

A. A. SPRAGUE, Receiver for

Chicago North Shore and Milwaukee Railroad Company

TIME TABLE No. 2

SUPERSEDING TIME TABLE NO. 1

2

FOR THE GOVERNMENT OF

RAILROAD FANS ONLY

2

EFFECTIVE ONLY SUNDAY, JUNE 19TH, 1938

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 September 26th, 1937 to 4:01 A. M. Sunday April 24th, 1938. After 4:01 A.M. Sunday April 24th, 1938 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 stations (Chicago Local, Chicago Limited, Chicago Ex., etc.) and rows for train numbers (520-538) and departure times.

Non. 520, 522, 524, 526, 516, 518, 520 and 522 Circle Loop. Non. 522, 524, 526, 528, 530 and 532 Circle Loop, daily except Saturday and Sunday.

BETWEEN CHICAGO AND WAUKEGAN NORTH BOUND—FIRST CLASS

Table with columns for stations (Waukegan Local, Waukegan Limited, Waukegan Ex., etc.) and rows for train numbers (522-540) and departure times.

Non. 522, 524, 526, 516, 518, 520 and 522 Circle Loop. Non. 522, 524, 526, 528, 530 and 532 Circle Loop, daily except Saturday and Sunday.

HERE ARE REPRODUCED ACTUAL PAGES FROM OPERATING TIMETABLE NO. 45 FOR TRAINS IN BOTH DIRECTIONS ON BOTH SHORE LINE AND SKOKIE VALLEY ROUTES DURING THE TIME OF DAY THAT THE RAIL FAN SPECIAL WILL RUN

BETWEEN MILWAUKEE AND CHICAGO SOUTH BOUND—FIRST CLASS

Table with columns for stations (Chicago Local, Chicago Limited, Chicago Ex., etc.) and rows for train numbers (510-518) and departure times.

Non. 510 and 512 will be discontinued after Saturday, April 25, 1938. Non. 514 will not operate until Monday, April 25, 1938. Non. 516 will be discontinued after Friday, April 25, 1938. Non. 518 will not operate until Monday, April 25, 1938.

BETWEEN CHICAGO AND MILWAUKEE NORTH BOUND—FIRST CLASS

Table with columns for stations (Milwaukee Local, Milwaukee Limited, Milwaukee Ex., etc.) and rows for train numbers (510-518) and departure times.

Non. 510 and 512 will be discontinued after Saturday, April 25, 1938. Non. 514 will not operate until Monday, April 25, 1938. Non. 516 will be discontinued after Friday, April 25, 1938. Non. 518 will not operate until Monday, April 25, 1938.

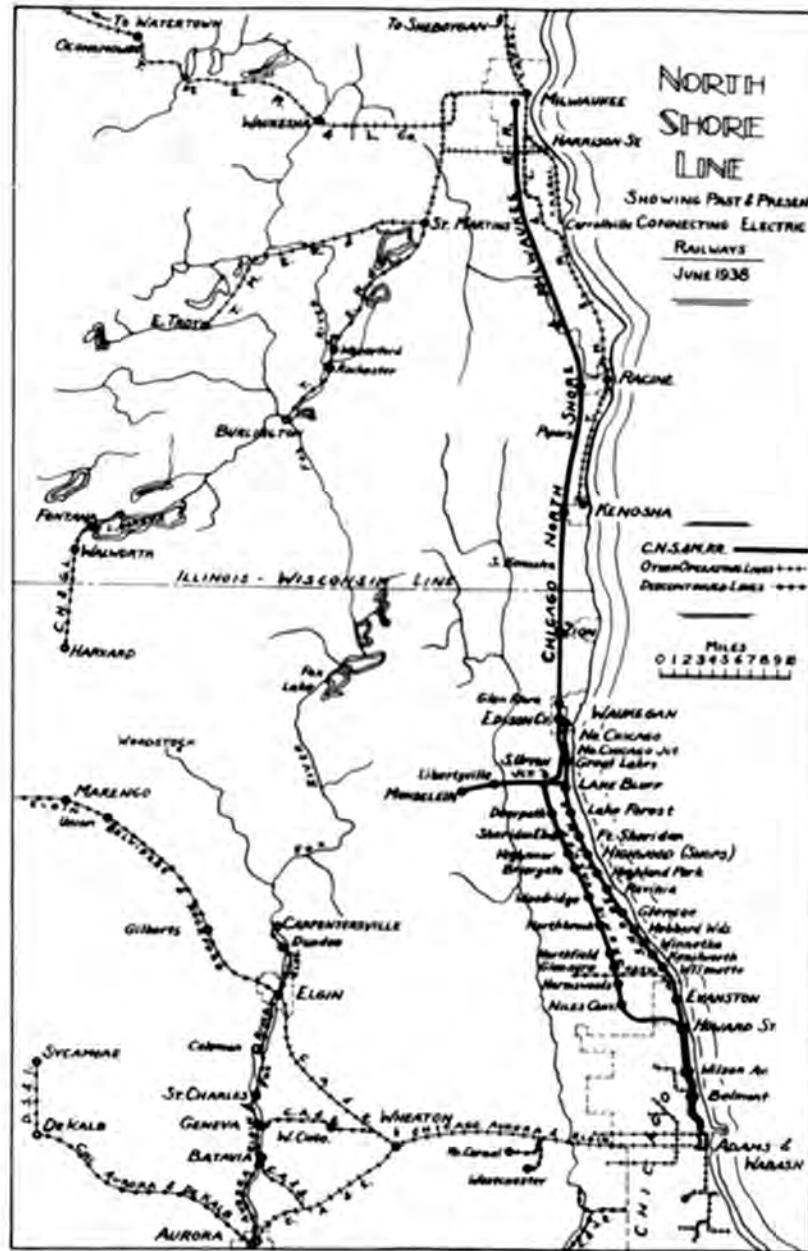
SCHEDULE OF RAIL FANS' EXCURSION TRAIN
(Central Daylight Saving Time)

