41 NATIONAL AVENUE	3.54			5.26	6.40			7.16		7.56		8.25	10.15	11.24	11.30	12.45
1.81....MILWAUKEE....	4.00			5.30	6.45			7.20		8.00		8.30	10.20	11.30	11.35	12.50

No. 401 will stop on signal at Racine to receive revenue passengers destined Wyeville or points beyond.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 401, 209, 163 AND 165 FIFTEEN MINUTES.

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

To insure safety in handling passengers to and from a train standing on one of the easterly tracks in Milwaukee Passenger Station, other trains entering the train shed on a track between the station and the track on which such train is standing will exercise great care to prevent accidents. Station attendants will assist in protecting such movements to the fullest extent possible, and enginemen on approaching engines will keep sharp lookout for signals.

All trains will approach the crossovers at the north and south ends of Milwaukee Passenger Station at Restricted Speed, prepared to stop within their vision, and proceed on signal from switch tender, and in absence of such signal will come to a stop and flag themselves into station. When operating on station tracks between the crossovers at the north and south ends of the Milwaukee Passenger Station, trains must move at Restricted Speed, prepared to stop short of engines or cars that may be occupying the same track.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 107 and 165 will not run on above days.

No. 121 will make C stop at Zion and Winthrop Harbor on Saturdays and Sundays.

No. 161 will stop at Zion on Sundays for U. S. Mail.

Between National Ave. and Waukegan—Eastward

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FIRST CLASS

Subdivision 2 Time Table 434 September 29, 1946	244	224	162	212	330	406	358	152	382	156	386	206	158			
	Monday only	Daily except Monday	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday			
..... CHICAGO.....	A.M. 2.35	A.M. 3.35	A.M. 6.45	A.M. 7.15	A.M. 7.54	A.M. 8.15	A.M. 8.40	A.M. 9.05	A.M. 10.25	A.M. 10.20	A.M. 11.50	A.M. 11.59	P.M. 12.50			
... WAUKEGAN... 1.79	A.M. 1.38	A.M. 2.45	A.M. 5.43	A.M. 6.01	A.M. 6.40	A.M. 7.05	A.M. 7.39	A.M. 8.28	A.M. 9.10	A.M. 9.46	A.M. 10.40	A.M. 11.14	P.M. 12.15			
... ASBESTOS... 2.30					§ 6.35		§ 7.32									
... DUNES PARK... 2.07	1.33	2.39	5.36	5.55	§ 6.31											
... ZION... 1.09					§ 6.27		§ 7.25		§ 9.01		§ 10.31					
... CAMP LOGAN... 1.27					† 6.24											
WINTHROP HARB. 7.14	1.28	2.33	5.30		§ 6.21		§ 7.21		§ 8.57							
... KENOSHA... 4.80	§ 1.19	§ 2.23	§ 5.21	§ 5.40	6.12 A.M.	§ 6.47	7.12 A.M.	§ 8.16	8.48 A.M.	§ 9.35	10.20 A.M.	§ 10.58	§ 12.02			
... BERRYVILLE... 4.09	1.13	2.13	5.14	5.33		6.40						10.51				
RACINE JUNCTION 1.38	1.08	2.08	5.09	5.28		6.35						10.47				
... RACINE... 2.75	§ 1.05	§ 2.05	§ 5.06	§ 5.25		§ 6.32		§ 8.05		§ 9.25		§ 10.45	§ 11.50			
... IVES... 5.27	1.01	2.01	5.01	5.19		6.27						10.41				
... COUNTY LINE... 2.71	12.56	1.56	4.57	5.15												
... CARROLLVILLE... 2.14								7.58		9.18		10.34	11.43			
... SO. MILWAUKEE... 3.50	12.51	1.51	4.52	§ 5.07		6.16		7.56		9.16		10.32	11.41			
... CUDAHY... 1.56	12.46	1.46	4.48	5.01		6.11		7.53		9.13		10.29	11.38			
... ST. FRANCIS... 0.37																
ST. FRANCIS TOWER 1.61																
... TOWER BA... 1.41	12.41	1.41	4.42	4.57		6.05		7.50		9.10		10.25	11.35			
NATIONAL AVENUE 1.81	12.39 A.M.	1.39 A.M.	4.39 A.M.	4.54 A.M.		6.03 A.M.		7.48 A.M.		9.08 A.M.		10.23 A.M.	11.33 A.M.			
... MILWAUKEE... 1.81	12.35 A.M.	1.35 A.M.	4.35 A.M.	4.50 A.M.		6.00 A.M.		7.45 A.M.		9.06 A.M.		10.20 A.M.	11.30 A.M.			

Between National Ave. and Milwaukee, trains will be governed by Milwaukee District Time Table.

Kenosha open Sundays and Holidays..... (5:00 a.m. to 1:00 p.m.
1:30 p.m. to 9:40 p.m.

Kenosha open Week Days..... 5:00 a.m. to 10:00 p.m.

Racine open Week Days, Sundays and Holidays..... 6:59 a.m. to 11:59 p.m.

Carrollville open (Daily except Saturday, Sunday and
Holidays..... 7:00 a.m. to 6:00 p.m.

South Milwaukee open Week Days and Holidays..... 7:00 a.m. to 4:00 p.m.

Waukegan, Racine Jct., St. Francis Tower, National Ave. and Milwaukee
open continuous.

No. 212 will stop at Waukegan to discharge revenue passengers from Milwaukee or beyond.

Nos. 244 and 224 will not carry passengers.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 152, 156 and 158 will run on above days.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 152, 156 AND 158 FIFTEEN MINUTES.

Between National Ave. and Waukegan—Eastward

FIRST CLASS

Subdivision 2 Time Table 434 September 29, 1946	FIRST CLASS													
	214	240	446	160	852	454	458	168	216	154	400	220	120	218
	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	DAILY	Sunday only	Daily except Sunday	Sunday only
.....CHICAGO.....	P.M. 2.35	P.M. 2.45	P.M. 5.31	P.M. 5.35	P.M. 5.50	P.M. 6.46	P.M. 7.30	P.M. 7.40	P.M. 8.05	P.M. 9.25	P.M. 9.15	P.M. 9.30	P.M. 10.35	P.M. 10.50
....WAUKEGAN....	P.M. 2.00	P.M. 2.06	P.M. 4.12	P.M. 4.40	P.M. 4.45	P.M. 5.23	P.M. 5.40	P.M. 7.01	P.M. 7.26	P.M. 8.15	P.M. 8.38	P.M. 8.55	P.M. 9.28	P.M. 9.45
....ASBESTOS....														
....DUNES PARK....														
.....ZION.....			s 4.03				s 5.30							s 9.36
....CAMP LOGAN....														
WINTHROP HARB.							s 5.20			8.04			9.17	
....KENOSHA....	s 1.47	s 1.52	3.50	s 4.24	4.25	5.05	5.10	s 6.47	s 7.12	s 7.55	8.28	s 8.42	s 9.07	s 9.24
....BERRYVILLE....			P.M.		P.M.	P.M.	P.M.						8.59	
RACINE JUNCTION													8.55	
....RACINE....	s 1.35	s 1.40		s 4.09				s 6.35	s 7.00	s 7.30	8.19	s 8.30	s 8.53	s 9.12
....IVES....													8.48	9.08
....COUNTY LINE....													8.43	9.03
....CARROLLVILLE....	1.28			3.56					6.53	7.10				
SO. MILWAUKEE.	1.26	1.31		s 3.54				6.26	6.51	s 7.06	8.11	8.21	8.38	8.58
....CUDAHY....	1.23	1.28		3.49				6.23	6.48	s 6.58	8.08	8.18	8.34	8.54
....ST. FRANCIS....										6.54				
ST. FRANCIS TOW'R														
....TOWER BA....	1.20	1.25		3.45				6.20	6.45	6.51	8.05	8.15	8.30	8.50
NATIONAL AVENUE	1.18	1.23		3.43				6.18	6.43	6.48	8.03	8.13	8.28	8.48
....MILWAUKEE....	1.15	1.20		3.40				6.15	6.40	6.45	8.00	8.10	8.25	8.45

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

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 214, 240, 168, 216, 220 AND 400 FIFTEEN MINUTES.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, suburban trains will run on Sunday schedules.

Nos. 160, 214, 216, 154 and 120 will also run on above days.

Nos. 240, 168, 220 and 218 will not run on above days.

No. 154 will not carry passengers.

No. 458 will carry passengers for stations between Kenosha and Waukegan only.

Westward—Between Waukegan and National Ave.—Eastward

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SECOND CLASS						Capacity of Siding	Station Numbers	Distance From Milwaukee	Subdivision 2 Time Table 434 September 29, 1946		Fuel, Water, Wye and Turntable Stations	Capacity of Siding	SECOND CLASS					
187	291	285	287	295	180				280	284			288					
DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	Daily except Monday	Daily ex. Sat. & Sun.										
						0	85.0	.....CHICAGO.....										
							534	49.06	....WAUKEGAN....	WFTT								
								47.27	....ASBESTOS....									
						23	536	44.97	....DUNES PARK....									
							530	42.90	.....ZION.....									
							524	41.81	....CAMP LOGAN....									
							537	40.54	WINTHROP HARB.									
							538	33.40	....KENOSHA....	WFY								
							535	28.60	....BERRYVILLE....									
						115	539	24.51	RACINE JUNCTION		52							
							540	23.13	....RACINE.....	W								
							541	20.38	....IVES.....									
							542	15.11	....COUNTY LINE....									
							522	12.40	....CARROLLVILLE....									
							543	10.26	....SO. MILWAUKEE....	W								
						67	544	6.76	....CUDAHY.....		42							
							545	5.20	....ST. FRANCIS....									
								4.83	ST. FRANCIS TOW'R	Y								
							546	3.22	....TOWER BA....									
							547	1.21	NATIONAL AVENUE	WFTT								
							550		....MILWAUKEE....									

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 149, 167, 239, 151, 153, 155, 401, 209, 163, 152, 156, 158, 214, 240, 168, 216, 400 AND 220 FIFTEEN MINUTES.

Nos. 295 and 187 will not exceed fifteen (15) miles per hour passing National Avenue.

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

To insure safety in handling passengers to and from a train standing on one of the easterly tracks in Milwaukee Passenger Station, other trains entering the train shed on a track between the station and the track on which such train is standing will exercise great care to prevent accidents. Station attendants will assist in protecting such movements to the fullest extent possible, and enginemen on approaching engines will keep sharp lookout for signals.

No. 284 will operate daily except Sunday from National Ave.

All trains will approach the crossovers at the north and south ends of Milwaukee Passenger Station at Restricted Speed, prepared to stop within their vision, and proceed on signal from switch tender, and in absence of such signal will come to a stop and flag themselves into station. When operating on station tracks between the crossovers at the north and south ends of the Milwaukee Passenger Station, trains must move at Restricted Speed, prepared to stop short of engines or cars that may be occupying the same track.

Between Wiscona and Tower NW—Westward

Subdivision 3 Time Table 434 September 29, 1946	Communicating Office Open Week Days and Holidays	Station Numbers	Distance From Fond du Lac	FIRST CLASS										SECOND CLASS	Third Class	
				417	217	125	149	239	151	209	161	121			295	293
				Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	DAILY	DAILY	DAILY			Daily except Monday	Daily except Sunday
.....MILWAUKEE..... 7.37		550	62.33	A.M. 4.05	A.M. 4.05	A.M. 5.30	A.M. 9.00	A.M. 10.55	A.M. 11.15	P.M. 5.35	P.M. 8.45	P.M. 11.40				
.....WISCONA..... 5.38	Continuous	5709	54.46	A.M. 4.18	A.M. 4.18	A.M. 5.50	A.M. 9.11	A.M. 11.04	A.M. 11.26	P.M. 5.44	P.M. 8.58	P.M. 11.52			A.M. 12.05	A.M. 5.27
.....GRANVILLE..... 7.12		557	48.58	4.26	4.26	5.52	9.18	11.10	11.34	5.50	9.06	11.59			12.15	5.50
.....ROCKFIELD..... 5.08	7:30 a.m. to 4:30 p.m.	558	41.46	4.35	4.35	6.02	9.27	11.16	11.43	5.56	9.16	12.07			12.34	6.35
.....JACKSON..... 7.14	8:45 a.m. to 5:45 p.m.	559	36.38	4.42	4.42	6.10	9.37	11.21	11.50	6.01	9.22	12.13			12.44	7.00
.....WEST BEND..... 1.44	Continuous	560	29.24	s 4.54	s 4.54	s 6.25	s 9.48	s 11.28	s 11.59	s 6.08	s 9.32	s 12.20			12.58	7.20 9.50
.....BARTON..... 1.57		561	27.80	5.01	5.01	6.35	9.54	11.31	12.04	6.13	9.40	12.29			1.02	10.15
.....SIDING BR..... 4.57			26.23						12.08							
.....KEWASKUM..... 6.25	8:45 a.m. to 5:45 p.m.	562	21.66	5.09	5.09	6.42	10.01	11.36	12.18	6.18	9.48	12.37			1.13	10.45
.....CAMPBELLSPORT..... 7.32	8:45 a.m. to 5:45 p.m.	564	15.41	5.20	5.20	6.51	10.10	11.43	12.27	6.25	9.57	12.46			1.25	11.15
.....EDEN..... 7.15	8:30 a.m. to 5:30 p.m.	565	7.59	5.32	5.32	7.01	10.21	11.50	12.37	6.31	10.08	12.55			1.40	11.30 12.40
.....TOWER NW..... 0.44			0.44	5.43 A.M.	5.43 A.M.	7.12 A.M.	10.32 A.M.	11.57 A.M.	12.47 P.M.	6.38 P.M.	10.18 P.M.	1.08 A.M.			1.55 A.M.	12.50 P.M.
.....FOND DU LAC.....		668		5.45 A.M.	5.45 A.M.	7.15 A.M.	10.35 A.M.	12.01 P.M.	12.50 P.M.	6.40 P.M.	10.20 P.M.	1.10 A.M.			2.01 A.M.	12.55 P.M.

