

FORM 309

A. A. SPRAGUE, Receiver for

Chicago North Shore and Milwaukee Railroad Company

TIME TABLE No. 47

47

SUPERSEDING TIME TABLE NO. 46

FOR THE GOVERNMENT OF

EMPLOYEES ONLY

47

Effective at 4:01 A. M., Sunday, December 3rd, 1939
Help Each Other to Prevent Accidents—Work Safely

Read Special Instructions Carefully. Important Changes Have Been Made

All trains will operate on Central Standard time from 4:01 A. M. Sunday December 3rd, 1939 to 4:01 A. M. Sunday April 29th, 1940. After 4:01 A. M. Sunday April 29, 1940 all trains will operate on Daylight Saving time.

S. A. MORRISON
Manager for Receiver

BETWEEN WAUKEGAN AND CHICAGO
SOUTH BOUND—FIRST CLASS

Table with columns for train numbers (400, 600, 508, 510, 512, 802, 30, 608, 514, 804, 610, 34, 516, 36, 806, 38, 518), service types (Chicago Express, Local, Limited, Special, Daily Ex., Sunday Only), and departure/arrival times for various stations from Waukegan to Evanston.

Nos. 30, 34, 36, 38, 512, 514, 516, 518, 608 and 610, when operating three cars or more will reserve rear car as smoker.
No. 30, 34 and 38 will stop at Noyes St. and Foster St., Evanston.
No. 512 will wait for No. 200 at No. Chicago Jct.

Sunday schedule will be operated on New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

No. 518 Circle Loop daily except Sunday.
Shore Line trains arriving at Lake Bluff will ascertain if connecting train on Libertyville Division has arrived before proceeding.
No. 610 will stop at Moraine Rd.
No. 38 Circle Loop except Saturday and go to Wilson.

BETWEEN CHICAGO AND WAUKEGAN

NORTH BOUND—FIRST CLASS

		501	103	509	5	511	513	STATIONS		515	517	611	519	807	521
		Wau-kegan Local	Zion Local	Wau-kegan Local	Mil-waukee Local	Wau-kegan Local	Wau-kegan Local	Distance from Roosevelt Road		Wau-kegan Local	Wau-kegan Local	High-wood Local	Wau-kegan Limited	Wau-kegan Local	Wau-kegan Local
		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday			Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Sat. and Sunday Only	Daily Ex. Sunday
		A M				A M	A M		Leave	A M	A M	A M	A M	A M	A M
		1.01				5.21	5.51		Roosevelt Road.....	6.21	6.51	7.21	7.21	7.21	7.51
		1.05				5.25	5.55	.87	Adams Street.....	6.25	6.55	7.25	7.25	7.25	7.55
		1.09				5.29	5.59	2.03	Merchandise Mart.....	6.29	6.59	7.29	7.29	7.29	7.59
		1.10				5.30	6.00	2.30	Grand Avenue.....	6.30	7.00	7.30	7.30	7.30	8.00
		1.11				5.31	6.01	2.43	Chicago Avenue.....	6.31	7.01	7.31	7.31	7.31	8.01
		1.19				5.39	6.09	6.38	Belmont Avenue.....	6.39	7.09	7.39	7.39	7.39	8.09
		1.24				5.44	6.14	8.07	Wilson Avenue.....	6.44	7.14	7.44	7.44	7.44	8.14
		1.31				5.51	AR6.21 LV6.23	12.04	Howard Street.....	AR6.51 LV6.53	AR7.21 LV7.23	7.40	AR7.51 LV7.53	AR7.51 LV7.53	AR8.21 LV8.23
		1.35				5.55	6.27	14.14	Evanston.....	6.57	7.27	7.44	7.57	7.57	8.27
		1.38				5.58	6.31	15.23	Central Street.....	7.01	7.31	7.48	8.01	8.01	8.31
		1.40				6.00	6.33	15.98	Linden.....	7.03	7.33	7.50	8.03	8.03	8.33
		1.44				6.04	6.37	16.90	Wilmette.....	7.07	7.37	7.54	8.07	8.07	8.37
		1.47				6.07	6.40	17.76	Kenilworth.....	7.10	7.40	7.57	8.09	8.10	8.40
		1.49				6.09	6.42	18.37	Indian Hill.....	7.12	7.42	7.59	8.10	8.12	8.42
		1.52				6.12	6.45	19.38	Winnetka.....	7.15	7.45	8.02	8.12	8.15	8.45
		1.55				6.15	6.48	20.37	Hubbard Woods.....	7.18	7.48	8.05	8.14	8.18	8.48
		1.57				6.17	6.49	20.96	Harbor Street.....	7.19	7.49	8.06	8.19	8.19	8.49
		1.59				6.19	6.52	21.74	Glencoe.....	7.22	7.52	8.09	8.17	8.22	8.52
		2.00				6.20	6.53	22.25	Green Bay Road.....	7.23	7.53	8.10	8.23	8.23	8.53
		2.02				6.22	6.55	23.20	Braeside.....	7.25	7.55	8.12	8.19	8.25	8.55
		2.03				6.23	6.56	23.56	Ravinia Park.....	7.26	7.56	8.13	8.26	8.26	8.56
		2.04				6.24	6.57	24.20	Ravinia.....	7.27	7.57	8.14	8.21	8.27	8.57
		2.05				6.25	6.58	24.75	Beach Street.....	7.28	7.58	8.15	8.28	8.28	8.58
		2.06				6.26	6.59	25.25	Lincoln Avenue.....	7.29	7.59	8.16	8.29	8.29	8.59
		2.08				6.28	7.02	25.87	Highland Park.....	7.32	8.02	8.19	8.24	8.32	9.02
		2.09				6.29	7.03	26.37	Vine.....	7.33	8.03	8.20	8.33	8.33	9.03
		2.11	A M	A M	A M	6.31	7.05	27.11	Highwood.....	7.35	8.05	8.22	8.27	8.35	9.05
		2.14	5.20	6.04	6.28	6.34	7.07	27.67	Highwood Office.....	7.37	8.07	8.24	8.30	8.37	9.07
		2.15				6.35	7.08	27.84	Fort Sheridan.....	7.38	8.08	A M	8.31	8.38	9.08
		2.18	5.24	6.08	6.31	6.38	7.11	29.27	Sacred Heart.....	7.41	8.11	8.34	8.41	8.41	9.11
		2.21	5.27	6.11	6.34	6.41	7.14	30.61	Lake Forest.....	7.44	8.14	8.37	8.44	8.44	9.14
		2.25	5.30	6.15	6.37	6.44	7.17	32.58	Lake Bluff.....	7.48	8.17	8.41	8.48	8.48	9.17
		2.29	5.35	6.19	6.41	6.48	7.21	34.87	Great Lakes.....	7.52	8.21	8.45	8.52	8.52	9.21
		2.31	5.36	6.21	6.42	6.50	7.23	35.23	North Chicago Jct....	7.54	8.23	8.47	8.54	8.54	9.23
		2.34	A M	6.24	A M	6.53	7.26	35.99	North Chicago.....	7.56	8.26	8.50	8.56	8.56	9.26
		2.37		6.27		6.56	7.29	37.22	Tenth Street.....	7.59	8.29	8.53	8.59	8.59	9.29
		2.42		512		7.01	36	38.40	Water Street.....	518	520	522	522	524	9.24
		2.44		6.32		7.03	7.34	38.64	Waukegan.....	8.04	8.34	8.59	9.04	9.34	9.34
		A M		6.33		A M	7.36		Arrive	8.06	A M	9.01	9.06	A M	9.36
		501	103	509	5	511	513			515	517	611	519	807	521

No. 5 will be discontinued after Saturday April 28, 1940.
Cars will be added to trains 513, 515, 517, 519, 807 and 521 at Howard Street when required by service letter.

Sunday schedule will be operated on New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Shore Line trains arriving at Lake Bluff will ascertain if connecting train on Libertyville Division has arrived before proceeding.
No. 611 will pull into Highwood Yard from South end.

SIGNS AND LETTERS

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

c—Stops Saturday and Sunday.

e—Stops to discharge revenue passengers only.

f—Stops on signal to discharge and pick up passengers.

h—Stops Saturday only.

k—Stops to discharge from Niles Center and points south and pick up for Kenosha and points north.

n—Trains do not stop or where no time is shown trains do not stop.

r—Stops to discharge from Kenosha and points north and pick up for Niles Center and Chicago.

s—Stops Sunday only.

v—Stops to discharge from Howard St. and points south.

w—Stops except Sunday.

GENERAL INFORMATION

All persons entering into, or remaining in the employ of this Company, are warned that this is an ELECTRIC RAILROAD, and that it is operated by HIGH VOLTAGE TRANSMISSION AND TROLLEY WIRES. Employees are positively forbidden from touching or in any manner putting themselves in personal contact with THESE HIGH VOLTAGE WIRES.

If it becomes necessary for an employe, in the discharge of his duty, to pass in proximity to these HIGH VOLTAGE WIRES, he is hereby warned against the dangers attending personal contact with them.

Particular attention is called to the poles and wires used in the electric operation of trains. These may become displaced from the action of the elements or by the reason of failure of some mechanical part, and when out of place are a source of danger.

Employes must exercise care to avoid injury to themselves or others by observing the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must expect trains to run any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

During foggy, or stormy weather if delayed, motormen must not make up time, but take extraordinary precaution at stations, switches and junction points. Fast schedule time between any two points is not license to operate trains faster than allowed by good judgment, the rules, or special instructions.

Freight and switching movements should be kept off the main lines entirely, so far as practicable. When movements are absolutely necessary full protection must be given by flagman.

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

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

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

SPECIAL RULES

1. STANDARD TIME.

Clock showing Central Standard Time located at Highwood in the Train Dispatcher's Office.

2. RIGHT, CLASS AND DIRECTION.

A train may be made superior to another train by Right, Class or Direction. Right is conferred by train order, Class and Direction by time table. Right is superior to Class and Direction. Direction is superior between trains of the same class on single track only as specified.

3. SUPERIOR DIRECTION.

North and westbound trains will be designated as northbound trains.

South and eastbound trains will be designated as southbound trains.

Southbound trains are superior to northbound trains.

4. CURRENT OF TRAFFIC.

On double tracks, trains will use right hand track.

5. DOUBLE AND SINGLE TRACK.

Double track will be operated on entire division except that single track will be operated between the east switch at Green Bay Rd. and Lake Bluff Jct. North or west bound track will be used as single track on the Libertyville Division; through the Gauntlet in Glencoe, between Water St. and Waukegan Terminal, and between Austin and Oklahoma Avenue.