SOUTHBOUND - MILWAUKEE FANS ONLY - INSTEAD OF SOUTHBOUND TRIP SHOWN BELOW:
Lv. Milwaukee Terminal 7:00 AM Via Train #404, the Interstate Limited to (8:00 AM Milwaukee Time) Chicago over Skokie Valley Route.

Ar. State & Dearborn	9:05 AM	Change here to Elevated train (no extra fare) and ride to Adams & Wabash Station. Northbound Special will leave from South end of East platform.
NORTHBOUND:		
Lv. Adams & Wabash	9:25 AM	Stop for passengers.
Belmont Avenue	9:30	" " "
Wilson Avenue	9:44	" " "
Howard Street	9:50	" " and proceed North on Shore Line Route.
Ar. Highwood Office	10:20	Stop to inspect Shops and photograph equipment. Some equipment will be moved into position for photographing; other equipment will be found already spotted. Shops will be open; feel free to ask questions.
Lv. Highwood Office	11:20	---
Ar. North Chicago Barns	11:35	Stop to inspect Shops and photograph equipment.
Lv. North Chicago Barns	11:50	---
Ar. Waukegan (Downtown)	12:00 Noon	No stop. Turn West on Washington Street.
Ar. Washington & Glen Rock Streets	12:05 PM	Short stop for those who want to photograph special train in the street.
Ar. Edison Court	12:10	No stop. Enter Main line.
Ar. Grand Avenue	12:12	Stop to inspect Pine Street mercury arc substation of Public Service Co. and to photograph special, which will stand on the Main Line.
Lv. Grand Avenue	12:45	---
Ar. Zion	12:55	Short stop for pictures of train, old Station, etc.
Ar. Kenosha	1:00	No stop.
Ar. Racine Tower	1:20	Special will pull into the clear and meet No. 415 and No. 416. Both trains will go by at speed. BE CAREFUL!
Lv. Racine Tower	Immediately after meeting No. 416.	---
Ar. T.M.E.R. & L. Belt Crossing	1:57	Special will be spotted at several points to be photographed. We will meet No. 418 Southbound at about 2:15 and then continue North. BE CAREFUL!
Ar. Harrison St. Yards	2:21	Stop to photograph equipment.
Lv. Harrison St. Yards	2:26	---
Ar. National Avenue	3:03	Any one desiring to see the model layout of the Model Railroad Club of Milwaukee in operation at 215 E. National Ave. may leave the train here.
Ar. Milwaukee Terminal	3:08	Free time in Milwaukee.
SOUTHBOUND:		
Lv. Milwaukee Terminal	4:30 PM	Stop for passengers.
National Avenue	4:42	" " "
Harrison Street	4:50	" " " Fast non-stop run will be made to South Upton Junction.
Ar. South Upton Junction	5:47	Special will stop at several points to be photographed. Also, No. 425 and No. 426 will pass at speed. BE CAREFUL!
Lv. South Upton Junction	6:12	Proceed West to Mandelein Branch.
Ar. Mandelein	6:24	Short stop for pictures.
Lv. Mandelein	6:28	Fast non-stop run down Skokie Valley line to Howard Street.
Ar. Howard Street	7:02	Discharge passengers.
Wilson Avenue	7:08	" " "
Belmont Avenue	7:13	" " "
CHICAGO LOOP	7:22	Discharge all remaining passengers.