Train order signal located between Tower and main track at Wiscona will govern westward movement toward Fond du Lac and toward Clyman Jct. only.

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

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

No. 209 IS SUPERIOR TO No. 154.

No. 161 IS SUPERIOR TO Nos. 224 AND 244.

No. 125 will not carry passengers.

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

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

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF 239, 209, 240, 216 AND 220 FIFTEEN MINUTES.

No. 239 IS SUPERIOR TO No. 240.



SPEED TABLE		
Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	6
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
80.....	0	45
85.....	0	42
90.....	0	40
95.....	0	38
100.....	0	36

Between Wiscona and Tower NW—Eastward

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Subdivision 3 Time Table 434 September 29, 1946	Communicating Office Open Sundays	Fuel, Water, Wye and Turntable Stations	Capacity of Siding in Cars	FIRST CLASS										THIRD CLASS		
				162	206	210	240	154	216	220	244	224			292	
				DAILY	DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday only	Monday only	Daily except Monday			Daily except Sunday	
...MILWAUKEE... 7.87				A.M. 4.25	A.M. 10.12	P.M. 1.00	P.M. 1.15	P.M. 6.25	P.M. 6.35	P.M. 8.05	A.M. 12.20	A.M. 1.05				
...WISCONA... 5.88	Continuous	Y		A.M. 4.09	A.M. 9.57	P.M. 12.48	P.M. 1.06	P.M. 6.10	P.M. 6.24	P.M. 7.50	A.M. 12.06	A.M. 12.55			P.M. 4.43	
...GRANVILLE... 7.12			50	4.01	9.51	12.41	1.00	6.04	6.18	7.45	11.59	12.44			4.25	
...ROCKFIELD... 5.08		W	59	3.52	9.42	12.33	12.53	5.56	6.11	7.38	11.48	12.34			4.05	
...JACKSON... 7.14			53	3.45	9.37	12.27	12.48	5.39	6.01	7.33	11.41	12.29			3.55	
...WEST BEND... 1.44	Continuous	WF	30	3.35	9.29	12.18	12.41	5.30	5.53	7.26	11.31	12.20			3.40	
...BARTON... 1.57				3.28	9.24	12.11	12.37	5.20	5.49	7.21	11.23	12.03			3.20	
...SIDING BR... 4.57			45	3.26		12.08										
...KEWASKUM... 6.25			41	3.21	9.17	11.59	12.31	5.12	5.43	7.15	11.16	11.55			3.05	
...CAMPBELLSPORT... 7.32			56	3.13	9.09	11.50	12.25	5.02	5.37	7.09	11.07	11.46			2.35	
...EDEN... 7.15			52	3.04	8.59	11.40	12.17	4.52	5.31	7.02	10.57	11.37			1.35	
...TOWER NW... 0.44				2.52	8.51	11.30	12.09	4.42	5.26	6.56	10.47	11.22			1.10	
...FOND DU LAC... 7.87		WFTT		2.50	8.50	11.28	12.08	4.40	5.25	6.55	10.45	11.20			1.07	
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			P.M.	

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

No. 209 IS SUPERIOR TO No. 154.

No. 161 IS SUPERIOR TO Nos. 224 AND 244.

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

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULES OF Nos. 239, 209, 240, 216 AND 220 FIFTEEN MINUTES.

No. 239 IS SUPERIOR TO No. 240.

No. 224 will leave Fond du Lac daily except Sunday.

No. 244 will leave Fond du Lac Sunday only.

Westward—Between River Jct. and Central Street—Eastward

SECOND CLASS		FIRST CLASS					Station Numbers Fuel, Water, Wye and Turntable Stations	Distance from River Jct.	Subdivision 4a Time Table 434 September 29, 1946	Communicating Office Open Week Days	FIRST CLASS			SECOND CLASS			
		557	555	559	677	671					616	598	628				
		Saturday only	Saturday only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.					Daily except Sunday	Daily except Sunday	Daily except Sunday				
		P.M. 2.16	P.M. 2.44	P.M. 6.02	P.M. 6.20	P.M. 6.22	8005	...		A.M. 7.14	A.M. 7.20	A.M. 7.32					
					6.21		690	0.65	...	7.12		7.30					
		2.25	2.55	6.15	6.32	6.34		WTT	3.55	7.05	7.10	7.20					
		P.M.	P.M.	P.M.	P.M.	P.M.	688	4.76	...	A.M.	A.M.	A.M.					
							687	5.47	...								
							514	WY	6.38								
							516		6.41								

No. 677 will wait at Weber for Crew from No. 460 and will operate Empty Coaches to Carpenter St. via Canal.

Between River Jct. and Canal Interlocking plant, trains and engines will operate in accordance with Rule 93 amended.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban trains will run on Sunday Schedules.

Between 12:01 a.m. and 4:00 a.m. daily, and in addition on Sundays and all legal holidays, except Washington's Birthday, the gateman at Dempster St., Dodge Ave. and Greenwood Boulevard, and the flagman at Main St. crossings on Sub-Division 4a, do not work; during these periods all trains must come to a stop before passing these crossings and movement over same must be preceded by member of crew acting as flagman.
Nos. 557, 555, 559, 671 and 598 will not carry passengers.

Westward—Between Harvard and Caledonia—Eastward

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SECOND CLASS		FIRST CLASS					Station Numbers	Distance from Harvard	Subdivision 2b Time Table 434 September 29, 1946	FIRST CLASS						SECOND CLASS
591	593	507	501	509	529	511				528	506	502	520	500	522	508	594
Daily Except Monday	Sunday only	DAILY	DAILY	Saturday only	Daily ex. Sat. & Sun.	DAILY			Daily except Sunday	DAILY	Daily Except Sunday	Sunday Only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday
A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1:30	10:40	2:40	10:21	2:33	6:47	7:46	641	..... HARVARD	s 7:40	s 9:40	s 12:30	s 4:44	s 6:25	s 6:54	s 8:06	10:28
1:40		2:45	10:24	2:42	6:51	7:49	810	2.60 CHEMUNG	7:37	9:34	12:25	4:40	6:21	6:50	8:00	10:23
1:50	10:50	f 2:50	10:28	s 2:50	6:55	7:54	811	6.72 CAPRON	s 7:33	9:30	12:21	4:36	6:17	6:46	c 7:54	10:15
2:01		f 3:00	10:34	s 2:58	7:01	8:00	812	5.11 POPLAR GROVE	s 7:24	9:26	12:16	4:31	6:12	6:41	7:46	10:06
2:15	11:10	f 3:10	10:40	s 3:05	7:08	8:04	813	3.71 CALEDONIA	7:18	9:21	12:11	4:26	6:08	6:36	7:41	9:58
A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF No. 500 FIFTEEN MINUTES.

Poplar Grove open Week Days 7:15 a.m. to 4:15 p.m.
 Capron open Week Days 7:20 a.m. to 4:20 p.m.
 Capron open Holidays Noon to 3:00 p.m.
 Capron open Sundays Noon to 2:00 p.m.
 Capacity of sidings: Harvard 85; Capron 55.
 Harvard office open continuous Sundays, Holidays and Week Days.
 Madison Division territory extends to a point 1000 feet east of the east siding switch at Caledonia; therefore, all trains and engines will be governed by Madison Division time table in this district.

Westward—Between Harvard and Janesville—Eastward

THIRD CLASS	SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Chicago	Subdivision 5 Time Table 434 September 29, 1946	Communicating Office Open	FIRST CLASS		SECOND CLASS		THIRD CLASS	
51	599	595		515					514		578	576	52	
Daily except Sunday	DAILY	Daily except Sunday		DAILY				DAILY		Daily except Tuesday	Tuesday only	Daily except Sunday		
	P.M.	A.M.		P.M.				A.M.		P.M.	P.M.			
	6:25	3:00		10:25	641	63.13	..... HARVARD	Continuous	s 5:00	s 10:20	11:59		
					642	65.15	..... LAWRENCE						
	6:45	3:20		c 10:33	643	71.25	..... SHARON	See Note below	4:49	10:00	11:35		
	7:05	3:32		c 10:41	645	78.86	..... CLINTON JCT.	See Note below	c 4:40	9:40	11:20		
	7:15	3:39		10:47	646	82.78	..... TIFFANY		4:35	9:25	11:10		
A.M.	6:00	s 7:30	4:00	10:53	0648	88.54	..... SO. JANESVILLE	See Note below	4:29	s 9:00	s 10:53	4:20	
6:30	9:30	9:00	A.M.	s 11:01	648	91.77	..... JANESVILLE	Continuous	4:20	5:30	9:30	4:00	
A.M.	P.M.	P.M.		P.M.					A.M.	P.M.	P.M.	P.M.		

No. 514 will stop at Sharon for express and passengers, when they have advance notice.

Capacity of Sidings: Sharon 78; Clinton Jct. 63; Tiffany 10.
 Harvard and So. Janesville, Water, Fuel and Turntable.
 Communicating offices Clinton Jct. continuous week days and holidays and on Sundays 12 midnight to 7:30 a.m. and 3:30 p.m. to midnight. Sharon 6:15 a.m. to 3:15 p.m. except Sundays and Holidays.
 So. Janesville { 12 mn. to 9:30 a.m. } Except Sunday.
 { 5:30 p.m. to 12 mn. }
 { 12 mn. to 1:30 a.m. } Sundays.
 { 5:30 p.m. to 12 mn. }

Between Chicago and Harvard—Westward

FIRST CLASS								Distance from Chicago	Station Numbers	Subdivision 4 Time Table 434 September 29, 1946	Communicating Office Open Week Days	FIRST CLASS				
695	^H 507	615	613	617	611	619	621					623	605	627	^B 501	
DAILY	DAILY	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Saturday only	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY					
A.M. 12.15	A.M. 1.00	A.M. 6.40	A.M. 6.40	A.M. 7.17	A.M. 7.25	A.M. 7.33	A.M. 7.38	0	..... CHICAGO	Continuous	A.M. 7.36	A.M. 7.47	A.M. 8.10	A.M. 8.13	A.M. 9.00
12.20	1.05	6.37	6.44	7.22	7.25	7.35	7.38	1.81	..... DIVISION ST.		7.41	7.52	8.15	8.18	9.05
s12.23	1.07	6.40	s 6.47	7.24	7.30	7.41	7.41	2.94	501 CLYBOURN ...		7.44	7.54	8.17	s 8.20	9.07	
								3.14	..... WOOD STREET ...	See Note Below.					
								4.57	602 MAPLEWOOD ...							
								5.47	603 AVONDALE ...					8.23		
								6.29	604 PARKVIEW ...							
s12.28			s 6.53					7.02	605 IRVING PARK ...					s 8.25		
12.29	1.14	6.48	6.54	7.30	7.38	7.47	7.47	7.46	606 KOSTNER AVE. ...	Continuous	7.50	8.01	8.22	8.26	9.12	
12.30	1.15	6.49	6.55	7.32	7.40	7.48	7.48	7.83	607 MAYFAIR	Continuous	7.51	8.02	8.23	8.27	9.13	
s12.32			s 6.57					9.10	614 JEFFERSON PARK.					s 8.30	s 9.15	
								10.06	..... GLADSTONE PARK						
s12.36			s 7.00	7.45				11.41	616 NORWOOD PARK.					s 8.35		
s12.39			s 7.02					12.62	618 EDISON PARK ...					s 8.38		
s12.41			s 7.08					13.49	621 PARK RIDGE ...			8.14		s 8.42	9.20	
								15.03	..... DEE ROAD						
s12.47	1.24	7.05	s 7.20					17.06	623 DES PLAINES ...	5:30 a.m. to 1:30 p.m.			s 8.34	s 8.52	9.24	
12.48	1.25		7.21					17.71	..... DEVAL	Continuous			8.35	8.53	9.25
s12.50								18.57	..... CUMBERLAND ...				d 8.54		
12.51	1.26	7.10	7.23					18.88	..... SEEGER				8.36	8.55	9.26
s12.55		A.M.	s 7.28					20.01	625 MOUNT PROSPECT				s 8.39	s 8.57		
s 1.01	1.30		s 7.38					22.79	627 ARLINGTON H'TS.				s 8.44	s 9.02	9.30	
								24.44	628 ARLINGTON PARK							
s 1.08	1.34		s 7.48					26.58	630 PALATINE				s 8.51	s 9.10	9.34	
s 1.17	c 1.42		7.55					31.96	632 BARRINGTON ...	5:30 a.m. to 10:45 p.m.			9.00	s 9.20	9.40	
s 1.25			A.M.					37.32	..... FOX RIVER GROVE				s 9.28		
s 1.28								38.65	634 CARY	7:15 a.m. to 4:15 p.m.				s 9.32	9.47	
								42.85	..... CRYSTAL LAKE JCT						
s 1.35	s 2.05							43.25	636 CRYSTAL LAKE ..	12:15 a.m. to 11:00 p.m.				9.42	s 9.54	
2.08								46.06	637 RIDGEFIELD					A.M.	9.58	
s 2.21	s 2.18							51.64	638 WOODSTOCK ...	6:00 a.m. to 3:00 p.m.					s10.05	
2.26								56.07	640 HARTLAND						10.09	
2.40	s 2.35							63.13	641 HARVARD	Continuous					s10.17	
A.M.	A.M.														A.M.	

