

CHICAGO SWITCHING DISTRICT-TERRE HAUTE DIVISION CONNECTIONS

CHICAGO TERMINAL

Chicago Terminal consists of four (4) Freight Yard Operations and one (1) Passenger Yard Operation. The main train yard is located between Franklin Park and Bensenville, Illinois and is known as the BENSENVILLE FREIGHT CLASSIFICATION YARD.

BENSENVILLE FREIGHT CLASSIFICATION YARD

This yard was re-designed and built into a retarder yard in 1953 and as shown on the print Yard "A" has 71 classification tracks; Yard "B" is the outbound yard and has five (5) tracks and Yard "C" is the receiving yard and has 20 tracks. In addition, we have a West Yard which is mainly used for the storing of equipment and has our Bensenville Washing facilities where 104 cars are cleaned and washed daily. The Roundhouse facilities at Bensenville maintain the road power operating in and out of Chicago. In 1961 one of the largest One-Spot Car Repair facilities in the nation was constructed just south of our hump tower. Piggyback Park, which handles our TOFC traffic, is also served from the East End of the Bensenville Yard.

FREIGHT TRAIN OPERATION

All Freight Trains off the D&I DIVISION are yarded in the Bensenville "C" Yard and classified for city as well as connecting lines.

KANSAS CITY GATEWAY—EASTBOUND Train No. 86 arrives Bensenville between 11:00 a.m. and noon daily. Train No. 64 between midnight and 1:00 a.m. These trains handle the perishable into Bensenville. **WESTBOUND D&I 65** departs for Kansas City at 10:30 p.m. daily, classified into nine separate blocks for immediate delivery on arrival Kansas City.

OMAHA GATEWAY—EASTBOUND Train No. 62 arrives Bensenville about 12 noon and No. 64 arrives 11:00 p.m. Both trains carry perishable and this perishable is switched at the East End of the Bensenville "C" Yard for both the Indiana Harbor Belt as well as Western Avenue Gateway connections with the B&OCT and Pennsylvania twice each day. **WESTBOUND** Train No. 61 pre-blocked for Union Pacific, departs at 11:00 a.m. and Train No. 63 at 8:30 p.m.

D&I 2ND DISTRICT AND IM&D DIVISION—EASTBOUND Train No. 62 which has the perishable out of Sioux Falls, Austin and Dubuque arrives Bensenville at 12 noon Tuesday through Sunday and Train No. 68 at 1:00 a.m. Tuesday through Sunday. **WESTBOUND** Train No. 71 departs Bensenville at 7:00 p.m. daily and handles cars for Dubuque, and IM&D Division.

LOCAL SERVICE TO D&I DIVISION—is provided from Bensenville on Train No. 91 departing 2:30 a.m. Monday through Saturday and this train carries cars for Savanna as well as local traffic for points between Elgin, Illinois and Mt. Carroll. The Spaulding Patrol serves the Industrial areas between Bensenville and Elgin, Illinois.

MILW DIVISION—ARRIVALS (EASTBOUND) On the MILW Division, we have C&M 98, one of the "Roaring 90's" arriving at 4:30 a.m. Tuesday through Saturday with TOFC traffic from the Twin Cities. C&M 72 from St. Paul arrives between 9 and 10 a.m. daily; C&M 82 with connections from Superior and LaCrosse Divisions at 1:30 p.m.; No. 262, the "Thunderhawk" at 9:15 p.m. from the Pacific Northwest and C&M 70 at 11:00 p.m. from Milwaukee. Train No. 264-266 arrives from the Pacific Northwest at about 9:00 p.m.

DEPARTURES (WESTBOUND) C&M 65 departs Bensenville 2:00 a.m. for St. Paul and in addition to the St. Paul cars, handles cars for the Wisconsin Valley Division. No. 63 departs 5:00 a.m. performing local service for industries on the C&M Division in addition to Milwaukee traffic. No. 261, "X-L SPECIAL," departs Bensenville 2:30 p.m. daily and is classified into four blocks with the first Coast Line block being that of Spokane, then our interchange at Marengo, Seattle and Tacoma. In this way, a minimum of time is spent enroute. C&M 263 is due to depart at 5:00 p.m. daily and is also a Coast Line train which carries our intermediate Coast Line business as well as empties required for loading on the Coast and business for Minneapolis, St. Paul and Minnesota Transfer. C&M 99, another one of the "Roaring 90's" departs Bensenville 7:30 p.m. Monday through Friday and handles our important TOFC traffic for an early arrival at St. Paul. C&M 75 departs Bensenville at 12:30 p.m. and handles Milwaukee and Superior Division business.