6. TEMPORARY SINGLE TRACK.

When temporary single track is established no train of any class or direction may enter this piece of single track without orders from the pilot, and in the absence of the pilot without orders from the Train Dispatcher.

7. TRAIN ORDERS.

Extra trains between Waukegan and Chicago on the Shore Line, Dempster Street and Chicago on the Skokie Valley Line, and between Harrison St. and Milwaukee Terminal, will be operated without train orders.

8. REGISTER STATIONS.

All trains will register and report at the following register stations, except as noted below:

Dempster Tower will keep register sheet.

Dempster Street Station. Extra trains will report.

Highwood Office, report, but not register.

North Chicago Junction, trains off Milwaukee Division will report and register. Chicago-Milwaukee trains off Skokie Valley Division will not register, but will report. Extra trains will receive a clearance. Conductors on northbound Milwaukee trains will notify the dispatcher the number of passengers and destination for connecting lines out of Milwaukee. Trains on Shore Line Division will report.

Milwaukee, all trains.

Mundelein, all trains.

Lake Bluff Junction, both directions (trains on Libertyville Division only).

Arriving and leaving time must be entered as well as any other information required by the form.

Conductor on No. 302 will change register sheet at Mundelein and Lake Bluff Junction.

9. MOVEMENTS AT SOUTH UPTON.

Operators have been placed in the tower at South Upton, with authority to take orders and clearances.

When any train is stopped by a stop indication on the signal, the Conductor of such train so stopped will immediately communicate with the Operator by means of the telephone on the signal. If the Operator has orders for such train he will advise the Conductor of the fact, clearing the signal so train can move up to the tower. No train so advised will leave the tower without orders or a clearance.

Northbound trains from Skokie Valley Division going onto Libertyville Division, or northbound trains from Lake Bluff Jct. to Mundelein, must have a written order from the train dispatcher to proceed from South Upton, ahead of an overdue train.

Extra trains may make movements within South Upton yard limits without written orders but must first communicate with Operator in tower.

10. TRAINS TWO HOURS LATE.

Any train becoming two hours late will lose both right and class and cannot thereafter proceed except by train order. In case of line failure, train will be governed by Rule No. 167 of current book rules. On double track, trains may proceed until communication can be established with the train dispatcher.

11. LOCATION OF BULLETIN BOARDS.

Bulletin Boards are located as follows:

Roosevelt Road trainmen's room.

Montrose M. D. Station.

Highwood trainmen's room and dispatcher's office.

Mundelein Station.

Great Lakes trainmen's room.

Edison Ct. Sta.

Waukegan Terminal trainmen's room.

Milwaukee Terminal trainmen's room.

12. MEETING AND PASSING POINTS.

Meeting and passing points are indicated on this time table by figures in full face type. Small figures above such time indicate the train or trains to be met, and small figures below indicate the train or trains to pass or be passed.

13. PASSING POINTS.

At passing points between trains of the same class the train to be passed must not proceed before the arrival of the following train unless on written orders from the train dispatcher, except within automatic block zone between

Dempster St., Niles Center and State Line and on Shore Line. Trains may be advanced by verbal orders. Local trains must in all cases avoid delay to limiteds. Should a local train be unable to reach scheduled passing point in time to avoid delay to a following limited, it will allow the limited to pass before reaching such point, without orders from the train dispatcher.

13. PASSING POINTS—Continued.

Extra trains on the Milwaukee, Skokie Valley and Libertyville Divisions must clear the time of all first-class trains at least five (5) minutes. By this is meant the train must be in the siding and clear of the main line at least five (5) minutes before the time of all schedule trains, unless otherwise ordered by train dispatcher.

All local trains must clear 400 class trains at least five (5) minutes, when out of automatic block zone and two (2) minutes when in automatic block zone, unless otherwise ordered by train dispatcher.

All trains having a scheduled passing point must approach these passing points under restricted speed expecting to find the track blocked.

When positive block is in operation, trains will not be required to obtain written train orders from train dispatcher, but will be governed by instructions issued by block operator.

Trains operating in zones where written orders are not necessary must protect themselves, and avoid delay to following trains, when off time, the same as in the zones covered by written orders.

14. MEETING POINT AT ENDS OF DOUBLE TRACK, WHERE TRACK IS NOT PROTECTED BY BLOCK SIGNALS.

Meeting points are shown at ends of double track when the difference between the times of opposing trains is five (5) minutes or less.

15. DELAYING OTHER TRAINS.

As soon as it becomes apparent that any train will delay another at meeting point the dispatcher must be notified at the first available telephone. An inferior train unable to make a scheduled meeting point will call the dispatcher for orders.

16. MOVEMENT OF TRAINS IN YARDS.

All trains will approach and pass through yards under restricted speed, expecting to find the track obstructed. Yard motors and extra trains may make movements inside yards on verbal orders from the train dispatcher, and the above instructions will not apply inside yards, neither will such motors or trains, when inside yards be required to clear the time of regular trains as required outside of yards. They will, however, avoid delay to regular trains and will use such protection as may be necessary.

17. TRAINS PULLING OUT OF YARDS OR SIDING.

Trains pulling out of yards or sidings to a main track must first ascertain if a train is approaching. This can only be done by conductor going to center of tracks and looking. In automatic block zone trains will obtain signal indication before pulling out on main line. In foggy or stormy weather or if view is obstructed by curve trains must be protected by flagman or torpedoes.

Conductors of extra trains must call train dispatcher before pulling out of siding, if telephone is available.

18. LOCATION OF YARDS.

Yards are located as follows:

South Upton Yards.

On the north including Scranton Ave. platform and South Upton.

On the south including Skokie crossover switches, and to north switch of gauntlet under Green Bay Road viaduct.

18. LOCATION OF YARDS—Continued.

Highwood Yards.

From a point three hundred (300) feet south of Highwood Ave. to a point five hundred (500) feet north of Sheridan crossover.

North Chicago Yards.

From a point five hundred (500) feet south of the Great Lakes switch to a point five hundred (500) feet north of the Valley Jct. switch, and from Valley Jct. south on the west line cut-off to Great Lakes, and from North Chicago Jct. to a point five hundred (500) feet south of Great Lakes switch on Skokie Valley Division, and from North Chicago Jct. north on the Waukegan City lines.

Waukegan Yards.

From a point nine hundred (900) feet south of Edison Ct. station to a point fourteen hundred (1400) feet north of Edison Ct. station.

Rondout Yards.

From South Upton to a point two thousand (2000) feet south of Rondout station.

Kenosha Yards.

From a point five hundred (500) feet south of Avery St. crossover to a point five hundred (500) feet north of Grand Ave. crossover.

All northbound trains turning back at Kenosha will use Grand Ave. crossover. All southbound trains turning back at Kenosha will use Avery St. crossover.

Racine Yards.

From Sorenson's crossover south of the C. M. St. P. & P. R. R. to a point five hundred (500) feet north of Racine crossover.

Milwaukee Yards.

From Oklahoma Avenue, north.

19. SPEED RESTRICTIONS AT CROSSOVERS AND TURNOUTS.

The speed of a train moving over a crossover, turn-out from main track to siding or to diverging route at a junction, must not exceed ten (10) miles per hour, except when moving over diverging main route at each of the following points the speed shown below will be governed.

South Upton, between South Upton Jct. and Lake Bluff, 30 miles.
South Upton, between South Upton Jct. and C. & N. W. crossing, 15 miles.
North Chicago Jct., north and southbound off the Milwaukee Division, 20 miles. North and southbound Shore Line Division, 15 miles.

Great Lakes (Skokie Valley), 15 miles.

Valley Junction, 15 miles.

Austin (Northbound), 30 miles.

Austin (Southbound), 20 miles.

Oklahoma (Northbound), 20 miles.

Oklahoma (Southbound), 30 miles.

Milwaukee City, facing point tongue switches, four (4) miles per hour.

Waukegan City, facing point tongue switches, four (4) miles per hour.

20. SPEED OF TRAINS AT INTERLOCKING PLANTS.

Dempster St. (Northbound), 30 miles.

Dempster St. (Southbound), 40 miles.

C. & N. W. (Skokie), 40 miles.

C. & N. W. (South Upton), 30 miles.

Green Bay Junction, 30 miles.

C. & N. W. (Kenosha), 40 miles.

C. M. St. P. & P. (Racine), 40 miles.

C. & N. W. (Ryan), 40 miles.

21. SPEED RESTRICTIONS AT OTHER POINTS.

Milwaukee—Harrison St. Crossover. All trains will approach Harrison St. crossover under restricted speed expecting to find city cars crossing over or main line occupied.

All trains operating between Niles Center and Howard St. must be operated at a speed that will allow them to be stopped within the distance you can see. This does not relieve trainmen from protecting as per Rule 172.

Delayed trains and extra trains will approach all turn-around points and initial points of local trains at restricted speed, expecting to find due or overdue trains crossing over or starting from those points, and will not proceed until they can see the track clear.

Great care must be used while operating on the streets in Wilmette, Hubbard Woods, Highland Park, Waukegan and Milwaukee, also the approach to and off of the street to or from the private right-of-way.

Vine Ave., Highland Park—during the hours students are going to and from school, trains must approach and pass through this station under restricted speed.

At Gauntlet in Glencoe.—All trains will approach and run through the gauntlet track at Glencoe under restricted speed. Should opposing regular trains approach this gauntlet at the same time, the southbound train will have the right of track. In foggy or stormy weather, when motormen are unable to see clearly the opposite end of gauntlet, they must bring train to full stop and listen for the approach of an opposing train, and if no train is in hearing distance, they will give one long blast of the whistle and proceed under such restricted speed that train can be stopped immediately if an opposing train should come in sight.

Approaching Crossovers.—All trains will approach crossovers under restricted speed expecting to find the track obstructed. This does not relieve trainmen from using necessary protection when crossing over.

When trains meet at or near an unprotected crossing where the view is obstructed, the train farthest from the crossing should reduce speed until the other train has cleared and there is a clear view of the crossing.

22. FREIGHT TRAINS.

Freight trains will not exceed a speed of twenty (20) miles per hour over the bridge at Vine Ave., Highland Park, and Woodlawn Ave., Lake Forest.

23. SPEED RESTRICTIONS IMPOSED BY STATE, CITY OR VILLAGE AUTHORITY.

Wilmette.—Eight (8) miles per hour across streets. Fifteen (15) miles per hour on Greenleaf Ave. Full stop southbound at Linden Ave.

Kenilworth.—Fifteen (15) miles per hour on the streets. Full stop at Kenilworth station. Five (5) miles per hour across Kenilworth Ave.

Indian Hill.—Trains must not exceed a speed of twenty (20) miles per hour across Winnetka Avenue.

Winnetka.—Five (5) miles per hour across Elm Street.