H Indicates train using track No. 2, Wood St. to Deval.
M Indicates trains using track No. 2, Wood St. to Mayfair.
B Indicates trains using track No. 2, Wood St. to Barrington.
K Indicates trains using track No. 2, Kostner Ave. to Barrington.
D Indicates trains using track No. 2, Kostner Ave. to Deval.
N Indicates trains using track No. 2, Kostner Ave. to Norwood Park.
No. 501 on Sundays will use track No. 1 Wood Street to Kostner Ave.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban trains will run on Sunday Schedules.

No. 695 will operate on above days.

No. 627 will not run on above days.

Nos. 615 and 623 will not exceed ten (10) miles per hour approaching crosswalk opposite station at Edison Park.

Nos. 611, 615, 617, 619, 621 and 623 will not carry passengers.

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

Wood St. open continuous except 11:00 p.m. Saturdays and days preceding Holidays to 11:00 p.m. Sundays and Holidays.

Between Chicago and Harvard—Westward

FIRST CLASS								Subdivision 4 Time Table 434 September 29, 1946	FIRST CLASS							
657	B 649	M 659	661	B 663	B 529	O 665	669		H 673	M 675	B 679	677	683	B 511	685	687
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 except Sunday
P.M. 5.16	P.M. 5.18	P.M. 5.21	P.M. 5.24	P.M. 5.27	P.M. 5.30	P.M. 5.32	P.M. 5.36	..... CHICAGO.....	P.M. 5.44	P.M. 5.52	P.M. 5.55	P.M. 5.57	P.M. 6.17	P.M. 6.30	P.M. 6.50	P.M. 8.10
5.21	5.22	5.26	5.29	5.32	5.35	5.37	5.41	..... DIVISION ST.	5.50	5.56	6.00	6.01	6.22	6.34	6.55	8.15
5.22	s 5.25	s 5.28	s 5.31	s 5.35	5.36	5.39	s 5.43	..... CLYBOURN.....	s 5.52	s 5.59	s 6.02	6.03	6.24	6.36	s 6.57	s 8.18
								..... WOOD STREET.....								
s 5.27			s 5.35				s 5.46	..... MAPLEWOOD.....				s 6.06	s 6.27			
s 5.30			s 5.38				s 5.49	..... AVONDALE.....				s 6.09	s 6.30			
s 5.32			s 5.41				s 5.52	..... PARKVIEW.....				s 6.12	s 6.32		s 7.02	s 8.23
s 5.34			s 5.44				s 5.55	..... IRVING PARK.....				s 6.15	s 6.34		s 7.04	s 8.25
s 5.37	5.30	5.35	s 5.47	5.41	5.42	5.44	s 5.58	..... KOSTNER AVE.	5.58	s 6.05	6.07	s 6.16	6.35	6.40	7.05	8.26
5.39	5.31	5.36	5.49	5.42	5.43	5.45	s 6.00	..... MAYFAIR.....	5.59	s 6.06	6.08	s 6.17	6.37	6.41	7.07	8.27
P.M.	5.32	s 5.38	P.M.				P.M.	..... JEFFERSON PARK.....		s 6.09			s 6.40		s 7.10	s 8.30
								..... GLADSTONE PARK.....		s 6.12			s 6.43			s 8.33
								..... NORWOOD PARK.....		s 6.15			s 6.46		s 7.16	s 8.36
								..... EDISON PARK.....		s 6.19	s 6.13		s 6.49		s 7.18	s 8.39
								..... PARK RIDGE.....	s 6.07	s 6.22	s 6.16		s 6.52		s 7.21	s 8.42
								..... DEE ROAD.....					f 6.56			
	5.42	5.59		5.53	5.55	6.09		..... DES PLAINES.....	s 6.14	6.30	s 6.22		7.00	6.50	s 7.27	s 8.49
	5.43	P.M.		5.54	5.56	P.M.		..... DEVAL.....	6.15	P.M.	6.23		P.M.	6.51	7.28	8.51
								..... CUMBERLAND.....	s 6.17		s 6.25				s 7.30	s 8.53
	5.44			5.55	5.57			..... SEEGER.....	6.18		6.26			6.53	7.33	8.54
				s 5.57				..... MOUNT PROSPECT.....	s 6.21		s 6.28				s 7.36	s 8.57
	5.48			s 6.02	6.00			..... ARLINGTON H'TS.....	s 6.26		s 6.32			6.57	s 7.41	s 9.02
								..... ARLINGTON PARK.....								
	5.53			s 6.08	6.05			..... PALATINE.....	s 6.33		s 6.40			7.01	s 7.48	s 9.09
	s 6.01			s 6.19	6.10			..... BARRINGTON.....	s 6.44		s 6.50			7.06	7.57	s 9.19
	6.08			s 6.26				..... FOX RIVER GROVE.....	s 6.52		s 6.57				P.M.	s 9.29
	6.10			s 6.29				..... CARY.....	s 6.55		s 7.00			7.13		s 9.33
	6.15							..... CRYSTAL LAKE JCT.....								
	P.M.			s 6.41	6.22			..... CRYSTAL LAKE.....	7.05		7.09		s 7.19			9.42
				c 6.46				..... RIDGEFIELD.....	P.M.		P.M.			7.22		P.M.
				s 6.54	s 6.30			..... WOODSTOCK.....					s 7.29			
				c 6.59				..... HARTLAND.....						7.34		
					7.10	s 6.44		..... HARVARD.....					s 7.43			
				P.M.	P.M.								P.M.			

O Indicates trains using track No. 2, Wood St. to Kostner Ave.

X Indicates trains using track No. 2, Kostner Ave. to Mayfair.

H Indicates trains using track No. 2, Wood St. to Deval.

No. 649 will not carry passengers locally Chicago to Clybourn.

No. 649 on Fridays until Nov. 1, 1946, will stop at Jefferson Park for revenue passengers destined to McHenry and beyond.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday Schedules.

No. 649 will not run on above days.

No. 511 on Sundays will use Track No. 1, Wood St. to Kostner Ave.

No. 529 will not exceed 30 miles per hour while passing Des Plaines to dispatch U.S. mail.

Between Chicago and Harvard—Westward

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FIRST CLASS								Subdivision 4 Time Table 434 September 29, 1946	FIRST CLASS							
B 515	691	693	M 699	701	M 703	705	B 509	711	713	B 775	B 715	719	B 707	B 723	721	
DAILY	Daily except Sunday	Daily except Sunday	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	Saturday only	
P.M. 9.00	P.M. 9.55	P.M. 10.55	P.M. 12.17	P.M. 12.25	P.M. 12.43	P.M. 12.54	P.M. 1.10	P.M. 1.20	P.M. 1.26	P.M. 1.30	P.M. 1.33	P.M. 1.38	P.M. 2.00	P.M. 2.35	P.M. 2.38	
								..... CHICAGO							
								..... DIVISION ST.							
								..... CLYBURN							
								..... WOOD STREET							
								..... MAPLEWOOD							
								..... AVONDALE							
								..... PARKVIEW							
								..... IRVING PARK							
								..... KOSTNER AVE.							
								..... MAYFAIR							
								..... JEFFERSON PARK							
								..... GLADSTONE PARK							
								..... NORWOOD PARK							
								..... EDISON PARK							
								..... PARK RIDGE							
								..... DEE ROAD							
								..... DES PLAINES							
								..... DEVAL							
								..... CUMBERLAND							
								..... SEEGER							
								..... MOUNT PROSPECT							
								..... ARLINGTON HTS.							
								..... ARLINGTON PARK							
								..... PALATINE							
								..... BARRINGTON							
								..... FOX RIVER GROVE							
								..... CARY							
								..... CRYSTAL LAKE JCT							
								..... CRYSTAL LAKE							
								..... RIDGEFIELD							
								..... WOODSTOCK							
								..... HARTLAND							
								..... HARVARD							

M Indicates trains using Track No. 2, Wood Street to Mayfair.
B Indicates trains using Track No. 2, Wood Street to Barrington.
 No. 701 will use track No. 2 Mayfair to Gladstone Park.
 No. 775 will be discontinued after October 5, 1946.
 No. 515 on Sundays will use track No. 1 Wood St. to Kostner Ave.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday Schedules.
 No. 695 will run on Holidays shown above.
 No. 707 will not run until Saturday, October 12, 1946.

Between Chicago and Harvard—Westward

26

FIRST CLASS				Subdivision 4 Time Table 434 September 29, 1946	Communicating Office Open Sundays and Holidays	FIRST CLASS				
763	737	739	745			747	749	753	755	757
Sunday only	Sunday only	Sunday only	Sunday only			Sunday only	Sunday only	Sunday only	Sunday only	Sunday only
A.M. 8-15	A.M. 10-15	P.M. 12-30	P.M. 2-55	.... CHICAGO	Continuous	P.M. 5-20	P.M. 6-17	P.M. 7-55	P.M. 9-20	P.M. 10-55
8-20	10-20	12-35	3-00	... DIVISION ST. ...		5-25	6-22	8-00	9-24	11-00
s 8-22	s 10-22	s 12-37	s 3-02	... CLYBOURN ...		s 5-27	s 6-24	s 8-02	s 9-26	s 11-03
				... WOOD STREET ...	11:00 p.m. to 11:59 p.m.					
				... MAPLEWOOD ...						
				... AVONDALE ...						
				... PARKVIEW ...						
s 8-27	s 10-27	s 12-42	s 3-07	... IRVING PARK ...		s 5-32	s 6-29	s 8-07	s 9-31	s 11-08
8-28	10-28	12-43	3-08	... KOSTNER AVE. ...	Continuous	5-33	6-30	8-08	9-32	11-09
8-29	10-29	12-44	3-10	... MAYFAIR ...	Continuous	s 5-35	s 6-32	s 8-10	s 9-33	s 11-11
s 8-32	s 10-32	s 12-47	s 3-12	JEFFERSON PARK		s 5-37	s 6-34	s 8-12	s 9-36	s 11-14
				GLADSTONE PARK						
s 8-37	s 10-36	s 12-51	s 3-16	... NORWOOD PARK ...		s 5-41	s 6-38	s 8-16	s 9-40	s 11-18
s 8-40	s 10-39	s 12-54	s 3-19	... EDISON PARK ...		s 5-43	s 6-40	s 8-18	s 9-42	s 11-21
s 8-43	s 10-41	s 12-56	s 3-21	... PARK RIDGE ...		s 5-45	s 6-42	s 8-20	s 9-44	s 11-23
				... DEE ROAD ...						
s 8-50	s 10-47	s 1-02	s 3-27	... DES PLAINES ...	See Note below	s 5-51	s 6-48	s 8-26	s 9-50	s 11-30
8-51	10-48	1-03	3-28	... DEVAL ...	Continuous	5-52	6-49	8-27	9-51	11-31
d 8-52	d 10-49	d 1-04	d 3-29	... CUMBERLAND ...		d 5-53	s 6-50	d 8-28	s 9-52	s 11-32
8-53	10-50	1-05	3-30	... SEEGER ...		5-54	6-52	8-29	9-53	11-33
s 8-56	s 10-52	s 1-07	s 3-32	MOUNT PROSPECT		s 5-56	s 6-55	s 8-31	s 9-55	s 11-36
s 9-01	s 10-56	s 1-11	s 3-37	... ARLINGTON H'TS. ...		s 6-01	s 6-59	s 8-36	s 10-00	s 11-40
				... ARLINGTON PARK ...						
s 9-08	s 11-02	s 1-17	s 3-43	... PALATINE ...		s 6-07	s 7-05	s 8-42	s 10-06	s 11-46
s 9-18	s 11-11	s 1-25	s 3-51	... BARRINGTON ...	5:30 a.m. to 10:45 p.m.	s 6-15	s 7-13	s 8-50	10-15	11-55
s 9-26	s 11-19	s 1-33	s 3-59	FOX RIVER GROVE		s 6-23	s 7-21	s 8-58	P.M.	P.M.
s 9-30	s 11-22	s 1-36	s 4-02	... CARY ...		s 6-26	s 7-24	s 9-01		
9-38 A.M.				CRYSTAL LAKE JCT						
	11-30 A.M.	1-44 P.M.	4-10 P.M.	... CRYSTAL LAKE ...	12:15 a.m. to 11:00 p.m.	6-35 P.M.	7-32 P.M.	9-10 P.M.		
				... RIDGFIELD ...						
				... WOODSTOCK ...	See Note below					
				... HARTLAND ...						
				... HARVARD ...	Continuous					

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday Schedules.