Nobody will want to miss any of the highlights of this trip therefore the schedule given above must be followed closely. Be on board the extra before the leaving times shown so that we will not fall back on the time of any regular train and be delayed thereby.

Remember that everyone wants to take pictures -- do not stand in front of cars or block the other fellow's views



MAP OF NORTH SHORE LINE SHOWING PAST & PRESENT ELECTRIC RAILWAY CONNECTIONS



SPECIAL OPERATING INSTRUCTIONS

GENERAL INFORMATION

All fans entering onto the Railroad are warned that this is an ELECTRIC RAILROAD, operated by HIGH VOLTAGE TRANSMISSION AND TROLLEY WIRES. Fans are positively forbidden from touching or in any manner putting themselves in personal contact with THESE HIGH VOLTAGE WIRES. This also applies to trolley poles and electric wires and conduits on car equipment.

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

Do NOT stand on the track in front of an approaching engine or car for the purpose of boarding the same; and do not stand in front of, nor behind, any car on road or in yard: it may move unexpectedly.

SIGNS AND LETTERS

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

- c-- Stops Saturday and Sunday.
- f-- Stops on signal to discharge and pick up passengers.
- n-- 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.

SPECIAL RULES

1. 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.
2. 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.
3. Single track will only be operated between the two switches under Green Bay Road bridge on the Libertyville Division; through the Gauntlet in Glencoe, between Water St. and Waukegan Terminal, and between Austin and Oklahoma Avenue.
4. 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.
5. 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 except Nos. 406, 420 and 432. Chicago-Milwaukee trains off Skokie Valley Division will not register, but will report, except Nos. 407 and 421. 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).
6. 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 train dispatcher.
7. 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.
8. 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.

MOVEMENTS AT SOUTH UPTON

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

A clear indication at South Upton indicates that all trains and sections due at South Upton have arrived and left.

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.

SPECIAL WHISTLE SIGNALS

- Two long and one short blast of the whistle will be sounded when approaching any point where special train will head into siding for a meet or overtake with a regular train or will stop on the main line for picture taking.
- Special Northbound; calling in all fans, train about to leave. Fans must come in promptly to avoid delay. No liability is assumed for fans left behind due to failure to come in within two (2) minutes of sounding this signal.
- Special Southbound. Same meaning as above signal.