Hubbard Woods.—Fifteen (15) miles per hour on Hubbard Street.

Glencoe.—Full stop before crossing Park Avenue.

Ravinia.—Twenty-five (25) miles per hour across Roger Williams Avenue.

Highland Park.—Twenty-five (25) miles per hour across Lincoln Avenue. Full stop before crossing Laurel Avenue. Four (4) miles per hour across Central Avenue.

Highwood.—Twenty-five (25) miles per hour across Highwood Avenue, and Washington Avenue. Fifteen (15) miles per hour through Highwood Yard.

Lake Forest.—Fifteen (15) miles per hour across Deerpath Avenue and Westminster Avenue.

23. SPEED RESTRICTIONS IMPOSED BY STATE, CITY OR VILLAGE AUTHORITY.—Continued.

Libertyville.—Twenty (20) miles per hour across Milwaukee Avenue and Stewart Avenue.

Lake Bluff.—Twenty (20) miles per hour between south end of station platform and point 100 feet north of private drive going into C. & N. W. freight yard.

North Chicago.—East Line.—Fifteen (15) miles per hour across all streets.

Waukegan (Edison Court).—Ten (10) miles per hour across Washington Street.

Kenosha.—Twenty (20) miles per hour across Salem Avenue., Selick Avenue, Prairie Avenue and Grand Avenue.

Racine.—Trains must not exceed twenty (20) miles per hour across streets.

Milwaukee.—Series only on the street and four (4) miles per hour at all fire crossings.

24. MOVEMENT OF OPPOSING TRAINS AT STATIONS.

Whenever an opposing train is meeting a train standing at a station receiving or discharging passengers, the opposing train will stop outside of the station entirely, and not proceed until the rear end of train that is receiving and discharging passengers has cleared the front end of opposing train. The opposing train will then pull up to the station platform with the train under absolute control.

At stations the same as Kenosha where southbound trains stop north of the crosswalk, the opposing train can pull into the station while the other train is receiving and discharging passengers, but the southbound train must not pull out of the station until the northbound train has crossed the crosswalk.

At Racine, southbound trains pulling into the station, and finding a northbound train standing at the station, will wait north of Lindermann Avenue until northbound train has pulled clear of station. Northbound trains finding a southbound train at the station will wait south of 12th Street for southbound train to pull out.

At Highland Park, whenever a southbound train is standing in the station discharging passengers and a northbound train approaches, the northbound train will stop on the south side of Central Ave. and will remain there until the southbound train has cleared the crossing.

If a northbound train is standing in the station at Highland Park the southbound train may pull into the station, but must not leave until after the northbound train has pulled out and any passengers that may be on the opposite side be given a chance to catch the southbound train.

All trains should avoid blocking the crosswalk at this station whenever it is possible to do so and get all cars to the platform.

On the Libertyville Division northbound trains must not pull into the station at Libertyville if a southbound train is in the station or pulling into the station.

If a northbound train is at the station southbound trains must not attempt to pull across Milwaukee Avenue until after the northbound train has cleared the crossing. Neither should the northbound train pull into the station until after the rear end of the southbound train has cleared the station.

Southbound trains will have the preference at stations over northbound trains of the same kind. For example: Southbound local trains will have the preference over northbound local trains. Southbound express trains over northbound express trains: Southbound limited trains over northbound limited trains.

Limited trains in either direction will have the preference over express trains and local trains, and express trains will have the preference over local trains.

Regular limited trains, extra, express and local trains must not pull into a station and stop an opposing limited train not scheduled to stop.

Extra, express and local trains must not pull into a station and stop an opposing express train.

All trains scheduled to make a stop at a station should avoid bringing merchandise dispatch or freight trains to a stop if it can be avoided.

Whenever a train is stopped by an opposing train at a station where the train is not scheduled to stop, a written report must be made to the Superintendent by the Motormen of the train involved.

Trains holding back out of a station waiting for another train to approach should reduce their speed far enough back so they will not get into the station zone before the other train has passed. Conductors should be on the rear platform, and not allow anyone to leave the train before it pulls up to the station platform.

The above instructions do not apply to elevated stations or stations where tracks are separated by a fence, unless there is an opening in the fence for passengers to cross the tracks, then the opposing train must not pass this opening when the opening is at the rear of the train on the opposite track.

25. RULES GOVERNING THE OPERATION OF THE AUTOMATIC BLOCK SIGNAL BETWEEN AUSTIN AND HARRISON.

Northbound signal No. 681 at Austin and southbound signal No. 684 at Oklahoma which govern the operation on the single track are equipped with white marker lights.

The white light attached to these signals indicate that it is a stop and stay signal in case you have a stop indication, and it cannot be passed while at stop indication without a written order from train dispatcher, unless communication with train dispatcher cannot be had then a trainman will proceed ahead of train with stop signals to insure full protection. In case the white marker light is out on the signal and the signal indication light in the signal head indicates proceed, it will not be necessary to obtain an order from the train dispatcher before proceeding, but a report must be made to the train dispatcher at the first station stop, advising him of the condition of the marker light.

Extra trains must not delay scheduled trains between Austin and Harrison, but may proceed upon receiving verbal orders from train dispatcher, provided the signal indication shows proceed.

The northbound signal No. 685 south of Oklahoma Station on the double track and the southbound signal No. 692 south of the puzzle switch on the southbound track are rear end protection signals, and you will be governed by the following:

Train approaching signal No. 685 at Oklahoma Ave., northbound, and finding it red or stop indication, after remaining at a complete stop for one minute, will proceed at a speed not to exceed five (5) miles per hour between that signal and the stop board at Harrison St. yards. Southbound trains finding southbound signal No. 692 south of the puzzle switch at danger, will, after remaining at a full stop for one minute, proceed at a speed not to exceed five (5) miles per hour between that signal and signal No. 684 controlling the entrance to the single track at Oklahoma Station.

Signal No. 682, located 200 feet north of Austin Ave. switch, is a switch protection signal.

Signal No. 683, located 500 feet south of Oklahoma switch, is a switch protection signal.

Signal No. 687, which is a low dwarf signal, located between the tracks at Oklahoma Ave., controls the movement of trains through the switch from the southbound track on to the northbound track at Oklahoma Ave.

26. RULES GOVERNING THE OPERATION OF AUTOMATIC BLOCK SIGNALS BETWEEN HOWARD STREET JUNCTION AND DEMPSTER STREET, NILES CENTER; ALSO DEMPSTER STREET, NILES CENTER AND STATE LINE, ILLINOIS.

On double track between Howard Street Junction and Dempster Street, Niles Center the first northbound signal No. 89 is located 400 feet north of Howard Street Junction, and the last northbound signals Nos. 22 and 23 are located 1,200 feet south of Dempster Street, Niles Center. This is the northbound home signal for Dempster Plant. The first southbound signal No. 134 is located 1,400 feet south of Dempster Street, Niles Center, and the last southbound signal No. 92 is located 900 feet east of Ridge Avenue and is connected with Howard Street interlocking plant and serves as a distant signal. On double track between Dempster Street, Niles Center and North Chicago Junction the first northbound signal No. 137 is located 300 feet north of Dempster Street, Niles Center, and the last northbound signal No. 337 is located 1,300 feet south of Downeys facing point crossover. This is a two position signal and protects trains to the end of block zone just south of North Chicago Junction where a sign is located reading "End of Block Zone". The first southbound signal No. 344 is located 600 feet south of North Chicago Junction, and the last southbound signal No. 136 is located 60 feet north of Dempster Street, Niles Center. This signal serves as the southbound distant signal for Dempster Plant. On double track between 22nd Street (West Line), North Chicago, and State Line the first northbound signal No. 349 is located at the north end of 22nd Street platform and the last northbound signal No. 461 is located 30 feet south of Winthrop Harbor Road. This is a two position signal and protects trains to the end of the block zone at State Line bridge where a sign is located reading, "End of Block Zone".

The first southbound signal No. 472 is located at the south end of State Line bridge and the last southbound signal No. 354 is located 40 feet south of 18th Street, North Chicago (West Line) and is a two position signal and protects trains to the end of the block zone just north of 22nd Street platform

26. RULES GOVERNING THE OPERATION OF AUTOMATIC BLOCK SIGNALS BETWEEN HOWARD STREET JUNCTION AND DEMPSTER STREET, NILES CENTER; ALSO DEMPSTER STREET, NILES CENTER AND STATE LINE, ILLINOIS.—Continued.

where a sign is located reading "End of Block Zone". These signals are of the color light type with three indications, except as noted above. The signal indications are as follows:

Green indicates clear "Proceed".

Yellow indicates "Caution", approach next signal prepared to stop.

Red or no light indicates "Stop", in clear weather, train can proceed after coming to a full stop, with train under control expecting to find a train in the block, broken rail, an obstruction or a switch not properly set.

In weather when the range of vision is restricted by snow, fog, or other conditions, motormen after making a full stop will proceed with caution at a rate of speed that will enable the motorman to stop within the distance of his range of vision until the train passes the next block signal showing a permissive or clear indication. White light or double board indicates stop and stay with red indication.

Switch Indicators

The switch indicators at Pettibone Yard southbound lead out track, the south end of Downeys facing point crossover, the switch leading south out of the east yard at Harrison Street, Milwaukee, and the north end of the puzzle switch at Harrison Street, are of the color light type and are placed in an indicator case, which should be kept locked at all times when not in use. When wishing to use the crossover leading to the southbound main or wishing to use the crossover at Harrison St. on to the northbound track or pull out of the south end of the east siding on to the northbound track you will turn the indicator knob to the left as far as it will go. If the track is clear you will receive a yellow light indication within 25 seconds. After receiving the indication you must open the switch, pull your train out on the track you wish to use, close your switch and turn the knob on the indicator to the right as far as it will go and lock the case. By turning the knob to the left as far as it will go sets the block and when you move your train out on to the track you wish to use the train itself will hold the block at danger, which will permit you to close your switch, and then release your indicator by turning it to the right.

It is very important that after you move your train to the track you wish to use that the indicator be turned back to the right or in release position. If not it will hold the signal at danger until someone discovers it and releases it.

These switch indicators give you the indication of whether or not track is clear before taking the crossover or pulling out of siding.

All other indicators are of the push button type, and are operated as follows:

At each switchstand there is a staff on which a push button box is located. The person operating the crossover or siding switch will push the button on the indicator, and if a YELLOW light shows, it indicates that there is no train on the track you wish to use and it is then safe to open crossover or siding switch. If when pushing the indicator button no light appears, it is an indication that there is a train approaching on the track you wish to use, and the crossover or siding switch must not be changed.

After pushing the button and receiving a clear indication, the switch must be opened within 30 seconds in order to set the block. If the switch is not opened within 30 seconds after receiving the signal, a new indication will have to be received.