No. 763 will also run on above days.

No. 749 will stop at Clybourn on above Holidays.

Woodstock Office open 6:00 a.m. to 3:00 p.m. on Holidays.
7:40 a.m. to 10:20 a.m. on Sundays.

Des Plaines Office open 8:15 a.m. to 10:15 a.m. on Sundays.
8:15 a.m. to 11:15 a.m. on Holidays.

Between Harvard and Chicago—Eastward

FIRST CLASS								Subdivision 4 Time Table 434 September 29, 1946	FIRST CLASS							
506	658	662	666	502	668	664	686		674	672	688	676	690	696	^B 500	684
DAILY	Daily except Sunday	Daily ex. Sat. & Sun.	Saturday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Saturday only	Daily ex. Sat. & Sun.	Daily except Sunday	Daily except Sunday
A.M. 11:00	P.M. 12:05	P.M. 1:05	P.M. 1:18	P.M. 2:00	P.M. 2:40	P.M. 3:45	P.M. 4:20	..... CHICAGO	P.M. 5:33	P.M. 5:39	P.M. 5:47	P.M. 6:10	P.M. 7:00	P.M. 7:00	P.M. 7:30	P.M. 7:50
10:53	11:59	1:00	1:13	1:53	2:35	3:40	4:13	..... DIVISION ST.	5:28	5:34	5:42	6:04	6:55	6:55	7:26	7:45
10:50	11:58	§12:57	§ 1:11	1:51	§ 2:33	§ 3:38	4:11	..... CLYBOURN	5:25	5:31	§ 5:40	6:02	6:53	6:53	7:24	§ 7:43
								..... WOOD STREET								
								..... MAPLEWOOD								
		§12:54	§ 1:07					..... AVONDALE								§ 7:38
								..... PARKVIEW								§ 7:36
	§11:53	§12:51	§ 1:04		§ 2:27	§ 3:33	§ 4:05	..... IRVING PARK			§ 5:35		§ 6:48	§ 6:48		§ 7:34
10:45	11:52	12:50	1:02	1:46	2:26	3:32	4:03	..... KOSTNER AVE.	5:14	5:24	5:33	5:56	6:47	6:47	7:20	7:33
10:44	11:50	§12:48	§ 1:00	1:45	2:25	3:31	§ 4:02	..... MAYFAIR	5:12	5:23	5:32	5:54 P.M.	§ 6:46	§ 6:46	7:19	§ 7:32
	§11:49	§12:46	§12:58	1:43	§ 2:23	§ 3:29	§ 3:59	..... JEFFERSON PARK			§ 5:30		§ 6:43	§ 6:43	7:17	§ 7:30
								..... GLADSTONE PARK								
	§11:45	§12:42	§12:54	1:38	§ 2:19	§ 3:25	§ 3:54	..... NORWOOD PARK		5:16 P.M.	§ 5:26		§ 6:38	§ 6:38		§ 7:26
	§11:42	§12:38	§12:51		§ 2:16	§ 3:22	§ 3:49	..... EDISON PARK			§ 5:23		§ 6:35	§ 6:35		§ 7:23
	§11:40	§12:36	§12:49		§ 2:14	§ 3:20	§ 3:46	..... PARK RIDGE			§ 5:21		§ 6:32	§ 6:32		§ 7:21
								..... DEE ROAD								
10:36	§11:34	§12:31	§12:44	1:30	§ 2:09	§ 3:14	§ 3:37	..... DES PLAINES	4:52 P.M.		§ 5:15		§ 6:26	§ 6:26	7:10	7:15 P.M.
10:35	11:32	12:30	12:43	1:29	2:07	3:12	3:31	..... DEVAL			5:13		6:23	6:23	7:09	
	§11:31	§12:29	§12:42		§ 2:06	§ 3:11		..... CUMBERLAND								
10:34	11:30	12:28	12:41	1:28	2:05	3:10	3:29	..... SEEGER			5:11		6:21	6:21		
	§11:29	§12:26	§12:39		§ 2:03	§ 3:08	§ 3:27	..... MOUNT PROSPECT			§ 5:09		§ 6:19	§ 6:19	7:07	
	§11:24	§12:21	§12:34	1:22	§ 1:59	§ 3:04	§ 3:23	..... ARLINGTON HTS.			§ 5:04		§ 6:15	§ 6:15	7:05	
								..... ARLINGTON PARK								
	§11:18	§12:15	§12:28	1:18	§ 1:53	§ 2:58	§ 3:16	..... PALATINE			§ 4:58		§ 6:08	§ 6:08	7:01	
	§11:10	§12:07	§12:20	1:12	1:45 P.M.	2:50 P.M.	§ 3:08	..... BARRINGTON			§ 4:50		§ 6:00	6:00 P.M.	6:56	
	§11:02	§11:59	§12:12				§ 3:00	..... FOX RIVER GROVE					§ 5:51			
	§10:59	§11:56	§12:09	1:05			§ 2:57	..... CARY					§ 5:48		6:50	
								..... CRYSTAL LAKE JCT								
§10:08	10:52 A.M.	11:49 A.M.	12:02 P.M.	§12:59			§ 2:50	..... CRYSTAL LAKE		4:35 P.M.		5:40 P.M.			6:46	
								..... RIDGEFIELD								
§ 9:56				§12:48			2:02 P.M.	..... WOODSTOCK							§ 6:38	
								..... HARTLAND								
9:43 A.M.				12:33 P.M.				..... HARVARD							6:25 P.M.	

B Indicates trains using track No. 2, Barrington to Wood St.

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday Schedules.

No. 686 will not operate Woodstock to Crystal Lake on Saturdays.

FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES WILL CLEAR THE SCHEDULE OF No. 500 FIFTEEN MINUTES.

Nos. 674, 672 and 676 will not carry passengers.

No. 502 will stop at Barrington to discharge revenue passengers from Madison and points beyond and will stop at Jefferson Park to discharge revenue passengers from Woodstock and beyond.

No. 500 on Holidays will use track No. 3, Kostner Ave. to Wood St.

Between Harvard and Chicago—Eastward

FIRST CLASS								Subdivision 4 Time Table 434 September 29, 1946	FIRST CLASS							
710	712	716	718	728	520	752	770		522	744	746	750				
Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only	Sunday only				
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
7:25	9:12	11:45	1:45	4:30	6:00	7:05	7:35	8:30	8:45	9:25	11:32					
7:20	9:07	11:40	1:40	4:25	5:52	7:00	7:30	8:24	8:40	9:20	11:27					
s 7:17	s 9:03	11:38	s 1:38	s 4:23	5:50	s 6:58	s 7:28	8:21	8:37	9:18	s 11:25					
s 7:13																
s 7:10	s 8:57	s 11:34	s 1:33	s 4:17		s 6:52			s 8:32	s 9:13	s 11:20					
s 7:08	8:56	11:33	1:32	4:16	5:45	6:51	7:21	8:14	8:30	9:12	11:19					
7:07	8:54	s 11:32	1:31	4:15	5:44	6:50	7:20	8:13	s 8:29	s 9:11	11:18					
s 7:05	s 8:51	s 11:29	s 1:29	s 4:13		s 6:48	s 7:17	8:09	s 8:26	s 9:08	s 11:16					
s 7:01	s 8:46	s 11:25	s 1:25	s 4:09		s 6:43			s 8:22	s 9:04	s 11:12					
s 6:58	s 8:44	s 11:23	s 1:23	s 4:06		s 6:41			s 8:20	s 9:01	s 11:10					
s 6:56	s 8:42	s 11:21	s 1:21	s 4:04		s 6:39			s 8:18	s 8:59	s 11:08					
s 6:50	s 8:36	s 11:15	s 1:15	s 3:59	5:38	s 6:33	7:08	7:59	s 8:11	s 8:53	s 11:03					
6:49	8:35	11:14	1:13	3:58	5:37	6:31	7:07	7:58	8:10	8:51	11:01					
f 6:48	f 8:34	f 11:13		f 3:57		f 6:30			f 8:08	s 8:50	s 11:00					
6:47	8:33	11:12	1:12	3:56	5:36	6:29	7:06	7:56	8:06	8:49	10:59					
s 6:45	s 8:31	s 11:10	s 1:10	s 3:54		s 6:28			s 8:05	s 8:48	s 10:57					
s 6:41	s 8:29	s 11:06	s 1:06	s 3:50		s 6:23	7:01	7:51	s 8:00	s 8:43	s 10:53					
s 6:35	s 8:23	s 11:00	s 1:00	s 3:44		s 6:17	6:56	7:45	s 7:54	s 8:37	s 10:47					
s 6:27	s 8:15	s 10:52	s 12:52	s 3:36		s 6:09	s 6:47	7:39	s 7:47	s 8:29	10:40					
s 6:19	s 8:06	s 10:44	s 12:44	s 3:29		s 5:59			s 7:39	s 8:20	P.M. -					
s 6:16	s 8:03	s 10:41	s 12:41	s 3:26		s 5:57		7:29	s 7:36	s 8:17						
6:10	s 7:56	10:35	12:35	3:20	s 5:08	5:50	6:30	7:22	7:30	8:10						
A.M. -	7:51	A.M. -	P.M. -	P.M. -		P.M. -	P.M. -	P.M. -	P.M. -	P.M. -						
	s 7:44				s 4:59											
	7:38															
	7:30				4:45											
A.M. -					P.M. -											

On New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, Suburban Trains will run on Sunday Schedules.

Nos. 520 and 522 will not run on above days.

No. 770 will run on the above days.

No. 712 will run on above days.

No. 520 will stop at Barrington to discharge revenue passengers from Madison and points beyond and will stop at Jefferson Park to discharge revenue passengers from Woodstock and beyond.

Between Proviso and Chase—Westward

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Subdivision 1b Time Table 434 September 29, 1946		Communicating Office Open Week Days and Holidays	Station Numbers	Distance from Yard #	Fuel, Water, Wye and Turntable Stations	SECOND CLASS											
						595	591	187	479	297	295	593	599	287	483	285	291
						Daily except Saturday	Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sunday	Sunday only	DAILY	DAILY	DAILY	DAILY	DAILY
PROVISO YARD #			23		WFTT	P.M. 11.30	P.M. 10.45	P.M. 10.00	P.M. 9.00	P.M. 8.45	P.M. 8.15	P.M. 8.00	P.M. 3.00	P.M. 2.00	A.M. 10.30	A.M. 12.30	A.M. 12.15
FREIGHT HOUSE			23	0.43													
GRAND AVENUE		3:59 p.m. to 11:59 p.m.		2.73		11.45	11.00	10.15	9.15	9.00	8.30	8.15	3.15	2.20	10.45	12.50	12.30
BRYN MAWR				6.24		11.55	11.10	10.25	9.25	9.08	8.38	8.25	3.25	2.30	10.54	1.00	12.40
NORMA		11:00 p.m. to 7:00 a.m.		10.04	W	12.05	11.20	10.33	9.35	9.18	8.45	8.35	3.35	2.37	11.01	1.08	12.48
SEEGER				11.31		12.15 A.M.	11.40 P.M.					8.55 P.M.	3.50 P.M.				
DEVAL		Continuous		11.10	Y			10.35	9.37	9.20	8.47			2.40	11.03	1.10	12.50
SHERMER				16.60				10.45	9.50	9.31	8.58			2.52	11.13	1.22	1.02
TECHNY				17.89				10.48	9.52	9.33	9.00			2.54	11.16	1.24	1.04
VALLEY			8015	20.05				10.52	9.57	9.39	9.05			3.00	11.20	1.30	1.10
BLODGETT			8017	22.34	W											1.55	
TOWER KO		Continuous	8020	28.32				11.10	10.15	9.53	9.23			3.20	11.40	1.20 A.M.	1.30
UPTON		Continuous	8023	30.73	Y			11.15	10.19	9.57	9.27			3.35	11.45		1.50
CHITTENDEN			8027	37.01													
EDDY			8031	42.88													
BAIN		10:00 p.m. to 6:00 a.m.	8035	49.16	WPY			11.55	11.10	10.40	10.10			4.25	12.40		2.50
WILLOW		Continuous	8043	59.43													
RAWSON			8048	70.07	W												
LAYTON AVENUE			8055	77.17													
ST. FRANCIS TOW'R		Continuous	545	78.69	WY			12.50 A.M.	12.10	11.40	11.05 P.M.		5.55 P.M.	1.30			4.00 A.M.
CHASE				81.08				12.15 A.M.	11.45 P.M.	12.45 A.M.	12.30 A.M.			1.35 P.M.			
BUTLER		Continuous	5716	94.04	WFTT									2.00 P.M.			