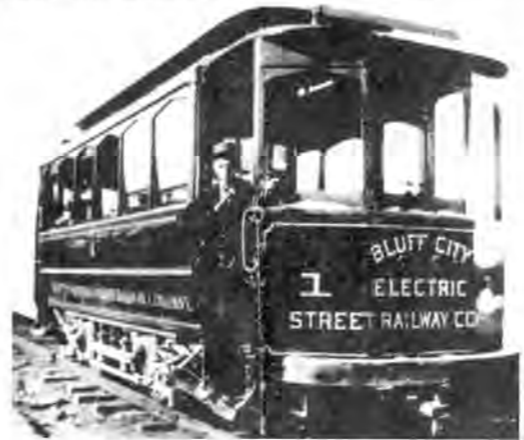
ROSTER OF EQUIPMENT

Numbers	Type of Car	Built	Builder
EARLY EQUIPMENT NOW RETIRED (EXCEPT 20-22)			
1	Line Car	1903	
2	Rotary Plow	1899	
3	Sprinkler	1899	
4	Passenger, made sweeper	1899	McGuire Cumming
5	Line Car		
6	Express	1902	Brill
7	Express	1902	"
8	Passenger, rebuilt to work	1898	St. Louis
9	Passenger	1899	"
10	Passenger	1899	Pullman
11	Semi-convertible combination	1902	"
12	Express	1902	Brill
13-17	Passenger, rebuilt to work	1900	Pullman
18	Express	1910	McGuire Cumming
19	Combination passenger baggage	1900	Pullman
20	Express, became #602	1900	"
21	Sweeper	1907	McGuire Cumming
22	Sweeper, became #603	1904	Jewett
23-28	Passenger	1904	"
29-36	"	1905	St. Louis
46-55	14 Bench Open	Trail	
56	14 Bench Open	Motor	
57	14 Bench Open	Trail	1900 Pullman
58-61	14 Bench Open	"	"
62-67	14 Bench Open	Control Trail	1904 Stephenson
75-82	Passenger	"	1910 American
117-127	Passenger	Motor	1906 Jewett
400	Passenger, parlor buffet	"	1909 "
OTHER WOODEN EQUIPMENT NOW STORED			
131	Passenger, used as plow	Motor	1907 Jewett
300-305	Passenger, used as sleet cutters	Motor	1909-10 "
EQUIPMENT LEASED TO C.A. & E. RR			
129, 130, 133, 134, 137	Passenger	Motor	1907 Jewett
138-141	Passenger	"	1910 American
401-402	Passenger	"	1909 Jewett
403	Parlor-Buffer, made coach	1918, Motor	1910 American
MERCHANDISE DESPATCH EQUIPMENT			
200-202	Passenger-Baggage rebuilt to M.D.	Motor	1909 Jewett
203-214	Merchandise Despatch	Motor	1919 Cincinnati
215-229	Merchandise Despatch	"	1922 "
230-239	Merchandise Despatch	"	1923 "
240-244	Refrigerator	Trail	1924 "
INTERURBAN PASSENGER EQUIPMENT			
150-164	Passenger	Motor	1915 Brill
165-169	Passenger	"	1916 Jewett
170-184	Passenger	"	1919 Cincinnati
185-197	Passenger	Trail	1919 "
250-256	Passenger-Baggage	Motor	1917 Jewett
700-706	Passenger	"	1922 Cincinnati
707-713	Passenger	"	1923 "
714-733	Passenger	"	1926 "
734-736	Passenger (Formerly 404+406)	"	1927 Pullman
737-751	Passenger	"	1928 Standard
752-776	Passenger	"	1929 Jewett
404-406	Parlor Buffet (became 734-736)	"	1917 Cincinnati
407	Diner	Trail	1919 "
408	Diner	Motor	1919 "
409	Diner	"	1922 "
410-413	Parlor Observation	Trail	1923 "
414	Diner	"	1926 "
415-417	Diner	"	1928 Pullman
418-419	Diner	"	1928 "
420	Parlor Observation	"	1928 Cincinnati
510-511	Libertyville Passenger(now stored)	Motor	1922 Cincinnati



THIS IS THE WAY IT LOOKED WHEN RAIN THREATENED

Numbers	Type of Car	Built	Builder
ELECTRIC LOCOMOTIVES			
450-451	35 Ton Engine	1907	General Electric
452-453	50 Ton Engine	1918	"
454	50 Ton Engine	1923	"
455-456	53 Ton Engine, Battery or Line powered	1927	"
WORK EQUIPMENT			
70	Sweeper	Motor	1909 McGuire Cumming
801	Snow Plow	Trail	"
802	Line Car	Motor	"
803	Sprinkler	Trail	"
804	Line Car	Motor	C.N.S. & M. RR.
805	Russell Snow Plow	Trail	"
806	Line Car	Motor	1923 Cincinnati
807	Crane Car	"	"
808	Sweeper	"	"
809	Steam Shovel	Trail	"
810-812	Tower Cars	"	"
1420	Derrick	"	"
2001	Lidgerwood Unloader	"	"
1000, 1002-1006	Caboose	"	"
3003, 2056	Tool Car	"	"
FREIGHT TRAIL CARS			
There are 181 freight trail cars of various types.			
CITY PASSENGER CARS			
313-315	Double Truck Arch Roof Car	1916	St. Louis
316-325	Single Truck Safety Car	1919	Cincinnati
326-337	Single Truck Safety Car	1922	"
351-360	Double Truck Safety Car	1927	St. Louis
500-509	Double Truck Monitor Roof Car	1909	"



FORTY YEARS AGO A RAIL FAN SPECIAL MIGHT HAVE LOOKED LIKE THIS

During the course of this trip you will probably photograph all types of modern cars operated on the North Shore so the limited picture space available in this folder is given over to the sort of pictures which are now impossible to take.

OUTLINE HISTORY OF THE NORTH SHORE LINE

July 3, 1894. Bluff City Electric Street Railway organized to build and operate a street railway in Waukegan. This company was the original predecessor of the Chicago, North Shore & Milwaukee Railroad Co.

April 17, 1895. Franchise obtained from the city and construction started shortly thereafter. Single track line built from Franklin and North Avenue to Tenth Street, following about the same route as present line. Later in same year extended South to 22nd Street in North Chicago and the Washington Street line laid as far as West Street. Two single truck cars purchased second hand and put in operation on this line. Power purchased from the old Waukegan Electric Company, which later was absorbed by the Public Service Company of Northern Illinois.

Year 1896. Line extended South to the North side of present subway under the C&NW at North Chicago Junction.

April 7, 1897. North Shore Interurban Railway, an associated Company, incorporated to build the Line Southward.