If you fail to get an indication on either type of indicator and find there is a train approaching you will wait until the train clears that block zone before trying for the second indication. If on the second attempt you do not get an indication you will call the dispatcher, if there be a phone at that point, to find out if there are other trains in that vicinity. If you find there are no other trains in that vicinity you must protect yourself as per flagging rule No. 172-A, before pulling out.

Block signal for a track applies only to trains moving with current of traffic on that track.

When a train is stopped by block signal, which is evidently out of order, the fact must be reported to the dispatcher at the first telephone. When a rail is broken in the block signal zone the signal maintainer must be notified immediately so he can restore conditions as soon as track is repaired.

The fact that a section of track is protected by block signal in no way relieves the flagman from protecting his train in accordance with rule No. 172-A.

27. FUSEES AND TORPEDOES.

Any train finding a fusee burning on or near its track must stop and extinguish fusee and will then proceed at restricted speed prepared to stop short of train or obstruction. Passenger trains need not extinguish fusee.

In passenger service supply should be kept in cases provided for that purpose, in freight service in caboose cars and on engines in tool box.

Trainmen must not place lighted fusees or torpedoes on bridges, culverts, or at station platforms.

28. FLAGGING. RULE No. 172.

(a) When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals not less than 2,000 feet or 20 poles on straight track, and in clear weather and where he can have an unobstructed view of an approaching train at least 1,000 feet farther, and place one torpedo on rail on motorman's side or before if train is approaching and will remain there until recalled or train has arrived and stopped. At night, in foggy or stormy weather he will place a burning red fusee in the center of the track five hundred feet back of the rear of the train and will go back at least 2,000 feet farther.

When recalled he may return after placing a second torpedo on the rail two hundred feet from the first one, if no train is due within five minutes. If so, he must remain until it has been stopped. Upon returning to their train they will place a burning red fusee in the center of the track five hundred feet behind the rear of train. The front of a train must be protected by the motorman in the same manner when necessary.

(b) At night or in foggy or stormy weather should a train be thrown off schedule under circumstances in which it may be overtaken by another train a burning fusee must be thrown off to insure safety.

(c) When a train is going to take a siding or crossover to let another train pass, it will throw off a burning red fusee at least two thousand (2,000) feet back of said siding or crossover.

29. WHISTLING.

Except when necessary to prevent accident the whistle will not be sounded in Wilmette, Kenilworth, Waukegan (East Line), and Milwaukee, and at other points which may be specified.

At all crossings where the sounding of the whistle is not forbidden the regular crossing whistle will be sounded, timing the last blast so the whistle is sounded when train crosses the crossing.

30. CROSSING BELLS AND SIGNALS.

Trains will keep far enough apart so as to allow the head train to leave the circuit before the following train cuts in, but should two trains get in the circuit, the following train must approach the crossing under restricted speed prepared to stop in case traffic is crossing. Bells and signals must be reported to dispatcher when found not working.

31. CROSSING GATES.

Where gates are maintained motormen must not cross street or road crossing before coming to a full stop unless gates are down. In case gates do not lower in time the dispatcher must be notified at next station if gates are manually operated, or next telephone if electrically operated.

32. AUTOMATIC CROSSING GATES.

Automatic gates are operated through a track circuit and are also equipped with manual control switches for the purpose of avoiding unnecessary delay to highway traffic while a train is standing in the track circuit. To operate these gates manually you will throw the switch which controls the track upon which your train is standing. This will allow the gates to be lowered in case of a train coming on the opposite track. At no time should both switches be thrown at once except when there is a train standing on both tracks and it is necessary to raise the gates.

33. GAUNTLET TRACK SOUTH OF NILES.

Freight trains and merchandise dispatch trains when handling standard equipment will use the gauntlet track at the following stations south of Niles Center: Main Street, Oakton Street, Kostner Avenue, Crawford Avenue, Dodge Avenue, Asbury Avenue, Ridge Avenue and Howard Street.

34. ON LINES OF OTHER COMPANIES.

Trainmen while on the lines of the Chicago Rapid Transit Co., and the Chicago and Milwaukee Electric Railway Co., will be subject to the rules of those companies.

35. RULE No. 58—CHICAGO RAPID TRANSIT CO.

During foggy, thick or stormy weather, if delayed on any part of the road, motormen must not attempt to make up time lost by delays, but take extraordinary precaution, especially at switches and junction points, when the right to proceed depends on signals.

THE SAFETY OF TRAINS DEPENDS WHOLLY ON THE MOTORMEN BEING ABLE TO STOP IN THE DISTANCE THEY CAN SEE, which means in bad fogs, or when their view is obstructed from steam, smoke or any cause, motormen must disregard the schedule altogether and feel their way slowly over the line of road, MAKING SURE AT ALL TIMES THAT THEY CAN STOP IN THE DISTANCE THEY CAN SEE. If stopped on a curve, or out of view of the following train, they will remind the conductor to send back a flagman to protect the rear of the train. On account of the short interval between trains, it is not always possible for the flagman to get back in time to flag the following train; therefore, the absence of the flagman will not relieve the motorman from the responsibility for a collision with the preceding train.

37. PARLOR BUFFET CARS.

- 405—Daily, except Sunday. (Standard Time)
- 407—Daily, except Sunday. (Daylight Time)
- 415—Daily, except Sunday.
- 427—Daily, except Sunday.
- 404—Daily, except Sunday.
- 414—Daily, except Sunday.
- 426—Daily, except Sunday.

38. WATCH INSPECTORS.

- Webb C. Ball, Suite 914 Garland Building, 58 E. Washington Street, Chicago.
- Olsen & Company, Suite 1112 Garland Building, 58 E. Washington Street, Chicago.
- Meyer & Klopfer, 310 E. 61st Street, Chicago.
- Yoeman Henderson, Inc., 18 N. Genesee Street, Waukegan.
- H. Hammersmith, Alhambra Building, Milwaukee.
- Ball Railroad Time Service, 200 Public Service Building, Milwaukee.
- Russell Sayers, 414 No. Milwaukee Ave., Libertyville.
- H. P. Christensen, 3220 Washington Ave., Racine.

39. COUNTY LINES.

	LOCATION.
Cook Co.....Ill.	} County Line Road—Braeside Station. Between M. P. 22 and 23.
Lake Co.....Ill.	
Lake Co.....Ill.	} State Line Road Station. Between M. P. 46 and 47.
Kenosha Co.....Wis.	
Kenosha Co.....Wis.	} Pipers Road. Between M. P. 59 and 60.
Racine Co.....Wis.	
Racine Co.....Wis.	} County Line Road. Between M. P. 71 and 72. Caledonia.
Milwaukee Co.....Wis.	

40. LOCOMOTIVE TONNAGE RATING.

Motor.	Tonnage.
450.....	400 tons.
451.....	400 tons.
452.....	600 tons.
453.....	600 tons.
454.....	600 tons.
455.....	1200 tons.
456.....	1200 tons.
607.....	500 tons.

41. CLEARANCE SCALE.

Maximum width and height of loads above the top of rail that will pass with safety.

	Height	Width
Howard Street, Chicago, to Niles Center.....	16'-6"	8'-6"
Niles Center to South Upton.....	18'-6"	13'-0"
South Upton to Mundelein.....	15'-6"	10'-10"
South Upton to North Chicago Junction.....	17'-6"	12'-0"
North Chicago Junction to Harrison Street, Milwaukee.....	17'-0"	11'-0"
North Chicago Junction to Ravinia.....	14'-6"	10'-4"
North Chicago Junction to 10th St., Waukegan (East Line).....	14'-6"	11'-0"

The above widths do not apply lower than 3 feet from top of rail.

42. BAGGAGE TRAINS AND BAGGAGE STATIONS.

The following trains will carry baggage:

- Train No. 409 leaving at 9:05 a. m.—All stations. Daily Except Sunday.
- Train No. 413 leaving at 11:05 a. m.—All stations.
- Train No. 417 leaving at 1:05 p. m.—All stations. Daily Except Sunday.
- Train No. 421 leaving at 3:05 p. m.—All stations. Except Zion.
- Train No. 431 leaving at 9:05 p. m.—All stations. Except Zion.
- Train No. 408 leaving at 9:00 a. m.—All stations. Daily Except Sunday.
- Train No. 418 leaving at 2:00 p. m.—All stations.
- Train No. 424 leaving at 5:00 p. m.—All stations. Except Zion.
- Train No. 432 leaving at 9:00 p. m.—Racine, Kenosha, Edison Court and Chicago (Standard Time)
- Train No. 434 leaving at 10:00 p. m.—Racine, Kenosha, Edison Court and Chicago (Daylight Saving Time)
- Train No. 523 leaving at 8:30 a. m.—All stations. Except Sunday.
- Train No. 545 leaving at 2:00 p. m.—All stations.
- Train No. 528 leaving at 10:28 a. m.—All stations.
- Train No. 558 leaving at 5:28 p. m.—All stations.
- Train No. 715 leaving at 2:40 p. m.—Between Chicago and Mundelein.
- Train No. 718 leaving at 4:35 p. m.—Between Mundelein and Chicago.

Trains on Libertyville Division making connections with Nos. 521, 545, 528 and 558 will carry baggage.

43. BAGGAGE STATIONS.

Congress Street,Chicago.	Glenayre.
Wilson Avenue,Chicago.	Northfield.
Howard Street (Hand Baggage).	Northbrook.
Church Street,Evanston.	Woodridge.
Wilmette Avenue	Briergate.
Winnetka.	Highmoor.
Glencoe.	Sheridan Elms.
Ravinia.	Deerpath
Highland Park.	Libertyville.
Highwood Avenue.	Mundelein.
Fort Sheridan.	Waukegan (Edison Court).
Lake Forest.	Zion.
Lake Bluff.	Kenosha.
North Chicago Junction.	Racine.
Dempster Street,Niles Center.	Harrison St.,Milwaukee.
Harmswoods.	Milwaukee Terminal.