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

C. M. St. P. & P. trains will operate between Shermer and Bryn Mawr and will be governed by C. & N. W. Wisconsin Division Time Table Rules and Regulations.

Remote controlled interlocking plant at Shermer is controlled from C. M. St. P. & P. Tower "A20" at Techny.

Remote controlled interlocking plant at Bryn Mawr is controlled from C. M. St. P. & P. Tower "B17" at Bensenville.

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

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

Westward—Between Tower KO and Lake Bluff—Eastward

SECOND CLASS	FIRST CLASS	Station Numbers	Distance from Stake	Subdivision 1c Time Table 434 September 29, 1946	FIRST CLASS	SECOND CLASS		LOCATION	Restrictions	
285					280	284	Pass. Trains		Freight Trains	
DAILY						Daily except Sunday	Daily except Monday			
A.M. 2.20		8020		... TOWER KO ...		P.M. 7.48	A.M. 3.10			
2.30 A.M.		532	2.16	... LAKE BLUFF ...		7.45 P.M.	3.05 A.M.			
								BETWEEN LAKE BLUFF AND TOWER "KO"		
								Maximum speed, miles per hour:		
								Passenger trains..... 50.		
								Freight trains..... 45.		
								MP 29.9, Tower "KO" Interlocking Plant.....	35	30
								MP 31.5, Lake Bluff Interlocking Plant.....	25	25

Tower KO and Lake Bluff Communicating Office open continuous.

Between Proviso and Chase—Eastward

Subdivision 1b Time Table 434 September 29, 1946	Communicating Office Open Sundays	Capacity of Siding	SECOND CLASS													
			594	578	296	288	576	284	180	484	282	280	490			
			Daily except Monday	Daily except Wednesday	Daily except Monday	Daily ex. Sun. & Mon.	Wednesday only	Daily except Monday	DAILY	DAILY	DAILY	Daily except Sunday	DAILY			
PROVISO YARD 8. 0.43																
FREIGHT HOUSE. 2.30																
GRAND AVENUE.. 3.51	3:59 p.m. to 10:59 p.m.		A.M. — 12.30	A.M. — 1.45	A.M. — 2.00	A.M. — 3.00	A.M. — 3.45	A.M. — 4.30	A.M. — 5.30	P.M. — 12.15	P.M. — 7.00	P.M. — 8.30	P.M. — 11.00			
BRYN MAWR... 3.80			12.20	1.35	1.40	2.50	3.15	4.15	5.10	12.01	6.45	8.23	10.30			
NORMA..... 1.27	11:00 p.m. to 7:00 a.m.		12.10	1.25	1.20	2.30	3.05	4.00	5.00	11.45	6.35	8.17	10.20			
SEEGER..... 1.06			12.01 A.M. —	1.15 A.M. —			3.45 A.M. —									
DEVAL..... 5.50	Continuous				1.14	2.25		3.55	4.55	11.40	6.30	8.15	10.17			
SHERMER..... 1.23					1.04	2.15		3.40	4.35	11.25	6.20	8.06	10.07			
TECHNY..... 2.16					1.00	2.10		3.35	4.30	11.20	6.10	8.04	10.04			
VALLEY..... 2.29					12.55	2.05		3.25	4.20	11.10	6.05	8.01	10.00			
BLODGETT..... 5.96											6.00	7.58				
TOWER KO..... 2.41	Continuous				12.40	1.50		3.10 A.M. —	3.50	10.55	5.40	7.48 P.M. —	9.45			
UPTON..... 6.26	Continuous	85			12.35	1.45			3.40	10.50	5.20		9.40			
CHITTENDEN... 5.37																
EDDY..... 6.25																
BAIN..... 10.27	10:00 p.m. to 6:00 a.m.	88			12.05	1.00			2.40	10.01	4.20		9.00			
WILLOW..... 7.10	Continuous															
RAWSON..... 1.52		97														
LAYTON AVENUE. 2.39																
ST. FRANCIS TOW'R 12.96	Continuous				11.15	11.40 P.M. —			1.30 A.M. —	9.01	3.20		8.05			
CHASE.....					11.05 P.M. —					8.55 A.M. —	3.10 P.M. —		8.00 P.M. —			
BUTLER.....	Continuous				10.45 P.M. —					8.15 A.M. —	2.30 P.M. —		7.30 P.M. —			

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

Eastward trains from Seeger for Proviso, before entering upon the main line at Norma, will obtain permission to do so from leverman at Deval by use of telephone located at cross-over switches at Norma.

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

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

C. M. St. P. & P. trains will operate between Shermer and Bryn Mawr and will be governed by C. & N. W. Wisconsin Division Time Table, Rules and Regulations.

Remote controlled interlocking plant at Shermer is controlled from C. M. St. P. & P. Tower "A20" at Techny.

Remote controlled interlocking plant at Bryn Mawr is controlled from C. M. St. P. & P. Tower "B17" at Bensenville.

Westward—Between Kenosha and Bain—Eastward

Subdivision 1d Time Table 434 September 29, 1946	LOCATION	Restrictions	
		Speed per Hour	
		Pass. Trains	Freight Trains
..... KENOSHA..... 1.04			
..... FARM YARD..... 3.24			
..... BAIN.....			
	BETWEEN KENOSHA AND BAIN Maximum speed, miles per hour: Passenger trains.....30 Freight trains.....30		
	MP 0.0 to MP 1.2, Between Kenosha and Farm Yard.	15	15
	MP 1.2 to MP 4.2, Between Farm Yard and Bain with H, J-4, JA, JS, J, M-4, E-2, Z and E engines.....	20	20
	Stopboard at connection Subdivisions 1d and 1b at Bain.....	Stop	Stop

There are no crossing flagmen on duty at any of the crossings between Kenosha passenger station and the east end of Farm Yard. All train and engine movements over these crossings must be preceded by a member of crew acting as flagman.

SPEED RESTRICTIONS

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LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
BETWEEN CHICAGO AND TOWER "BJ" VIA WISCONA				BETWEEN CHICAGO AND TOWER "BJ" VIA WISCONA—Continued			
Maximum speed, miles per hour: Streamliners, Diesel operated, straight track... 100				MP 12.7 to MP 13.9, Between Canal and Wil- mette Interlocking:			
Streamliners, Diesel operated, curves..... 90				Eastward..... 50	50	50	.....
Other passenger trains, straight track.. 95				Westward..... 80	80	80	.....
Other passenger trains, curves..... 90				MP 13.9, Wilmette Interlocking, turnouts at end of third track: Eastward.....	50	50	35
Freight trains..... Between Chicago and Rose Hill..... 45			45	Westward.....	60	50	35
Between Rose Hill and Tower BJ..... 50			50	MP 13.9 to MP 30.4, Between Wilmette Interlocking and Lake Bluff Interlocking:			
See special rules governing train operation between Chicago Passenger Terminal and Clinton Street Interlocking. Page 40.				Eastward, straight.....		90	.....
MP 0.5 to MP 1.8, Between Clinton St. and Division St. Interlocking.....	45	45	25	Westward, straight.....		80	.....
MP 1.8, Div. St. Interlocking, Straight.....	35	35	25	Curves.....		80	.....
Div. St. Interlocking, Diverging Main	20	20	15	MP 30.4, Lake Bluff Interlocking: Straight	80	80	.....
MP 1.8 to MP 3.6, Between Div. St. Interlock- ing and west limits of Deering Interlocking	45	45	35	Diverging Main.....	25	25	25
MP 3.6 to MP 4.2, Between west limits of Deering Interlocking and Diversey St. crossovers at Deering Freight Yard:				MP 30.4 to MP 34.6, Between Lake Bluff Interlocking and curve two miles east of Waukegan.....	90	80	.....
Eastward..... 45	45	45	35	MP 34.6, Around curve two miles east of Waukegan.....	75	75	.....
Westward..... 60	60	60	35	MP 34.6 to MP 36.1, Between curve two miles east of Waukegan and west end of curve at Waukegan station.....	85	85	.....
MP 4.2 to MP 7.1, Between Diversey St. crossovers at Deering and Summerdale:				MP 49.4 to MP 53.9, Between foot of eleva- tion, two miles east of Kenosha and east end of 2-degree curve, two and a half miles west of Kenosha.....	90	80	.....
Eastward..... 90	80	80	35	MP 54.0, Around 2-degree curve, two and one half miles west of Kenosha.....	80	80	.....
Westward..... 70	70	70		MP 54.0 to 59.5, Between 2-degree curve, two and one-half miles west of Kenosha and Durand Road, one mile east of Racine Jct.		90	.....
MP 7.1 to MP 10.7, Between Summerdale and Main St. Interlocking:				MP 59.5 to MP 63.1, Between Durand Road, one mile east of Racine Jct. and Layard Ave. one and one-third miles west of Racine.....	50	50	30
Eastward..... 90				MP 63.1 to MP 77.9, Between Layard Ave., one and one-third miles west of Racine, and curve just east of Cudahy.....		90	.....
Westward..... 80				MP 77 to MP 78.2, Eastward freight trains..			20
MP 10.7, Main St. Interlocking, Straight.		90		MP 77.9, Around curve just east of Cudahy.	70	70	.....
Diverging Main..... 25	25	25	20	MP 78.2 to MP 80.0, Between Cudahy and St. Francis Interlocking.....	90	80	.....
MP 10.7 to MP 11.6, Between Main St. In- terlocking and curve east of Davis St. Station: Tracks Nos. 1 and 2.....	70	70					
Track No. 3.....		80					
MP 11.6 to MP 12.2, Around curves imme- diately east and west of Davis St. Station:							
Track No. 1..... 60	60	60	35				
Tracks Nos. 2 and 3..... 60	60	60	35				
MP 12.2 to MP 12.7, Between curve west of Davis St. Station and Canal Interlocking:							
Eastward..... 80	80	65	.....			
Westward..... 80	80	70	.....			
MP 12.7, Canal Interlocking: Straight....	80	70	35				
Through high speed crossovers from Track No. 2 to Track No. 1 and from Track No. 3 to Track No. 2.....	30	30	25				