May 12, 1898. Chicago and Milwaukee Electric Railway Company formed as a reorganization of the North Shore Line Interurban Railway and the property and franchise of the Bluff City Electric Street Railway Company acquired. This Company constructed a single track line from the South Side of the C&NW at North Chicago Junction to Highland Park. Four new cars purchased. Nov. 1, 2, and 3 were put in service in Waukegan, operating South to North Chicago Junction; while No. 4 was operated on the other portion of the Line from North Chicago Junction to Highland Park. Thru passengers were required to get off and walk across the C&NW in order to continue their journey. First car barns located in North Chicago in the same location as the present barns. A power plant was built at Highwood; and the first shops were erected nearby.



MULTIPLE-UNIT LIGHT WEIGHT CAR, FORMERLY USED ON MUNDELEIN BRANCH

Year 1899. Subway under the C&NW completed and thru operation between Highland Park and Waukegan inaugurated. Also, double track line constructed South to Wilmette and trackage rights obtained over the Chicago, Milwaukee and St. Paul RR to Church Street, Evanston, where connection was made with the Company's trains into Chicago.

Year 1902. Construction started from Lake Bluff west to Libertyville.

March 20, 1902. Chicago and Milwaukee Electric Railroad Company of Illinois incorporated as successor to the Chicago and Milwaukee Electric Railway Co.

Year 1903. Libertyville branch put in service to C&NW tracks in Lake Bluff, the first three months of operation being with one of the construction outfit steam engines and a summer trailer car. Later one electric car was dragged over the C&NW tracks, a power jumper made, and electric service inaugurated. Still later a subway was built under the C&NW and actual connection made with the main line and the branch extended to Rockefeller (later Area, now Mundelein). During same year, construction was started on the extension of the main line to Milwaukee.

June 22, 1904. Chicago and Milwaukee Electric Railroad Co. of Wisconsin incorporated to build the portion of the line in that State, the property to be leased to the Illinois Company.

Dec. 2, 1905. Opened as far North as Kenosha.

Jan. 30, 1906. Chicago and Milwaukee Electric Railway Co. incorporated as a subsidiary to the Wisconsin Company to build the lines within Milwaukee.

Year 1906. Operation extended to Racine.

August, 1907. By agreement between the Northwestern Elevated, the C&ME RR and the C&M&STP RR, the Elevated extended its operations over the tracks of the steam road from Wilson Ave. to Wilmette. The interurban continued to operate to Church St., Evanston, and passengers for Chicago changed to Elevated trains at that point.

Sept. 1, 1907. Operation of City car service in Milwaukee started.

Dec. 10, 1907. Due to legal trouble, City car operation in Milwaukee discontinued.

Jan. 28, 1908. As a result of the panic of 1907, the Illinois Company was thrown into receivership and several days later the same Receivers were appointed for the Wisconsin Company.

Oct. 9, 1908. City car operation resumed in Milwaukee from Harrison Street to Second and Grand.

Oct. 31, 1908. Line completed into Milwaukee and Interurban operation extended to that City.

May 1, 1916. All of the property sold at a foreclosure sale to a bondholder's committee.

June 12, 1916. Chicago, North Shore & Milwaukee Railroad incorporated to acquire and operate these properties.

March 31, 1917. Dining car service started.

August, 1919. Trains began operating over the Elevated Lines to the Loop and to 63rd and Dorchester. Adams & Wabash Station opened.

Sept. 14, 1920. Present Milwaukee Terminal opened.

July 1, 1923. Reorganized as the Chicago, North Shore & Milwaukee Railroad Co.

October, 1923. Awarded Charles A. Coffin Medal - "For distinguished contribution to the development of electric transportation for the convenience of the public and the benefit of the industry."

Year 1923. Chicago, North Shore & Northern RR organized to secure right-of-way for Skokie Valley Route.

Oct. 6, 1924. C.N.S. & N. RR merged into C.N.S. & M. RR Company.

June 5, 1926. Skokie Valley Route opened for service, having been built in ten months.

June 24, 1926. Final Session of Eucharistic Congress at Mundelein. All NORTH SHORE LINE cars and 932 Elevated cars in service for this affair. Special Terminal and Yards built at St. Mary's of-the-Lake for the day. 5-car trains left Milwaukee every 15 min.; 6-car trains left Chicago every 2 min.; additional trains operated via Shore Line and in shuttle service from Lake Bluff, beginning at 4:00 AM. A train arrived at Mundelein every 40 seconds for 8 consecutive hours.

Sept. 30, 1932. Receivers appointed.

Year 1933. Awarded permanent possession of the "ELECTRIC TRACTION" Speed Cup as America's fastest interurban railroad, having won this trophy in three successive years.

March 26, 1938. Last day of operation of North Shore Line passenger trains south of Roosevelt Road in Chicago.