44. MAIL TRAINS.

The following trains will carry mail:

No. 2 Lv. Milw.	5:25 a.m.—Milwaukee to N.C.Jct. transfer to No.514.
No.402 Lv. Milw.	6:00 a.m.—Milwaukee to Chicago.
No. 4 Lv. Milw.	6:02 a.m.—Milwaukee to N.C.Jct. transfer to No.516.
No.516 Lv. N.C.Jct.	7:33 a.m.—N.C.Jct. to Chicago. Pick up from No. 4 at N.C.Jct.
No.514 Lv. Wauk.	6:58 a.m.—Waukegan to Chicago. Pick up from No. 2 and No.402 at N.C.Jct.
No.522 Lv. Hwd.	9:28 a.m.—Highwood to Highland Park.
No.528 Lv. Wauk.	10:28 a.m.—Lake Bluff to Hwd. Pick up from No.314.
No.532 Lv. Hwd.	11:58 a.m.—Highwood to Chicago.
No.534 Lv. Hwd.	12:28 p.m.—Highwood to Chicago (Saturday only).
No.552 Lv. Hwd.	4:58 p.m.—Highwood to Chicago.
No.570 Lv. Hwd.	9:28 p.m.—(Edison Bldg.), Highwood to Chicago.
No.304 Lv. Mund.	6:48 a.m.—Mundelein to Lake Bluff transfer to No.514.
No.314 Lv. Mund.	10:18 a.m.—Mundelein to Lake Bluff transfer to No.528.
No.519 Lv. R.Rd.	7:26 a.m.—Chicago to Highwood.
No.807 Lv. R.Rd.	7:26 a.m.—Chicago to Highwood Sat. only.
No.707 Lv. R.Rd.	8:06 a.m.—Chicago to Mundelein.
No.531 Lv. Hwd.	11:37 a.m.—Highwood to Waukegan (Saturday) transfer to No.9 and No.11 at N.C.Jct.
No.9 and No.11 Lv. Jct.	12:25 p.m.—N.C.Jct. to Milwaukee. Pick up from No.531.
No.539 Lv. R.Rd.	12:26 p.m.—Chicago to Waukegan transfer to No.417 at N.C.Jct.
No.417 Lv. R.Rd.	1:01 p.m.—Chicago to Milwaukee. Pick up from No.539 at N.C.Jct.
No.553 Lv. Hwd.	5:07 p.m.—Highwood to Milwaukee transfer to No.17 and No.19 at N.C.Jct.
No.17 and No.19 Lv. Jct.	5:25 p.m.—N.C.Jct. to Milwaukee. Pick up from No.553 at N.C.Jct.
No.553 Lv. Hwd.	5:07 p.m.—Highwood to Waukegan.
No.561 Lv. R.Rd.	5:56 p.m.—Chicago to Highwood (Edison Bldg.).
No.325 Lv. L.Bluff	5:20 p.m.—Lake Bluff to Mundelein. Pick up from No.645 and 553.
No.403 Lv. Jct.	7:06 a.m.—N.C.Jct. to Milwaukee.

45. TICKET OFFICES. Showing hours tickets are sold:

Roosevelt Road,Chicago.....	All hours.
Congress St.....	All hours.
Adams and Wabash,Chicago.....	4:45 a.m. to 1:15 a.m.
Madison and Wabash,Chicago.....	All hours.
Randolph and Wabash,Chicago.....	All hours.
Clark and Lake.....	All hours.
Merchandise Mart.....	All hours.
Grand Ave.,Chicago.....	All hours.
Chicago Ave.....	All hours.
Belmont Ave.....	All hours.
Wilson Ave.,Chicago.....	All hours.
Howard St. (Daily).....	6:15 a.m. to 12:30 a.m.
Church St. (Daily except Sunday).....	6:30 a.m. to 11:30 p.m.
Church St. (Sunday).....	7:30 a.m. to 12:30 a.m.
Central St.....	All hours.
Linden Ave. (Daily except Sunday).....	6:30 a.m. to 4:30 p.m.
Linden Ave. (Sunday).....	7:30 a.m. to 4:00 p.m.
Wilmette Ave. (Daily except Sunday).....	6:20 a.m. to 10:30 p.m.
Wilmette Ave. (Sunday).....	8:00 a.m. to 11:30 p.m.
Indian Hill (Daily except Sunday).....	7:00 a.m. to 10:00 p.m.
Indian Hill (Sunday).....	8:00 a.m. to 9:30 p.m.
Winnetka (Daily except Sunday).....	6:30 a.m. to 11:30 p.m.
Winnetka (Sunday).....	7:15 a.m. to 11:30 p.m.
Glencoe (Daily except Sunday).....	6:30 a.m. to 9:30 p.m.
Glencoe (Sunday).....	7:00 a.m. to 10:30 p.m.
Ravinia (Daily except Sunday).....	6:50 a.m. to 8:35 p.m.
Ravinia (Sunday).....	7:30 a.m. to 9:15 p.m.
Highland Park (Daily except Sunday).....	6:20 a.m. to 11:20 p.m.
Highland Park (Sunday).....	7:30 a.m. to 12:30 a.m.
Highwood Ave. (Daily except Thursday and Sunday).....	6:45 a.m. to 4:45 p.m.
Highwood Ave. Thursdays.....	6:45 a.m. to 1:30 a.m.
Highwood Ave. (Sunday).....	8:30 a.m. to 11:45 p.m.
Fort Sheridan (Daily).....	10:30 a.m. to 6:55 p.m.
Lake Forest (Daily except Sunday).....	6:30 a.m. to 9:30 p.m.
Lake Forest (Sunday).....	6:00 a.m. to 9:30 p.m.
Lake Bluff (Daily except Sunday).....	6:30 a.m. to 4:30 p.m.
Lake Bluff (Sunday).....	9:00 a.m. to 5:30 p.m.
North Chicago Jct. (Daily except Sunday).....	6:20 a.m. to 9:15 p.m.
North Chicago Jct. (Sunday).....	7:00 a.m. to 10:15 p.m.
Edison Court (Daily except Sunday).....	5:00 a.m. to 10:30 p.m.
Edison Court (Sunday).....	7:00 a.m. to 11:30 p.m.
Terminal,Wauk. (Daily except Sunday).....	4:50 a.m. to 12:00 m.n.
Terminal,Wauk. (Sunday).....	5:20 a.m. to 12:00 m.n.
Zion (Daily except Sunday).....	6:30 a.m. to 4:15 p.m.
Kenosha (Daily except Sunday).....	6:15 a.m. to 11:45 p.m.
Kenosha (Sunday).....	6:45 a.m. to 11:45 p.m.
Racine (Daily).....	6:10 a.m. to 11:40 p.m.
Harrison St.,Milw. (Daily except Sunday).....	8:00 a.m. to 6:15 p.m.
Mitchell St.,Milw. (Daily).....	8:00 a.m. to 11:00 p.m.
Milwaukee Terminal (Daily except Sunday).....	5:15 a.m. to 12:15 a.m.
Milwaukee Terminal (Sunday).....	5:45 a.m. to 12:15 a.m.
Libertyville (Daily except Sunday).....	6:20 a.m. to 6:00 p.m.
Libertyville (Sunday).....	7:45 a.m. to 6:45 p.m.
Mundelein (Daily except Sunday).....	6:10 a.m. to 4:10 p.m.
Mundelein (Sunday).....	6:40 a.m. to 4:40 p.m.
Niles Center (Daily except Sunday).....	6:45 a.m. to 4:45 p.m.
Niles Center (Sunday).....	7:45 a.m. to 5:45 p.m.
Harmswoods (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Harmswoods (Sunday closed).....	—
Glenayre (Daily except Sunday).....	6:30 a.m. to 6:30 p.m.
Glenayre (Sunday closed).....	—
Northfield (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Northfield (Sunday closed).....	—
Northbrook (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Northbrook (Sunday closed).....	—
Briergate (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Briergate (Sunday closed).....	—
Woodridge (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Woodridge (Sunday closed).....	—
Highmoor (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Highmoor (Sunday closed).....	—
Sheridan Elms (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Sheridan Elms (Sunday closed).....	—
Deerpath (Daily except Sunday).....	6:30 a.m. to 2:30 p.m.
Deerpath (Sunday closed).....	—

46. CHICAGO STOPS ON ALL TRAINS.

Northbound:

Station No.1,Roosevelt Road.	Madison and Wabash.	Chicago Ave.
Congress St.	Randolph and Wabash.	Station No.2,Belmont Ave.
Adams and Wabash	Clark and Lake.	Station No.3,Wilson Ave.
	Merchandise Mart.	Station No.4,Howard St.
	Grand Ave.	

Southbound:

Howard St.	Grand Ave.,	Station Inbound).
Wilson Ave.	Merchandise Mart.	La Salle and Van Buren.
Belmont Ave.	Randolph and Wells.	State and Dearborn.
Chicago Ave.	Madison and Wells.	Congress St.
	Quincy and Wells (Main	Roosevelt Road.

47. STOPS ON CHICAGO-MILWAUKEE LIMITED TRAINS.

Dempster St.,Niles Centre.	Harrison St.,Milwaukee.
North Chicago Jct.	Mitchell St.,Milwaukee.
Edison Court,Waukegan.	Greenfield Ave.,Milwaukee.
Zion.	National Ave.,Milwaukee.
Kenosha.	Milwaukee Terminal.
Racine.	

48. STOPS ON CHICAGO-WAUKEGAN LIMITED TRAINS.

Church St.,Evanston,Noyes St.,Evanston,Central St.,Evanston,Linden Ave., Wilmette Ave.,Kenilworth,Indian Hill,Elm St.,Winnetka,Hubbard Woods Station, Park Ave.,Glencoe,Braeside,Ravinia,Highland Park. Highwood Ave.,Highwood, Highwood Office,Fort Sheridan and all local stops to North Chicago Jct., 22nd St.,2nd Ave.,18th St.,14th St.,10th St.,Browning Ave.,South Ave.,Belvidere and Genessee Sts.,Water and Genessee Sts.,Waukegan Terminal.

Southbound limited trains will transfer passengers destined beyond Highwood Ave.,other than limited stops,at Highwood Ave.

49. STOPS ON CHICAGO-WAUKEGAN EXPRESS TRAINS.

Church St.,Foster St.,Noyes St.,Central St.,Linden Ave.,6th St.,8th St., 10th St.,Wilmette Ave.,Forest Ave.,Kenilworth,Indian Hill,Willow Rd.,Elm St., Winnetka,Hubbard Woods Station,Harbor St.,Glencoe,Park Ave.,Glencoe,Green Bay Road,Glencoe,Braeside,Ravinia Station,Beech St.,Lincoln Ave.,Central Ave., Vine Ave.,Highland Park,Highwood Ave. and Washington St.,Highwood,Highwood Office,Ft. Sheridan and all local stops to North Chicago Jct.,and limited stops to Waukegan.

Northbound Highwood local trains will transfer passengers destined beyond Highwood to the limited at Highwood Ave.

50. STOPS ON CHICAGO-MUNDELEIN EXPRESS TRAINS.

Mundelein,St. Marys of the Lake,Perpetual Adoration Church,on Signal, Wheeler Road,Garfield Avenue,Libertyville,Libertyville Station,Fourth St. on Signal,(Thornbury Village,on signal) Rondout,Knollwood,Deerpath,Sheridan Elms,Highmoor, Briergate,Woodridge,Northbrook, Northfield,Glenayre,Harmswoods and Niles Centre. Pick up and discharge passengers at Niles Centre.