SPEED RESTRICTIONS

LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
BETWEEN CHICAGO AND TOWER "BJ" VIA WISCONA—Continued				BETWEEN WISCONA AND FOND DU LAC			
MP 80.0, St. Francis Interlocking: Straight Route, Tracks 1 and 2..	85	80	.....	Maximum speed, miles per hour: Streamliners, Diesel operated....80			
Tracks 3 and 4.....	15	15	15	Other Passenger trains.....70			
				Freight trains.....50			
MP 80.0 to MP 81.7, Between St. Francis Interlocking and Tower "BA" Interlock- ing:				MP 92.1 to 92.4, Between home signals Wis- conna Interlocking: Westward.....	70	70	.....
Tracks 1 and 2.....	80	80	.....	Eastward.....	40	40	30
Tracks 3 and 4.....	20	20	20				
MP 81.7, Tower "BA" Interlocking: Tracks 1 and 2.....	50	50	25	MP 97.1 around curve, 1 1/4 mile east of Granville.....	70		
Tracks 3 and 4.....	20	20	20				
MP 81.7 to 82.6, Between "BA" and west limits of "KK" Interlocking.....	40	40	25	MP 98.3 around curve, at Granville.....	70		
MP 82.6 to MP 82.9, Between west limits of "KK" Interlocking and Washington St. Interlocking, National Ave.....	35	35	25	MP 100.6 around curve, 2 1/2 mile west of Granville.....	60	60	
MP 82.9, Over Washington St. Interlocking: Straight Route.....	35	35	25	MP 101.3 to 101.9 around reverse curves, 3 1/2 mile west of Granville.....	60	60	
Diverging Main Route....	20	20	20				
				MP 108.3 around curve, 2 miles east of Jack- son.....	70		
MP 82.9 to MP 84.1, Between Washington St. Interlocking and crossovers at east end of Wisconsin St. Passenger Station.....	30	30	25				
				MP 114.7 around curve, 2 3/4 miles east of West Bend.....	70		
MP 84.1 to MP 84.7, Through switches and crossovers at east and west ends of Wis- consin St. Passenger Station..... (See additional speed regulations Page 13.)	15	15	15				
				MP 117.5 to 120.9 between West Bend Station and west end of passing track at siding "BR".....	45	45	35
MP 84.7 to 86.3, Between crossovers at west end of Wisconsin St. and Bradford Ave., two miles west of Wisconsin St.....	50	50	30				
				MP 124.4 around curve, 3/4 mile east of Kewaskun.....	70		
MP 86.3 to 87.7, Between Bradford Ave., and 3-degree curve, one-half mile east of Shorewood.....	70	70	.....			
				MP 132.7 around curve, 1 3/4 miles west of Campbellsport.....	60	60	.....
MP 87.7, Around 3-degree curve, one-half mile east of Shorewood.....	65	65	35				
				MP 145.3 around curve, 1 1/4 miles east of Tower "NW".....	45	45	35
MP 87.7 to MP 92.1, Between 3-degree curve, one-half mile east of Shorewood and Wiscona Interlocking.....	75	75	.....			
				MP 145.3 to 146.2 between 1 1/4 miles east of Tower "NW" and Interlocking at Tower "NW".....	75	60	40
MP 92.1, Wiscona Interlocking Plant: Westward trains toward Fond du Lac.....	70	70	.....			
Eastward trains from Fond du Lac.....	40	40	30	MP 146.2 to 146.3 between westward home signal Interlocking Tower "NW" and Divi- sion St., 600 ft. west of Fond du Lac Station	15	15	15
Diverging Route to and from Tower "BJ"	40	40	30				
Diverging Route to and from Fox Point..	25	25	25	BETWEEN HARVARD AND CALEDONIA			
				Maximum speed, miles per hour: Streamliners, Diesel operated....70			
MP 7.8 to 14.0, Between Wiscona Interlock- ing and Tower "BJ" Interlocking:				Other Passenger trains.....60			
Eastward.....	90	90	.....	Freight trains.....40			
Westward.....	80	80	.....			
				MP 63.0, Harvard Automatic Interlocking, between Home Signals.....	15	15	15
MP 13.7, Tower "BJ" Interlocking Plant: Straight Route, eastward.....	75	75	.....			
Straight Route, westward.....	70	70	.....	MP 77.7 to MP 78.3 between Caledonia and east end of curve 3,000 feet east.....	30	25	20
Diverging Route, all directions.....	10	10	10				
				BETWEEN CHICAGO AND JANESVILLE, VIA CLINTON JUNCTION			
				Maximum speed, miles per hour: Streamliners, Diesel operated....80			
				(Except 70 MPH on Track Number 1 between Mayfair and Barrington)			
				Other Passenger trains.....70			
				Freight Trains—50 between Chicago and Harvard			
				45 between Harvard and Janesville			
				See special rules governing train operation between Chicago Passenger Terminal and Clinton St. Interlocking Plant, page 40.			

SPEED RESTRICTIONS

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LOCATION	Restrictions Speed per Hour			LOCATION	Restrictions Speed per Hour	
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
BETWEEN CHICAGO AND JANESVILLE, VIA CLINTON JUNCTION—Continued MP 0.5 to 1.8, between Clinton St. and Division St. Interlocking	45	45	25	BETWEEN PROVISO AND TOWER "BJ" VIA UPTON AND WEST ALLIS Maximum speed, miles per hour: Passenger trains.....60 Freight trains.....55		
MP 1.8, Division St. Interlocking: Straight Route..... Diverging Main Route....	35 20	35 20	25 15	NOTE.—Trains handled by Class J or Class Z engines must not exceed 50 miles per hour at any time. MP 3.5 to MP 7.1 from Proviso to and over Interlocking, Bryn Mawr.....	45	45
MP 1.8 to 2.9, between Division St. Interlocking and west limit of Wood St. Interlocking.....	45	45	30	MP 7.1 to MP 20.8, Between Interlocking, Bryn Mawr and Valley.....	45	40
MP 7.0 to 7.8, between east end of short reverse curves, east of Kostner Ave. Station, and west end of Mayfair Interlocking	40	40	30	MP 80.1, Through Interlocking, St. Francis.....	15	15
MP 7.6, Mayfair Interlocking through high speed crossover from Track 2 to Track 1..	25	25	25	MP 0.0 to MP 2.4, Between Interlocking, St. Francis and Interlocking, Chase.....	30	25
MP 16.5 to 18.9, between second highway east of Des Plaines (River Road) and west limits of Seeger Interlocking—Straight Route.....	50	50	20	MP 2.4, Chase Interlocking: Through turnout to or from St. Francis..... Straight route to or from National Ave.....	30 30	30 25
MP 17.1, high speed crossovers at Deval from Track 2 to Track 1, and from Track 3 to Track 2.....	30	30	25	MP 2.4 to MP 8.5, Between Chase Interlocking and West Allis.....	40	35
MP 18.6, Seeger Interlocking: Diverging Route.....	10	10	10	MP 8.5 to MP 9.4, Passing Station, West Allis, and switches at Belton.....	30	30
MP 26.0 to 26.4, between Chicago Ave., 1000 ft. east of Palatine, and Smith St., 900 ft. west of Palatine.....	50	50	30	MP 9.4 to MP 18.1, Between Belton and Interlocking, Tower "BJ", 1 1/4 miles west of Butler.....	40	35
MP 31.0, Interlocking at end of three tracks at Barrington Straight Routes..... Through turnouts from Track 1 to westward main track, and from eastward main to Track 2.....	60 35	60 35	40 25	BETWEEN CHASE AND NATIONAL AVENUE Maximum speed, miles per hour: Passenger trains.....40. Freight trains.....35.		
MP 31.0 to 31.9 between end of 3 tracks and west limit of E.J.&E. Interlocking 1500 ft. west of Barrington.....	60	60	40	MP 3.3, Around single track Wye between Chase Yard and St. Francis Cut-Off.....	6	6
MP 37.3, Fox River Bridge.....	80	70	35	MP 2.2, Over Kinnickinnic River Drawbridge.....	25	15
MP 51.0 to 51.8, between South St., 1800 ft. east of Woodstock, and Wicker St., 2200 ft. west of Woodstock.....	50	50	30	MP 1.4, Over Washington St. Interlocking.....	20	20
MP 62.4 to 63.0, between crossovers 2200 ft. east of Harvard, and Harvard Automatic Interlocking.....	30	30	20	BETWEEN CRAWFORD AVE. AND VALLEY AND RIVER JUNCTION AND EVANSTON Second and third class and extra trains (which includes extra passenger and troop trains) will operate as per Rule 93, amended, between Crawford Ave. and Valley and between River Junction and Canal plant and will not exceed twenty-five (25) miles per hour. Westward trains will stop before using turnout west of Main Street to the old Weber Lead.		
MP 63.0,—Harvard Automatic Interlocking, Between Home Signals: Straight Route Westward Trains.... Eastward Trains from Clinton Jct...	30 20	30 20	20 20	MP 14.9, Canal Interlocking Plant.....	15	15
MP 78.5 over C. M. St. P. & P. Interlocking Clinton Jct.....	60	60	.....		
MP 89.6 around curve, 2 miles east of Janesville.....	60	60	40			
MP 89.7 over Spring Switch at beginning of double track, 1 3/4 miles east of Janesville Station.....	25	25	20			
MP 89.7 to 91.2, between Spring Switch 1 3/4 miles east of Janesville, and Afton line switch, 1000 feet east of Janesville Station	50	50	35			
MP 91.2 to 91.7, between Afton Line Switch, 1000 feet east of Janesville Station and C. M. St. P. & P. Interlocking 1/4 mile west of Janesville.....	10	10	10			

ADDITIONAL SPEED RESTRICTIONS

1. Trains of ordinary passenger equipment handled by Diesel power and trains of streamliner equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."

2. Streamliner type trains and Gas or Diesel Electric Motor trains and Engines must not run over inundated tracks if water is more than five inches above top of rail and when operating through water must not exceed speed of six miles an hour.

3. Diesel power moving light must not exceed fifty (50) miles per hour.

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

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

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

6. Unless otherwise instructed steam wrecking outfits must not exceed a speed of thirty-five (35) miles per hour.

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

When back up movements are made to any point on the Wisconsin Division, west of Division Street, two men will be on the rear of these trains.

8. Trains handling either U. S. Government scale test cars, C. & N. W. scale test cars, or scale test cars of other railroads must not exceed a speed of thirty (30) miles an hour on Main Lines.

9. When Class J, JA, JS or Z Engines are used on passenger trains the speed of such trains must not exceed maximum speed as indicated in time table speed restrictions for freight trains.

10. Between the hours of 6:30 p. m. and 9:00 a. m., and 12:01 p. m. and 1:30 p. m. daily, when no gateman is on duty, all Switching Movements over Baldwin St. crossing east of the station, and at Station Street crossing west of the station at Sharon must be preceded by a member of train crew.

11. Circus trains and Carnival trains on main line districts will not exceed 35 miles per hour on straight track, and 25 miles per hour on curves. On branch line districts such trains will not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

12. Westward movements on Track No. 2 over spring switch east end of Barrington Coach Yard must not exceed 12 miles per hour.

13. Class E engine must not exceed a speed of 75 miles per hour at any point regardless of the type of train such engine is handling.

The above instructions will also apply when Class E engine is doubleheaded with diesel locomotive.

"General Rules Governing Employees of the Operating Department dated December 1st, 1929 and Supplement 'D' dated June 15th, 1935, in connection therewith, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty."

SPECIAL RULES

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

New employes must exercise great care in this respect.

Standard 1. Clocks showing Central Standard time are located at Chicago Time Train Dispatchers' office; Telegraph offices; So. Janesville, Janesville, Harvard, Crystal Lake, Des Plaines, Fond du Lac, Milwaukee,

Butler, National Ave., Racine, Kenosha, Waukegan, Canal Jct. Agent's office at North Avenue. Telegraph office, Yard Office and East End Yard 5 and Welfare Bldg. at Proviso, Yardmaster's office at 40th St., Caller's office at Chicago Ave. (40th St. Round House) and Chase Roundhouse, Foreman's office at 3rd Ward Milwaukee and Butler, Engineers' washroom and lockers at South Janesville Harvard and 40th St. Round House.

Superior 2. EASTWARD trains are superior to WESTWARD trains of Direction the same class.
Rule S-72

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

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

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

Trains on subdivision 2b will register at Harvard.

Trains on subdivision 1d will register at Kenosha.

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

Trains Obtain Clearance Form A Unless otherwise provided, trains starting from Initial division station on subdivisions 1, 1b, 2, 26, 4 and 5 will obtain clearance form A at such stations.

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

Rule 83a does not apply at non-communicating stations or when communicating stations are closed, or at Wilmette, Winnetka, Wisconsin, Caledonia, Mayfair.

Passenger trains relaying out of Chicago Passenger Terminal or scheduled coach trains, starting from Chicago Passenger Terminal, may procure permission from train dispatcher by telephone to proceed without clearance form A.

Trains will obtain clearance form A at Milwaukee and Fond du Lac passenger stations.

Train Orders 4. Between Chicago and Waukegan and between Chicago Rule D97 a and Barrington extra freight and passenger trains will be operated without train orders. In all two or more track

districts extra freight, empty passenger equipment, and express trains will be operated without train orders.

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

Bulletin 5. Bulletin boards for the posting of general orders and special orders issued by the Superintendent are located as follows:

Conductors' room and trainmen's room, Chicago passenger station, trainmaster's office, Kedzie Avenue.

Yardmaster's offices, Erie Street, Grand Avenue, 40th Street (East and West end), Proviso (Yard 8 and east end yard 6), Cragin, Mayfair, Weber, North Avenue, Rose Hill, Waukegan, Kenosha, Racine, Milwaukee (Madison Yard, Chase Yard and Mitchell Yard) and North Fond du Lac.

Telegraph Office, National Avenue, Milwaukee, Butler, Harvard and South Janesville.

Engine house, Crawford Avenue Streamliner Ramp Chicago Shops, Sangamon Street, Waukegan, Kenosha, Chase, Milwaukee (enginemens' wash room Wisconsin Street depot), Third Ward engine house, Butler, North Fond du Lac, South Janesville, Proviso (Welfare building).

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, Yard and engine crews must consult bulletin boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, engineers and Yard Foremen must receipt for all General Orders in a book provided for that purpose at each Bulletin Board location, entering on this book the date and time order is read as well as signature.

Freight Train 6. Inspection: EASTWARD—Willow or Bain, Racine or Inspection Racine Jct., Waukegan, Harvard, Crystal Lake or Cary, Palatine, Caledonia, West Bend.

WESTWARD—Waukegan, Bain or Willow, Racine Jct., Barrington or Crystal Lake, Harvard, Rockfield or West Bend.

Operator Harvard will make running inspection of Nos. 591, 594, 576 and No. 578's trains when these trains are not required to stop.

Nos. 591, 594, 576 and 578 will inspect their trains at Harvard if required to stop.