51. LOCAL STOPS BETWEEN CHICAGO AND MILWAUKEE.

STATION STOPS AND NUMBERS

Station No.	Skokie Division	Station No.	Skokie Division
99	Dempster St. (Niles Centre).	104	Woodridge.
100	Harmswoods.	105	Briergate.
101	Glenayre.	106	Highmoor.
102	Northfield.	107	Sheridan Elms.
103	Northbrook.	108	Deerpath.

51. LOCAL STOPS BETWEEN CHICAGO AND MILWAUKEE—Continued.

Station No.	Station	Station No.	Station
22	LIBERTYVILLE BRANCH	21	Chgo. Div. (Shore Line)—Con.
83	Lake Bluff.	21	Calvert's (Lake Forest).
84	C. & N. W. Crossing.	21	Deerpath Ave. (Lake Forest)
85	Whitnell's Crossing.		(Main Station).
86	Knollwood.	21	Westminster Ave. (Lake Forest).
87	Attridge Crossing.	21	Scott St. (Lake Forest).
88	Rondout.	21	Noble Ave. (Lake Forest).
89	Arcady.	22	Kennedy's (Lake Bluff).
90	Greenhouse.	22	Lake Bluff (Main Station).
91	Duba Crossing.	23	Crab Tree Farm.
92	Thornbury Village.	24	Arden Shore.
93	Thornbury.	26	Downey's.
94	Liberty Lake.	27	Great Lakes.
94	4th St.	28	North Chicago Jct.
94	Libertyville (Main Station).	29	22nd St., North Chicago,
94	Stewart Ave.	29	C. & N.W. Crossing (No. Chgo.).
94	Garfield Ave.	29	18th St. (Main Station).
95	Diamond Road.	29	Cyclone Station (No. Chgo.).
96	Wheeler Road.	29	14th St. (No. Chgo.).
97	Perpetual Adoration Church,	29	12th St. (No. Chgo.).
97	St. Mary's of the Lake.	29	10th St. (No. Chgo.).
98	Mundelein.	30	So. Cemetery Gate (Waukegan).
		30	No. Cemetery Gate (Waukegan).
		30	Browning Ave. (Waukegan).
			(May Street).
		30	South Ave. (Waukegan).
		30	McKinley Ave. (Waukegan).
		30	Liberty St. (Waukegan).
		30	Belvidere St. (Waukegan).
		30	Lake St. (Waukegan).
		30	Water St. (Waukegan).
		30	Washington St. and Genesee St.
			(Waukegan).
		30	Waukegan Terminal.
			MILWAUKEE DIVISION
		28	North Chicago Jct.
		31	22nd St. (North Chicago).
		31	18th St. (North Chicago).
		31	14th St. (North Chicago).
		31	10th St. (North Chicago).
		32	8th St. (Waukegan).
		32	Belvidere St. (Waukegan).
		32	Edison Court (Main Station).
		32	Grand Ave. (Waukegan).
		32	Ridgeland Ave. (Waukegan).
		32	Glen Flora Ave. (Waukegan).
		33	Bonnie Brook.
		34	Holdridge's Crossing.
		35	Beach Station.
		36	33rd St. (Zion).
		36	29th St. (Zion).
		36	27th St. (Zion).
		36	Zion (Main Station).
		36	21st St. (Zion).
		36	18th St. (Zion).
		37	13th St. (Winthrop Harbor).
		37	Winthrop Harbor (Main Sta.).
		38	State Line.
		39	Tobin Road.
		40	McKeown Road.
		41	South Kenosha.
			80th St. (Kenosha).
		42	73rd Street (Kenosha).
		43	Kenosha (Main Station).

CHGO. DIV. (SHORE LINE)

5	Church St. (Evanston).
5	Foster St. (Evanston).
5	Noyes St. (Evanston).
6	Central St. (Evanston).
6	Isabella St. (Evanston).
7	Linden Ave. (Wilmette).
8	6th and Greenleaf (Wilmette).
8	8th and Greenleaf (Wilmette).
8	10th and Greenleaf (Wilmette).
8	Wilmette Ave. (Main Station).
8	Forest Ave. (Wilmette).
9	Kenilworth.
10	Indian Hill.
11	Willow Rd. (Winnetka).
11	Elm St. (Main Sta., Winnetka).
11	Eldorado (Winnetka).
12	Hubbard Woods.
13	Harbor St. (Glencoe).
13	South Ave. (Glencoe).
13	Park Ave. (Main Station).
13	Green Bay Road (Glencoe).
14	Braeside.
15	Ravinia Park.
16	Ravinia Station.
17	Beech St. (Highland Park).
17	Lincoln Ave. (Highland Park).
17	Laurel Ave. (Highland Park).
17	Central Ave. (Highland Park).
	(Main Station).
17	Vine Ave. (Highland Park).
18	Highwood Ave. (Highwood)(Main Station).
18	Washington Ave. (Highwood).
18	North Shore Office (Highwood).
19	Ft. Sheridan (Main Station).
19	North Gate (Ft. Sheridan).
20	Sacred Heart Academy.
21	Farwell's (Lake Forest).

51. LOCAL STOPS BETWEEN CHICAGO AND MILWAUKEE—Continued.

Station No.	Station	Station No.	Station
44	Milwaukee Division—Con.	44	Milwaukee Division—Con.
			52nd Street (Kenosha).
			27th St. (Kenosha)
45	Burlington Road (Adams St.).	46	Birch Road.
46	Hansche Road.	47	Bose Road.
47	Bose Road.	48	Berryville.
48	Berryville.	49	Kenosha Country Club.
49	Kenosha Country Club.	49	Hansche Road.
49	Hansche Road.	50	Piper's.
50	Piper's.	51	Klinkert Road.
51	Klinkert Road.	52	Spring Park.
52	Spring Park.	53	Taylor Ave.
53	Taylor Ave.	54	17th St. (Racine).
54	17th St. (Racine).	54	Racine (Main Station).
54	Racine (Main Station).	55	Middle Road.
55	Middle Road.	56	Racine Golf Club.
56	Racine Golf Club.	57	Horlicksville Road.
57	Horlicksville Road.	58	Rapid's Road.
58	Rapid's Road.	59	Camper's Road.
59	Camper's Road.	60	Three Mile Road.
60	Three Mile Road.	61	Four Mile Road.
61	Four Mile Road.	62	Five Mile Road.
62	Five Mile Road.	63	Six Mile Road.
63	Six Mile Road.	64	Nechuta.
64	Nechuta.	65	Seven Mile Road.
65	Seven Mile Road.	66	Caledonia.
66	Caledonia.	67	Elm Road.
67	Elm Road.	68	Oakwood Road.
68	Oakwood Road.	69	Oak Creek.
69	Oak Creek.	70	Puetz Road.
70	Puetz Road.	71	South Milwaukee Road.
71	South Milwaukee Road.	72	Drexel Blvd.
72	Drexel Blvd.	73	Howell.
73	Howell.	74	College Ave.

52. LOCAL STOPS ON NORTHWESTERN AND SOUTH SIDE ELEVATED RAILROAD

NORTH OF LOOP					
Linden	Calvary	Edgewater Beach	Belmont	Halsted	
Isabella	Howard	Argyle	Wellington	Larrabee	
Central	Jarvis	Wilson	Diversey	Sedgwick	
Noyes	Rogers Park	Buena	Wrightwood	Schiller	
Foster	Loyola	Sheridan Rd.	Fullerton	Division	
Davis	Granville	Grace	Webster	Oak	
Dempster	Thorndale	Addison	Center	Chicago Ave.	
Main	Bryn Mawr	Clark	Willow	Grand Ave.	
Loop Stops—Con.					
West Side			South of Loop—Con.		
Randolph & Wells	Madison & Wells	Quincy & Wells	State & Lake	Clark St.	
SOUTH OF LOOP					
Congress	Roosevelt Rd.	Eighteenth St.	Twenty-Second St.	Twenty-Sixth St.	Twenty-Ninth St.
LaSalle & Van Buren	State & Dearborn	South Park Ave.	Cottage Grove Ave.	University Ave.	Dorchester Ave.
Adams & Wabash	Madison & Wabash	Randolph & Wabash	Thirtieth St.	Thirtieth St.	Thirtieth St.
			Thirtieth St.	Thirtieth St.	Thirtieth St.
			Thirtieth St.	Thirtieth St.	Thirtieth St.

53. SIDING CAPACITY

LOCATION	NAME OF SIDING	Length in Feet	Freight Car Capacity	Passenger Car Capacity
Crawford Avenue.....	Evanston Cash Coal Co..... N B	573	13	9
Crawford Avenue.....	Public Service Co..... N B	1400	33	23
Crawford Avenue.....	Niles Gas Plant Coal & Oil #1... N B	800	19	12
	Niles Gas Plant Coal & Oil #2... N B	700	16	11
	Niles Gas Plant Coal & Oil #3... N B	975	23	16
Lead Crawford to Kostner (Switching Only)..... N B	4946	117	82
Kostner Avenue.....	Passing Track..... S B	1810	43	30
Oakton Street.....	C&NW Interchange (inbound)..... S B	1838	44	30
Oakton Street.....	C&NW Interchange (outbound)..... S B	1838	44	30
Oakton Street.....	Tail Track..... S B	200	4	2
Oakton Street.....	Skokie Oil and Fuel Co..... S B	320	7	5
Dempster Street.....	Team Track..... S B	1150	25	19
Church Street.....	Team Track..... N B	850	20	13
Church Street.....	Public Service..... N B	280	6	4
Harrison Street.....	Team Track..... N B	263	6	4
Harrison Street.....	Doetsch Bros. #1..... N B	440	10	7
	Doetsch Bros. #2..... N B	455	10	7
Wilmette Avenue.....	Team Track..... N B	1040	24	17
Wilmette Avenue.....	Kutten Bros. Coal Co..... N B	700	16	11
Lake Avenue.....	Team Track..... N B	1780	40	29
Lake Avenue.....	Passing Track..... N B	1650	36	27
Lake Avenue.....	Edinger Coal Co. #1..... N B	580	13	9
	Edinger Coal Co. #2..... N B	1060	24	17
Northfield.....	Passing Track..... N B	2150	51	35
Northfield.....	Tail Track..... N B	650	15	10
Northfield.....	Builder's Service..... N B	580	13	9
Northfield.....	Blow #1..... N B	590	14	9
	Blow #2..... N B	435	10	7
Northfield.....	Levernier..... N B	165	3	2
Northfield.....	Weisenberg #1..... N B	280	6	4
	Weisenberg #2..... N B	430	10	7
Northfield.....	Team Track..... N B	275	6	4
Northfield.....	Passing Track..... S B	1040	24	17
Northbrook.....	Passing Track..... N B	4450	105	74
Northbrook.....	Public Service (private) #1..... N B	1700	40	28
	Public Service (private) #2..... N B	840	20	13
Dundee Road.....	Team Track..... N B	800	19	12
Briergate.....	Passing Track..... S B	1200	28	20
Briergate.....	Track #1..... S B	430	10	7
	Track #2..... S B	590	14	9
Briergate.....	Tail Track..... S B	760	18	12
West Park Avenue.....	Menoni & Mogni..... N B	430	10	3
West Park Avenue.....	Tail Track..... N B	690	16	11
Deerpath Avenue.....	Team Track..... N B	1720	41	29
South Upton.....	Kelly's Siding..... S B	1680	40	28
South Upton.....	Blanchard's..... S B	600	14	10
Knollwood.....	Team Track..... N B	1170	28	19
Rondout.....	Lead and Scale Track..... S B	1050	25	17
Rondout.....	EJ&E Interchange (outbound)..... S B	2689	64	44
Rondout.....	EJ&E Interchange (inbound)..... S B	2010	47	33
Green House.....	Kohout's Inc..... S B	262	6	4
Liberty Lake.....	Team Track (north side)..... N B	839	19	14
Liberty Lake.....	Storage Track (north side)..... N B	1128	26	17
Liberty Lake.....	North Shore Material Co..... N B	1943	46	32
Liberty Lake.....	Team Track..... S B	1047	24	17
Liberty Lake.....	Storage Track..... S B	575	13	9
St. Mary's.....	Passing Track..... N B	755	17	12
Mundelein.....	Soo Line Interchange (outbound).....	1530	34	25
Mundelein.....	Soo Line Interchange (inbound).....	636	14	10
Mundelein.....	Team Track.....	400	9	6
Mundelein.....	Tripp Lumber Co. (old station).....	1100	23	18