Inspection may be made by reducing speed to ten miles per hour, and trainmen observing the train as it pulls by, preferably from the leeward side. Eastward inspection at Palatine will be made only by trains having sand or gravel picked up at Crystal Lake or Cary. Levermen at Tower KO, Upton, Willow, Racine Jct. and Lake Bluff, also operators at West Bend will, instead of trainmen, observe passing train for the entire length and will give necessary stop signal in case anything is found defective, and trainmen and enginemens must be on lookout for signals from these levermen. Trains in both directions will not exceed thirty (30) miles per hour passing Upton, to enable levermen to make running inspection of train. In the absence of levermen at Tower KO, Upton, Bain, Willow, Racine Jct. or Lake Bluff, or operator at West Bend,

enginemen must bring train to full stop and trainmen must then make inspection. Trains of sixty-five (65) cars or less will not stop at Rockfield or West Bend for inspection.

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

Manual 7. Rules 302A to 373 govern between Caledonia and Harvard Block between the hours of 8:00 a. m. and 8:45 p. m.

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train not less than ten minutes.

Time 8. Between Bain and Kenosha, Skokie and Valley, continuously, and between Caledonia and Harvard between 8:45 p. m. and 8:00 a. m., rules 380 and 382 govern and trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within fifteen minutes.

Automatic 9. Chicago to Tower NW, Mayfair to Skokie, Valley to Block Chase, Tower KO to Lake Bluff (Subdiv. 1c), Chicago to Janesville, Proviso to Valley, National Avenue to Wisconsin via Belton and Tower BJ.

Main 10. Suburban or local passenger trains must not occupy main Track at track at initial point in advance of their scheduled leaving time longer than actually necessary to load passengers and baggage, and in no case to exceed 5 minutes and then not without protecting by flagging; and in addition thereto, when communication can be had and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

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

Preference 11. From 12:00 o'clock night until 12:00 o'clock noon, as to Platforms between trains stopping locally, eastward trains will have preference to station platforms.

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

Whistling 12. Enginemen operating Diesel Streamliner trains when sounding regulation crossing whistle will begin sufficiently in advance of the whistle location. Whistle must be sounding while engine is approaching and passing over the crossing.

Lake Bluff 13. There is an opening in the intertrack fence between the two passenger main lines in front of Lake Bluff Station to permit of passengers and pedestrians passing from one platform to the other. You are cautioned to see to it that Rule D-107c is fully complied with when approaching this point.

Crystal Lake 14. Eastward trains are cautioned to be on the look out for trains crossing over at Crystal Lake Jct. to or from Galena Division.

Ordinances 15. No Railroad Company shall cause or allow the whistle of any Locomotive Engine to be sounded within the City of Chicago, City of Evanston, Wilmette, Glencoe, Highland Park, Highwood, Lake Forest, Zion, Waukegan, South Milwaukee, Des Plaines,

Park Ridge-Arlington Heights, Palatine, Barrington, Fox River Grove, Cary and Janesville, and between Oklahoma Avenue and Kinnickinnic River bridge, Milwaukee, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons or damage to property.

North 16. Westward trains will sound crossing whistle for 22nd St. crossing Chicago east of station. Eastward trains will sound crossing whistle for 2nd St. crossing just west of station.

In accordance with above no crossing whistles are to be sounded between Chicago and Great Lakes or Chicago and first crossing west of Seegar or between first crossing west of Valley and Tower KO, but trains in both directions will whistle for Old Elm and Old Mill road crossings, the 3rd and 4th crossings east of Tower KO.

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

16. Enginemen should immediately sound whistle signal in accordance with Rule 14-l or 14-p, depending on situation, when they observe persons or vehicles approaching a crossing or in close proximity to a crossing under conditions which would indicate that such persons or the occupants of such vehicles apparently are not aware of the approach of the train; also during stormy or foggy weather, or at any other time, when the view of crossing is obstructed. The same procedure should be followed in the event of such conditions existing at other than established crossings. At all times, when trains pass at or near crossings, the regular crossing whistle signals (Rule 14-l) should be sounded, even though enginemen are not aware of the approach of, or close proximity to the crossing of persons or vehicles.

Whistling at 17. Eastward trains will not whistle for Water Street, the first West Bend highway east of station, and westward trains will not whistle for Division Street, the first highway west of station.

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

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

18. Explanation of Characters:

S—Regular Stop.

F—Stop to receive or discharge revenue passengers.

C—Stop to receive or discharge revenue Chicago passengers.

D—Stop to discharge revenue passengers.

Sprinkling 19. Conductors will see that Rule 731 is observed and that Hogs record is kept on wheel report showing stations at which each car Rule 731 of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Bain—westward track,

Rawson—westward track, Crystal Lake—east of coal shed, Norma—eastward pen stock, So. Janesville—near yard office.

20. Cudahy. No engine larger than an M2 can enter the George J. Meyer plant.

Emergency 21. Enginemen operating engines equipped with either Red Headlights oscillating or non-oscillating emergency headlights will be governed by the following instructions:

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

The operation and use of this device will not in any way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

Rear Red 22. When a train equipped with manually operated rear Oscillating red oscillating light is moving under circumstances in which Lights may be overtaken by another train, or comes to a stop, trainman acting as flagman will immediately start the operation of the red light.

The manually operated light is turned on by pushing down the plunger switch on the top of the light, and is turned off by pulling up the same plunger switch.

When a train is equipped with an automatic rear red oscillating light, which is connected to the rear train line hose, the light will automatically turn on when a reduction of fifteen or more pounds is made in brake pipe pressure and will continue to operate until turned off. When the brake pipe pressure is restored to normal the light can be turned off by pushing the small button on the right side of the light, which releases the stick relay. The automatic light can also be operated manually; to turn on the light push down the plunger switch on the top of the light; to extinguish the light pull up the plunger switch and push the small button on the right side of the light.

Enginemen in making stops with less than a fifteen pound reduction will upon completion of the stop make further reduction to attain a fifteen pound reduction.

Enginemen on approaching trains will take notice of rear red lights in operation and immediately reduce speed and be prepared to stop.

The operation and use of this device, either manually or automatically, will not in any way relieve trainmen from compliance with Rules 99 and 102.

TRACKS IN OPERATION

SINGLE TRACK.—Wisconsin to Tower NW, Kenosha to Bain, Harvard to Caledonia, Harvard to Belt Line switch South Janesville, Norma to Seeger, and River Jct. to Valley.

TWO TRACKS.—Clybourn to Deering, Wilmette Interlocking Plant to Wisconsin, Crawford Ave. to River Jct., Valley to Tower BA, River Jct. to Canal Interlocking Plant, Tower KO to Lake Bluff, Proviso to Valley, St. Francis to Chase, Clybourn to Wood Street, Barrington to Harvard, Belt Line Switch South Janesville to Janesville, National Avenue to Wisconsin via Belton and Tower BJ.

THREE TRACKS.—Deering to Wilmette Interlocking Plant, Wood Street to Barrington.

FOUR TRACKS.—Clinton Street Interlocking Plant to Clybourn.

MOVEMENT OF TRAINS ON RUNNING TRACKS

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

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

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

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

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

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

Between Canal Interlocking and Central St. Station, movements may be made against current of traffic, on track No. 3, on signal indications. Before giving Proceed signal indications for such movements signalmen at Canal Interlocking will procure block from Signalman at Wilmette Interlocking and make record on Form 491 revised.

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

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

KINZIE STREET AND DIVISION STREET

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

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

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

CLINTON STREET AND DIVISION STREET

Trains in both directions will move on signal indications.

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

DIVISION STREET AND CLYBOURN

TRACK No. 1.—Westward movements sub-division 4.

TRACK No. 2.—Eastward movements sub-division 4.

TRACK No. 3.—Westward movements sub-division 1.

TRACK No. 4.—Eastward movements sub-division 1.

DEERING AND WILMETTE INTERLOCKING

Track No. 1—DAILY westward scheduled and unscheduled movements.

Track No. 2—DAILY EXCEPT SATURDAYS westward scheduled and unscheduled movements, between 11:00 a. m. and 12:30 p. m., between 1:00 p. m. and 7:00 p. m., and between 10:00 p. m. and 1:00 a. m.

Eastward scheduled and unscheduled movements between 1:00 a. m. and 11:00 a. m., between 12:30 p. m. and 1:00 p. m., and between 7:00 p. m. and 10:00 p. m.

Track No. 2—SATURDAYS:

Westward scheduled and unscheduled movements between 11:00 a. m. and 7:00 p. m., and between 11:00 p. m. and 1:00 a. m.

Eastward scheduled and unscheduled movements between 1:00 a. m. and 11:00 a. m., and between 7:00 p. m. and 11:00 p. m.

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

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

BETWEEN CANAL AND RIVER JCT.

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

WOOD STREET AND KOSTNER AVE.

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

TRACK No. 2.—Westward scheduled and unscheduled movements between 9:05 a. m. and 7:15 p. m. and between 8:00 p. m. and 3:00 a. m.

Eastward scheduled and unscheduled movements between 3:00 a. m. and 9:05 a. m. and between 7:15 p. m. and 8:00 p. m.

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

KOSTNER AVE. AND BARRINGTON

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

TRACK No. 2.—Scheduled and unscheduled movements in either direction on signal indications.

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

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

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

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

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

BETWEEN NORMA AND SEEGER

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

BETWEEN JANESVILLE AND SOUTH JANESVILLE

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

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

Eastward signal 876 on Eastward track and Westward signal 881 on Westward track are "Stop" signals and Rules 501A, 501B Amended, 501C, 501G Amended and 509(c) apply.

Westward signal 877-2 on Eastward track and Eastward signals 880-1, 878-1 and 876-1 on Westward track are "Stop" signals and Rules 501A, 501B Amended and 509 apply.

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

SPRING SWITCHES

Spring switches will be identified by a disc having black letters "SS" on a white background, mounted at right angles to the red target.

Rules 104f, 104g, 510a, 512a and 512b will be observed.

WAUKEGAN

On track No. 1 east end of coach yard to eastward main track, normal position is for main track.

BARRINGTON

On track No. 1 east end of coach yard to eastward main track, normal position is for main track.

West end westward passing track, normal position is for main track.

HARVARD

End of double track Subdivision No. 4.

Normal position to or from eastward track Subdivision No. 4.

At Junction Sub-division No. 5 and Subdivision No. 2-B.

Normal position to or from Subdivision No. 2-B.

SOUTH

1. At the end of two track just East of Belt Line Switch, normal position is for westward movements.

JANESVILLE

2. At east end of yard track to main track, normal position is for main track.

JANESVILLE At end of two tracks, one-fifth (1/5) mile west of Janesville passenger station, normal position is for eastward movements.

RIVER JCT. At Afton line switch, normal position for Afton line. Two spring switches at crossover east of junction switch, Normal for crossover movement either direction.

RESTRICTIONS ON OPERATION OF VARIOUS CLASSES OF ENGINES

Chicago Passenger Terminal.....	M4 Engines cannot enter passenger terminal.
Wells St. Viaducts, Chicago.....	J, JS, JA, H, E4 and J4 Engines cannot operate on tracks 11, 12, 13, 14, 15 and 16.
Clark St. Viaduct, Chicago.....	H, E4 and J4 Engines cannot pass under this viaduct.
Ground level tracks between Noble and Wells Sts.....	D, E, E1, E2, E4, H, J, JA, JS, J4, R1 and Z Engines cannot pass under this viaduct.
Chicago Ave. Round House.....	
Erle St. Coach Yard.....	
Grand Ave. Freight Yard.....	
South of Monroe St. on Rockwell St. Line.....	H, J4, JA, E2A and E2B Engines cannot be operated.

OPERATION OF CLASS H AND J-4 ENGINES

Class H and J-4 engines can operate between Proviso and Altoona via Valley, Willow, Chase, Belton, Lake Bluff, Racine, St. Francis, Milwaukee, Wisconsin, Butler, but must not operate over puzzle switches at Milwaukee depot while any other trains or engines are using same on an adjoining track.

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

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

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

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

- Straight track at Milwaukee Avenue,
- Blodgett—West siding from east end of track to Deerfield Avenue, and the two team tracks east of the water tank.
- South Upton—Team track.
- Upton—"Wye," and siding except north end between crossover siding to main line and north switch.
- Bain—West siding and "Wye" between main line and derail at KD track.
- Rawson—West siding.
- Layton Ave.—Siding.
- Tracks Nos. 1 and 2 between St. Francis and Bay View interlocking plants.

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

SUBDIVISION 1 AND 2

- Kenosha siding.
- Cudahy Westward siding.
- Eastward siding only as far as Clearing Point.
- Waukegan and Racine Jct. siding only as far as Clearing Points.
- H and J-4 Engines may get coal at Kenosha and Waukegan.

CHICAGO PASSENGER TERMINAL

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

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

2. Dwarf signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake Street Interlocking Plant, Chicago Passenger Station:

- a. The first dwarf signal governing westward movements from each of the sixteen train shed tracks.
- b. The second dwarf signal governing westward movements from Track No. 16.
- c. The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

CHICAGO PASSENGER TERMINAL—Continued 40

The dwarf signals governing westward movements over Lake Street Interlocking are now equipped with a rear view lunar white marker light displaying ONE star located on top of the signal case. This marker is illuminated only by action of the leverman when the signal is cleared.