53 SIDING CAPACITY

LOCATION	NAME OF SIDING	Length in Feet	Freight Car Capacity	Passenger Car Capacity
Downey's.....	C&NW Interchange (inbound)....	N B 2550	60	42
Downey's.....	C&NW Interchange (outbound)....	N B 2550	60	42
Pettibone.....	Classification Yards Track #1.	758	18	
(Not on Main Line)...	Track #2.	965	22	
	Track #3.	865	20	
	Track #4.	830	19	
	Track #5.	875	20	
	Track #6.	740	17	
	Track #7.	825	19	
	Track #8.	740	17	
	Track #9.	430	10	
	Track #10.	240	5	
	Engine House Track #11.	175	4	
	Rip Track #12.	360	8	
	Lead Track	S B 1102	26	
	M. D. Track	N B 304	7	
Pettibone to Valley Jct.	East Track.....	2540	60	42
Pettibone to Valley Jct.	West Track.....	2543	60	42
Valley Junction.....	Chicago Hardware Foundry.....	305	7	5
Waukegan-16th Street....	North Shore Lumber&Supply Co..	S B 411	9	3
Waukegan-16th Street....	Team Track.....	N B 1020	24	17
Waukegan-14th Street....	Central Fuel & Feed Co.....	S B 411	9	6
Waukegan-12th Street....	North Shore Foundry Co.....	S B 500	11	8
Waukegan-10th Street....	Team Track.....	S B 900	21	15
Waukegan-Dugdale Road...	Shore Line Lumber Co. #1.....	N B 176	4	2
	Shore Line Lumber Co. #2.....	N B 346	8	5
Waukegan-Glen Rock Ave..	Rynksel Coal Co. #1.....	S B 850	20	14
	Rynksel Coal Co. #2.....	S B 370	8	6
Waukegan-Glen Rock Ave..	Crane Company.....	S B 140	3	2
Waukegan-Glen Rock Ave..	Team Track.....	S B 300	7	5
Waukegan-Dugdale Road...	Switch Track.....	S B 1450	34	24
Waukegan-Dugdale Road...	Sandstrom & Bairstow.....	S B 520	12	8
Waukegan-Edison Court...	Passenger Car Storage Track...	S B 800	19	13
Waukegan-Edison Court...	Public Service (outside gate).	S B 110	2	1
Waukegan-Edison Court...	M. D. Track.....	N B 380	9	6
Waukegan-Edison Court...	Team Track.....	N B 1015	24	17
Waukegan-Grand Avenue...	Grand Ave. Lumber & Supply Co.	S B 906	21	15
Waukegan-Grand Avenue...	Team Track #1.....	N B 425	10	7
	Team Track #2.....	N B 170	3	2
Waukegan-Glen Flora.....	Team Track.....	N B 536	12	8
Beach.....	Team Track.....	N B 604	14	10
Zion.....	Passing Track.....	N B 1070	25	17
Zion.....	Passing Track.....	S B 760	18	12
Winthrop Harbor.....	Passing Track.....	N B 500	11	8
South Kenosha.....	Team Track.....	N B 752	17	12
Kenosha-85th St.....	Snap-On-Wrench Company.....	N B 830	19	13
Kenosha-75th St.....	Gordon Lumber Company.....	S B 535	12	8
Kenosha-Tanck Ave.....	Home Lumber Company #1.....	S B 445	10	7
	Home Lumber Company #2.....	S B 370	8	6
Kenosha-Tanck Ave.....	Team Track.....	S B 745	17	12
Kenosha-Tanck Ave.....	Holderness Coal Company.....	S B 535	12	8
Kenosha-64th St.....	M. D. Track.....	S B 400	9	6
Kenosha-64th St.....	Team Track.....	S B 546	13	9
Kenosha-64th St.....	Wisconsin Fuel & Supply Co....	S B 302	7	5
Kenosha-63rd St.....	Connection with K. E. Ry. Co..	N B 109	2	1
Kenosha-Grand Ave.....	Nash Company Siding.....	S B 777	18	12
Kenosha-Burlington Rd...	Team Track.....	S B 560	12	9
Kenosha-Burlington Rd...	Kenosha Brick Company.....	N B 2450	58	40
Kenosha-Birch Road.....	Team Track.....	N B 874	20	14
Kenosha-Berryville Rd...	P. Peerbolte Company.....	S B 572	13	9

53 SIDING CAPACITY

LOCATION	NAME OF SIDING	Length in Feet	Freight Car Capacity	Passenger Car Capacity
Racine-Piper's Road....	Team Track.....	S B 861	20	14
Racine-Klinkert's Road..	Team Track.....	S B 501	11	8
Racine-21st St.....	Sorenson's.....	S B 390	9	7
Racine-21st St.....	West Racine Fuel Co.....	S B 850	20	14
Racine-21st St.....	CM&STP Interchange (north track)	S B 1040	24	17
Racine-21st St.....	CM&STP Interchange (south track)	S B 1640	39	21
Racine.....	M. D. Track.....	S B 387	9	6
Racine.....	Passing Track.....	N B 319	7	5
Racine-Quarry Yard.....	Scale and Tail Track.....	N B 2286	6	35
Racine-Quarry Yard.....	Scale Track.....	N B 885	21	14
Racine-Quarry Yard.....	Tail Track.....	N B 1207	28	20
Racine-Quarry Yard.....	Track #1.....	N B 775	18	12
	Track #2.....	N B 800	19	12
	Track #3.....	N B 800	19	12
Racine-Four Mile Road...	Passing and Team Track.....	N B 1212	28	20
Racine-Six Mile Road....	Passing and Team Track.....	S B 683	16	11
Milwaukee-Oakwood Road..	Passing and Team Track.....	N B 211	5	4
Milwaukee-Oak Creek....	Passing and Team Track.....	N B 650	15	10
Milwaukee-Layton Ave....	Town of Lake Siding.....	N B For Dumping Stone Only		
Milwaukee-Austin Ave....	Storage Track.....	S B 399	9	6
Milwaukee-Harrison St...	North Shore Material Co.....	S B 540	12	
Milwaukee-Harrison St...	Team Track.....	S B 450	10	7
Indian Hill.....	Passing Track.....	N B 346	8	5
Eldorado.....	Passing Track.....	N B 269	6	4
Tower Road.....	Passing Track.....	S B 406	9	6
Green Bay Road.....	Passing Track.....	N B 379	8	6
Ravinia Park.....	Passing and Team Track.....	N B 1289	30	20
Elm Place.....	M. D. Track.....	N B 349	8	5
Elm Place.....	P. Borchardt & Team Track....	N B 193	4	3
Elm Place.....	Siljestrom #1 and #2.....	N B 809	19	14
Vine Avenue.....	Mutual Coal Co. (trestle)....	N B 410	9	7
Vine Avenue.....	Mutual Coal Co. (grade).....	N B 627	12	9
Highwood (Washington Ave)	Team Track.....	N B 1020	24	17
Highwood.....	Fort Sheridan connection.....	N B 480	9	8
North Gate.....	Team Track.....	S B 580	13	9
Sacred Heart.....	Team Track.....	N B 190	4	3
Farwell's.....	Passing and Team Track.....	N B 850	20	13
Kennedy's.....	Passing and Team Track.....	N B 1000	23	16
Great Lakes.....	Passing Track.....	N B 1170	27	20
Great Lakes.....	Tail Track.....	N B 1100	25	17
Great Lakes.....	Runaround track (north end)...	N B 1493	35	24
Great Lakes.....	Passing Track.....	S B 778	18	12
North Chicago East Line				
16th Street.....	Killian's.....	S B 144	3	2
14th Street.....	Oil Station Track.....	N B 153	1	
*Waukegan Terminal.....	Track #1.....			3
	Track #2.....			2

* Note - 7 cars may be stored by using lead off Utica Street.

GENERAL INFORMATION

54. HOURS OF SERVICE LAW.

Trainmen and enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.

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

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

No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen (13) hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period and not exceeding three days in a week.

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

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

55. SURGEONS.--CHICAGO.

CHICAGO (South Side)

Dr. J. Bernstein,
Office, 841 E. 63rd St.; Phone Plaza 5800
Residence Phone, Dorchester 8088.

Dr. A. H. Nickels,
2300 S. State St.; Phone Victory 6386,
Residence Phone, Radcliffe 7930.

CHICAGO (Central--Loop)

Dr. Hart E. Fisher, Chief Surgeon, Medical Department,
Office, 79 West Monroe St.; Phone Randolph 8200; Hours 9:00 a.m. to 5:00 p.m.
Residence, 4220 N. Paulina St.; Phone Buckingham 0963.