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

The initial westward movement of any train or engine from the pockets on lead tracks one and six must not be started without a proceed indication on the dwarf signal marked with TWO stars.

When enginemen or trainmen cannot observe starting signal indication because of engine or train being too far in advance of the starting signal, enginemen or trainmen may be governed by the rear view ONE lunar white star marker light.

When this ONE star marker is illuminated it indicates that the signal to which it is attached is cleared and that the leverman at Lake Street has a route lined up and enginemen or trainmen may proceed on this indication to the next signal.

3. On all trains being backed into terminal, the back-up man will use one long sound of communicating signal as an indication to the engineman to close throttle, to permit stop to be made by tailhose application of the brake.

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

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

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

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

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

10. On through trains arriving at Chicago Passenger Station, rear Trainman will immediately go to the rear of the train, cut in the back-up hose, make test to determine if air is working properly, and remain at the rear end of the train until released by back-up man, except as otherwise herein provided.

On streamliners and other trains with blind ends, rear Trainman will remain at the back-up valve until released by the back-up man, and will remain at the train until train actually starts backing up in charge of the back-up man, or until released by another back-up man.

When switching is to be done on any train, before it backs out, rear Trainman will remain on duty and protect remaining portion until released by the back-up man. When train is to be handled out of the passenger station by switch engine, thereby releasing road engine to move light, the rear Trainman will not be released until the road engine has been cut off from the train.

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

Back-up movements of trains out of Chicago Passenger Station must not be started until the Engineman gets the regulation three whistle back-up signal, followed by a hand or lantern signal from the Trainman or back-up man.

When such hand or lantern signals cannot be seen by the Engineman on account of steam and fog in the train shed, the following will govern:

(a) On through trains, when instructed by the Back-up Supervisor, both brakemen will remain with the train until it is backed out, to relay signals to the Engineman.

(b) On suburban trains one member of the crew, in addition to the man who is to back the train out, will remain on duty at their trains to assist in relaying signals to the Engineman.

The above instructions do not relieve employes from making all the required air brake tests, including the standing back-up hose test.

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' 6" wide	
	Ft. In.	Ft. In.	Ft. In.	
Wells St. and Division St.	15 0	15 0	.....	O. H. Bridge 1002 at Erie St.
Chicago Terminal and Clybourn	14 10 14 8	14 9 14 6	7 4	Tracks 1 to 10, Inc. { Train Shed Tracks 11 to 10, Inc. { Chgo. Term.
Clybourn and Mayfair	20 7	20 0	19 1	Signal Bridge, Signal No. 695 at Clybourn.
Mayfair and Barrington E. J. & E.	17 2	16 10	16 2	O. H. Bridge 42½, north of Palatine and water tank at Barrington.
Barrington E. J. & E. and Janesville	19 4	19 1	18 2	O. H. Bridge No. 137 at Center Ave., Janesville and Signal Bridge Signal No. 879 at Janesville.
Clybourn and Racine	17 10	17 10	17 10	O. Ft. Bridge No. 1330 at Hubbard Woods.
Racine and St. Francis	17 6	16 11	16 0	Tank at South Milwaukee.
St. Francis & National Ave.	19 6	18 11	18 2	Bridge No. 1551 over Kinnickinnic River, Milwaukee.
National Ave. and Lindworm	16 6	16 5	16 3	Bridge No. 1596, at Folsom Place, Milwaukee.
Lindworm and Wiscona	19 10	19 1	18 0	Signal Bridge Signal No. 1511 at Wiscona.
Wiscona and Fond du Lac	17 4	16 8	15 9	O. H. Bridge No. 1615, west of Wiscona and tank at West Bend.
Kenosha and Bain	No obs	struction	below	21' 6".
Harvard and Caledonia	No obs	struction	below	21' 6".
Crawford Ave. and River Jct.	No obs	struction	below	21' 6".
River Jct. and Central St., Evanston	No obs	struction	below	21' 6".
River Jct. and Valley	19 6	18 10	17 10	Tank at Skokie.
Proviso and Bryn Mawr	20 5	19 10	18 9	Signal Bridge Signal No. 17, 3 mi. E. of Bryn Mawr.
Bryn Mawr and Shermer	19 3	18 8	17 9	Signal Bridge Signal No. 27, at Deval.
Shermer and Tower KO	18 4	17 9	16 10	Signal Bridge Signal No. 41, at Techny.
Tower KO and Lake Bluff	20 8	20 8	20 8	O. H. Bridge 269D, ¼ mile E. of Lake Bluff.
Tower KO and St. Francis Tower, via Upton	16 8	16 4	16 3	Coal Chute at Bain.
St. Francis Tower and Chase	16 10	16 10	16 10	{ O. R. Bridge No. 441, west of St. Francis. Br. W. 1005 over Kinnickinnic River, Milwaukee.
National Ave. and Chase	18 0	17 4	16 3	
Chase and Belton	17 4	17 4	17 4	O. H. Bridge W-1025 at Layton Park.
Mitchell Yard and C. M. St. P. & P. R. R. conn.	18 0	18 0	18 0	{ O. H. Br. W. 1027-J at National Ave., Layton Park. O. H. Bridge 2311 at North Ave. and Sig. Br. Sig. No. 628A, E. of Tower BJ.
Belton and Tower BJ	18 8	18 6	17 8	
Tower BJ and Wiscona	19 11	19 5	18 7	Bridge 2407 west of Wiscona.

OVERHEAD OBSTRUCTIONS—Continued

No load must exceed 11' 6" in width regardless of height. Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the division.

On account of reduced clearance at existing viaducts and buildings over Wells Street Yard, all employees are prohibited from riding or being upon the tops of cars while same are in motion, at any point in the district between Sangamon St. Tower on the west and Michigan Avenue on the east, and in depression through Winnetka and Hubbard Woods.

CROSSINGS, DRAWBRIDGES AND JUNCTIONS

Crossings, drawbridges and junctions at which Rules 601A to 672, amended, will be observed

C. & N. W.	Lake Street, Chicago.
C. & N. W.	Clinton Street, Chicago.
C. & N. W.	Tower No. 1, Wells St. Yard.
C. & N. W.	Sangamon Street, Chicago.
C. & N. W.	Carpenter Street, Chicago.
C. & N. W.	Division Street, Chicago.
C. M. St. P. & P.	Clybourn.
Drawbridge C. & N. W.	Deering.
C. & N. W.	Main Street.
C. & N. W.	Canal Interlocking Plant.
C. & N. W.	Wilmette.
C. & N. W.	Lake Bluff.
C. M. St. P. & P.	Racine Junction.
C. & N. W.	St. Francis Tower.
C. M. St. P. & P. and C. & N. W.	Tower BA.
Drawbridge	Kinnickinnic River.
C. & N. W.	National Avenue.
Drawbridge	Milwaukee River.
C. & N. W.	Wiscona.
C. & N. W.	Tower NW.
C. & N. W.	River Jct.
C. & N. W. and C. N. S. & M.	Tower KO.
C. N. S. & M.	One-half mile east of Upton.
E. J. & E.	Upton.
C. M. St. P. & P.	Willow.
C. N. S. & M.	0.98 mile west of Rawson.
C. & N. W.	St. Francis Tower.
C. & N. W.	Chase.
C. & N. W.	Wood Street.
C. & N. W.	Kostner Avenue.
C. M. St. P. & P. and C. & N. W.	Mayfair.
C. & N. W.	Seeger.
Soo Line and C. & N. W.	Deval.
E. J. & E.	Barrington.
C. & N. W.	Barrington.
C. & N. W.	West end of Harvard Yard.
C. M. St. P. & P.	Clinton Junction.
C. & N. W.	One-fifth (1/5) mile west of Janesville.
C. N. S. & M.	One mile west of Kenosha.
C. M. St. P. & P.	Cragin.
C. M. St. P. & P. and C. & N. W.	Grayland.
C. M. St. P. & P.	Shermer.
C. M. St. P. & P.	Bryn Mawr.
In addition to observing Rules 601A to 672, amended, the following instructions will govern at the interlockings shown below:	
C. & N. W.	Seeger.
C. & N. W.	1/2 mile east of Barrington.
C. & N. W. and C. M. St. P. & P.	1/5 mile west of Janesville.
C. M. St. P. & P.	Shermer.
C. M. St. P. & P.	Bryn Mawr.

CROSSINGS, DRAWBRIDGES AND JUNCTIONS—Continued

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

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

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

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

When westward home signal for the interlocking plant 1/5 mile west of Janesville displays the indication to proceed with the color light dwarf signal east of Jackson Street displaying the "Stop" indications if the westward and eastward tracks between home signal and color light dwarf signals are clear with no westward train or engine movements being made on the opposite main track, train or engine may pass dwarf color light signal indicating "Stop" under flag protection.

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

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

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

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

CROSSINGS, DRAWBRIDGES AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED STOP BOARDS

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

WAUKEGAN, ILL.—Wire Mill Connection

Movements to and from Wire Mill are made through crossover from industry lead to E. J. & E. tracks and through turnout switch to Wire Mill. Switches are equipped with pipe connected derails and indicators. Rules 512 and 512A will govern.

TRAIN DISPATCHERS' TELEPHONES

Section house C. N. S. & M. connection, Highwood.

At Yard office at east end of eastbound elevated yard at Kenosha.

Two miles west of Racine, end of 3rd track.

Crossover at Seeger.

East Platform, Arlington Park.

E. J. & E. Tower, Barrington.

West end eastward passing track, Barrington.

Wisconsin Lime Switch, east of Crystal Lake.

Crystal Lake Jct. at Tower CS.

Cudahy, at Crossover.

County Line Section Car House.

Berryville Section Car House.

Following Non-Communicating Stations also have Train Dispatchers' Telephones:

Ravenwood-Wilson Ave., Main St., Evanston, Hubbard Woods, Glencoe, Highwood, Great Lakes, North Chicago, at Crossover east of North Chicago, Dunes Park, Zion, Winthrop Harbor, Cudahy, Granville, Barton, Clybourn, Kostner Ave., Norwood Park, Edison Park, Park Ridge, Mt. Prospect, Arlington Heights, Palatine, Ridgeland, Hartland, Bain.

ACTUAL TONNAGE RATINGS

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District	Class of Engine				
	R-1	Z	JS	J-4	H
Subdivisions 1a and 1b					
Chicago & St. Francis	3315	5705	6955	8650	9200
(Both directions)					
Muirdale to Butler		3720	4540	5640	6000
St. Francis to Muirdale	1440	2480	3025	3760	4000
Butler to St. Francis	1620	2790	3860	4230	4500
Subdivisions 1a, 1c, 1 and 2					
Chicago to Racine	2700	4650	5670	7050	7500
Waukegan to Tower KO	1800	3100	3780	4700	5000
Subdivision 2					
Racine to St. Francis	2160	3720	4540	5640	6000
St. Francis to County Line	1620	2790	3400	4230	4500
County Line to Waukegan	2700	4650	5670	7050	7500
Subdivision 3					
Milwaukee to Fond du Lac	1300	2235	2730		
Fond du Lac to Milwaukee	880	1510	1840		
Subdivisions 4 and 5					
Chicago to Harvard	1450	2495	3145		
Harvard to Janesville	1450	2495	3145		
Harvard to Palatine	1800	3100	3780		
Palatine to Chicago	3750	6450	7875		
Subdivision 5					
Janesville to Harvard	1315	2260	2760		
Subdivision 2b					
Kenosha to Bain	870	1500			
Bain to Kenosha	870	1500			
Harvard to Caledonia	1700	2925	3570		
Caledonia to Harvard	1700	2925	3570		

Add 5% to rating of Class "JS" locomotive to obtain rating for "JA" locomotive.

The above ratings apply under ordinary conditions over maximum grade between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

In addition to the rating above, the following rating between points indicated will govern with helper engine.

Class of Engine				District Between
Z	JS	J-4	H	
3720	4540	5640	6000	St. Francis-Muirdale
3100	3800	4700	5000	National Ave.-Cudahy
5705	6625	8650	9200	National Ave.-Layton Ave.

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.

COMPANY'S SURGEONS

CHICAGO	J. Roscoe Miller, M. D.	Medical Director
CHICAGO	Sydney S. Greenspahn, M. D.	Local Surgeon
	66 E. So. Water St., Claim and Legal Departments.	
CHICAGO	George F. Kruse, M. D.	" "
	1604 E. 79th St., Telephone Saginaw 2423.	
NORWOOD PARK	J. M. Lally, M. D.	" "
	Telephone New Castle 0081	
SKOKIE	R. V. Sintzel, M. D.	" "
	Telephone Skokie 74	
DES PLAINES	H. F. Heller, M. D.	" "
	Telephone Office and Home, Desplaines 7.	
ARLINGTON H'TS.	B. T. Best, M. D.	" "
	Telephone 179	