Dr. L. H. Rutenberg,
Office, 79 W. Monroe St.; Phone Randolph 8200; Hours 9:00 a.m. to 5:00 p.m.
Residence, 6700 Sauganash Ave.; Phone Tessville 2129.

Dr. E. C. Holmlad,
Office (24 hours), 28 E. Jackson Blvd.; Phone Harrison 1774 & 1775.

Dr. J. H. Wheat,
232 W. Chicago Ave.; Phone Superior 8440.

Dr. E. F. Addenbrooke,
Office, Palmer House; Phone Randolph 7500;
Residence, 757 Locust St., Winnetka; Phone Winnetka 318.

CHICAGO (North Side) (Belmont District)

Dr. Jno. F. Davis,
Office, 925 Belmont Ave.; Phone Graceland 3411
Residence Phone, Wellington 0812.

CHICAGO (North Side) (Wilson Ave. District)

Dr. E. V. Moulton,
917 Montrose Ave.; Phone Bittersweet 7700.

Dr. R. E. Dyer,
Office, 4753 Broadway; Phone Longbeach 1120
Residence Phone, Graceland 4320.

Dr. H. P. Saunders,
Office, 4753 Broadway; Phone Longbeach 1120
Residence Phone, Graceland 4320.

Dr. C. T. McGarry,
1249 Granville Ave.; Phone Superior 0103.

CHICAGO (North Side) (Howard Ave. District)

Dr. George H. Irwin,
Office, 7606 N. Paulina St.; Phone Rogers Park 6180
Residence Phone, Sheldrake 1126.

Dr. F. L. Heck,
Office, 1607 Howard Ave.; Phone Rogers Park 0254
Residence Phone, Rogers Park 0255.

SURGEONS--Continued**NILES CENTER**

- Dr. J. J. Mussil,
Office, 4948 Dempster St.; Phone Niles Center 277
Residence Phone, Niles Center 274.
- Dr. R. V. Sintzel,
Office, 8142 Lincoln Ave.; Phone Niles Center 74.
- Dr. A. L. Klehm,
Office, 5104 Oakton St.; Phone Niles Center 837.

EVANSTON

- Dr. R. C. McGill,
Office, 636 Church St.; Phone University 6900
Residence Phone, University 2233.
- Dr. O. L. Rudersdorf,
Office, 603 Main St.; Phone University 4689
Residence, 840 Lincoln St.; Phone University 4688.
- Dr. Dwight Clark,
Office, 636 Church St.; Phone Greenleaf 0273
Residence Phone, Greenleaf 3300.

WILMETTE AND KENILWORTH

- Dr. Lester E. Mee,
Office, 1167 Wilmette Ave.; Phone, 98
Residence Phone, 532.
- Dr. H. O. Weishaar,
Office, 1159 Wilmette Ave., Wilmette; Phone, Wilmette 120
Residence Phone, Wilmette 83.

WINNETKA

- Dr. F. Christopher,
Office, 723 Elm St.; Phone Winnetka 30
Residence Phone, Winnetka 1296.
- Dr. John H. Gormley,
Office, 1056 Gage St., Winnetka; Phone Winnetka 662.

GLENCOE

- Dr. L. A. Richburg,
Office, 309 Park Ave.; Phone 46.
Residence, 859 Valley Rd.; Phone 116.

HIGHLAND PARK

- Dr. G. Q. Grady,
Office, 2 Sheridan Road; Phone Highland Park 2750
Residence Phone, Highland Park 82.
- Dr. Robert R. Jacks,
Office, 2 North Sheridan Road; Phone Highland Park 1900
Residence, 7 Walker Ave.; Highwood; Phone, 75.
- Dr. H. B. Roberts,
Office, 2 North Sheridan Road; Phone, 95
Residence, 3330 Elm Pl.;

HIGHWOOD

- Dr. N. C. Risjord,
209 Burchill Ave., Phone Highwood 2151.

LAKE FOREST

- Dr. D. J. McGrew,
Office, 273 Market Square, Phone, 282
Residence, 916 N. Oakwood Ave.; Phone, 466.
- Dr. T. S. Proxmire,
Office and Residence, 570 East Deerpath Ave.; Phone, 66.

LIBERTYVILLE

- Dr. J. L. Taylor,
Office, 540 North Milwaukee Ave.; Phone, 19
Residence, Oakwood Ter. Subdivision; Phone, 101.
- Dr. M. D. Penney,
Office 540 No. Milwaukee Ave., Phone 19
Residence, 412, Laurel Ave. Phone 525

SURGEONS--Continued**NORTH CHICAGO**

- Dr. A. E. Budde,
Office, 1800 Sheridan Road; Phone, North Chicago 2684
Residence, 55 1st St., No. Chicago; Phone, North Chicago 283.

WAUKEGAN

- Besley-Waukegan Clinic,
215 No. Sheridan Rd.; Phone Majestic 3500.
- Dr. John M. Palmer,
Office, 123 North Genesee St.; Phone, Majestic 111
Residence Phone, Majestic 597.
- Dr. L. E. Bovik,
Office, 4 S. Genesee St.; Phone Waukegan Majestic 788
Residence Phone, Ontario 6994.

KENOSHA

- Dr. A. M. Rauch,
Office, 6225 22nd Ave.; Phone 9347
Residence, 7738 Fifth Ave.; Phone 6272.

RACINE

- Dr. Louis E. Fazen,
Office, 729 Main St.; Phone, Prospect 526.
- Dr. R. M. Kurten,
Office, 744 Main St.; Phone, Jackson 3496
Residence, 1752 Park Ave.; Phone, Jackson 7131R.

MILWAUKEE

- Dr. A. J. Weber,
Office, 213 West Wisconsin Ave.; Phone Marquette 7837 or 4131
Residence Phone, Hopkins 2113.
- Dr. D. J. Ansfield,
Office, 238 W. Wisconsin Avenue; Phone, Marquette 7822
Residence, 1805 E. Hampshire; Phone, Edgewood 226.
- Dr. Leander Foley,
Office, 806 No. 11th St.; Phone Marquette 1743 or 4131
Residence Phone, Blue Mound 1489.
- Dr. E. W. Miller,
Office, 231 West Michigan St.; Phone Marquette 0180
Residence Phone, Lakeside 0488.

HOSPITALS**CHICAGO (South Side)**

Woodlawn Hospital,
606 Drexel; Phone, Plaza 3300.

CHICAGO (Loop--Central District)

St. Luke's Hospital,
1439 Michigan Ave.; Phone, Calumet 4040.

Henrotin Hospital,
939 N. LaSalle St.; Phone, Lincoln 1542.

CHICAGO (North Side) (Fullerton Ave. District)

Alexian Brothers Hospital,
1200 Belden Ave.; Phone, Diversey 6500.

CHICAGO (North Side) (Wilson Ave. District)

Ravenswood Hospital,
1917 Wilson Ave.; Phone, Longbeach 0400.

EVANSTON (South Side)

St. Francis Hospital,
355 Ridge Ave.; Phone, Davis 2200.

EVANSTON (North Side)

Evanston Hospital,
2650 Ridge Ave.; Phone, Greenleaf 2500.

HIGHLAND PARK

Highland Park Hospital, Homewood Ave.; Phone, 2550.

HOSPITALS--Continued**LAKE FOREST**

Alice Home Hospital, 699 East Deerpath Ave.; Phone, 1700.

LIBERTYVILLE

Condell Memorial Hospital, So. Stewart Ave.; Phone, 766.

WAUKEGAN

St. Therese Hospital, Washington St. and Keller Ave.; Phone, Ontario 5800.
Victory Memorial Hospital, Glenflora and Sheridan Road; Phone, Majestic 3000.

KENOSHA

St. Catherine's Hospital, 3557 7th Ave.; Phone, 3126.
Kenosha Hospital, 6308 8th Ave.; Phone, 6131.

RACINE

St. Mary's Hospital, 1526 Grand Ave.; Phone, Jackson 130.
St. Luke's Hospital, 1301 College Ave.; Phone, Jackson 6490.

MILWAUKEE

Emergency Hospital, City, 1230 W. Grant; Phone, Orchard 5200.
Emergency Hospital, County, 2430 W. Wis. Ave.; Phone, West 8480.
St. Mary's Hospital,
2320 No. Lake Drive; Phone, Lakeside 3469.
Marquette University Hospital,
1533 W. Wisconsin Ave.; Phone, Marquette 4860.

AMBULANCES**CHICAGO (South Side)**

Thomas Corcoran, 1506 E. 67th St.; Phone, Hyde Park 4050.

CHICAGO (Loop)

Arntzen Ambulance, Inc., 810 North Clark St.; Phone, Superior 0'66.

CHICAGO (North Side)

Drake & Son, 5200 No. Western Ave.; Phone, Longbeach 6874.

CHICAGO (Howard Ave.)

Hamann Co., 6959 N. Clark St.; Phone, Rogers Park 0133.

NILES CENTER

Bradley and Haben Ambulance, 8057 Niles Center Rd.; Phone, Niles Center 365.

EVANSTON

Jos. S. Schaefer Ambulance, 1573 Maple Ave.; Phone, University 0251-Greenleaf 5826.
Police Ambulance, 1556 Sherman Ave.; Phone, University 4000.

HUBBARD WOODS

W. C. Bruecks, 907 Linden Ave.; Phone, Winnetka 3436.

HIGHLAND PARK

H. F. Kelley's Ambulance, 27 N. Sheridan Road; Phone, 4260.

LAKE FOREST

Wenban's Ambulance, 233 Deerpath Ave.; Phone, 22.

LIBERTYVILLE

H. Dugan Ambulance, 607 No. Milw. Ave.; Phone, 132, Res. M-204.

WAUKEGAN

Wetzel & Peterson's Ambulance, 408 N. Sheridan Road; Phone, Majestic 95.
White and Tobin's Ambulance, 236 N. Genesee St.; Phone, Majestic 21.
Holland's Ambulance Service, 1521 W. Washington St.; Phone, Majestic 40.
Police Ambulance, 111 Madison St.; Phone, Majestic 3700.
Conrad and Gustafson, 218 Madison St.; Phone, Majestic 127.

KENOSHA

Hansen's Ambulance, 6019 7th Ave.; Phone 4136.
Police Ambulance, 804 56th St.; Phone 3131.

RACINE

Police Department, 107th Third St.; Phone, Jackson 451.

MILWAUKEE

Police Ambulance, 935 No. 8th St.; Phone, Broadway 4760.
St. Mary's Hospital Ambulance, 2320 No. Lake Dr.; Phone, Lakeside 3469.
Geo. J. Fuch's Ambulance, 4115 W. Highland Blvd.; Phone West 0168.
Emergency Ambulance, 935 No. 8th St.; Phone, Broadway 4760.