JANESVILLE-MADISON LINE EASTBOUND—JL No. 166 is due Bensenville daily except Monday at 1:30 a.m. out of Madison, Wisconsin with perishable from Oscar Mayer & Company. There is also JL 194 Monday, Wednesday and Friday out of Janesville.

WESTBOUND—JL No. 163 departs Bensenville 12:30 a.m. daily except Saturday with the cars for Chevrolet plant at Janesville and Madison connections. JL 165 departs Bensenville Tuesday, Thursday at 11:30 a.m. and 12:30 a.m. Sunday providing Tri-weekly service to industries between Rondout and Janesville.

TERRE HAUTE DIVISION

NORTHBOUND—SE No. 71 departs Bedford, Indiana for Bensenville about 5:30 a.m. and arrives about 7:00

a.m. with connections from the Terre Haute Division which include cars from the MONON, B&O, Pennsylvania, NYC, IC, N&W, TP&W, C&EI and EJ&E. This train operates on a daily basis. SE No. 77 runs daily except Sunday and Monday from Terre Haute, arriving Bensenville around 7:00 p.m.

SOUTHBOUND—SE No. 82 departs Bensenville at 7:30 a.m. with connections for points between North Harvey and Seymour, Indiana and SE No. 84 departs 7:00 p.m. with connections between North Harvey and Terre Haute, Tuesday through Saturday.

The above operation is as shown by advertised schedules which are printed for information of the public. The Operation, however, of the Terminal is just as exact of that of a road time freight and the operations between connecting lines and other industrial yards on the Milwaukee Railroad in Chicago are scheduled to fit in with the arrival of road time freights and connections with foreign lines as well as industrial crews operating out of the Industrial yards east of Bensenville.

TRANSFER OPERATION

Between **BENSENVILLE** and **GALEWOOD**, Eastbound transfers depart Bensenville at 10:30 a.m. and 9:30 p.m. Westbound at 7:00 p.m. and 1:00 a.m.

Between **BENSENVILLE** and **WESTERN AVENUE**, Eastbound transfers depart 9:00 a.m. with cars for the B&OCT, Western Avenue Proper and the Penna cars. Transfer departs 1:00 a.m. with cars for the B&OCT, Western Avenue Proper and the Conway cars. Perishable arriving on the "meat" and fruit trains for Western Avenue Gateway connections are handled at 3:30 p.m. and 3:30 a.m. for a 5:00 a.m. and 5:00 p.m. connection to the Pennsylvania, B&OCT, CPT and Wood Street as well as Yard 2 in the Union Street area. Westbound transfers depart 5:00 a.m. and 8:00 a.m. with cars for D&I 61's connection; 12:00 noon with cars for No. 261 and 263 and 9:00 p.m. with cars for Chevrolet at Janesville as well as other connections.

Cars for the **UNION STREET DISTRICT** are handled with our Western Avenue Transfer traffic perishable on our perishable connection deliveries to Western Avenue, due into Western Avenue at 5:00 a.m. and 5:00 p.m.

Our **DIVISION STREET DISTRICT** located at Goose Island receives cars from Bensenville at 1:00 p.m. daily and brings cars to Bensenville at 10:00 a.m. daily. During the winter months, an additional transfer is operated from Bensenville at 9:00 p.m. and 6:00 p.m. to Bensenville.

CONNECTING LINES

Connecting Line deliveries from Bensenville, the largest being the interchange to the **INDIANA HARBOR BELT** are delivered to their Norpaul Yard via Milwaukee crews. This traffic is blocked at Bensenville in five different classifications; i.e., Block No. 1, New York Central; Block No. 2, Norpaul Industries and Western connections on the Harbor between Norpaul and the Santa Fe; Block No. 3, Blue Island cars; Block No. 4, Grand Trunk Western cars and Block No. 5, Erie-Lackawanna cars. The New York Central Block 1 cars are delivered at 10:00 a.m. and 8:00 P.M. daily; Block 2 cars are delivered at 1:00 p.m. and 11:00 p.m. daily; Block 3 cars are delivered at 10:00 a.m., 7:00 p.m. and the Per Diem run and 2:00 a.m. and the Block No. 4 and Block No. 5 cars are delivered at 7:00 a.m. daily. The Indiana Harbor Belt delivers a New York Central connection known as LS #1, to the Milwaukee at 9:00 a.m. daily; the Grand Trunk Western connection arrives at 10:00 a.m. and deliveries from the Harbor-Blue Island District at 8:00 a.m. and 11:00 p.m. Indiana Harbor Belt crews handle the perishable for Eastern Connections on a transfer identified as a "whippet" at 1:30 p.m. and 3:00 a.m.

The Interchange between the Milwaukee and **BELT RAILWAY COMPANY OF CHICAGO** consists of a transfer leaving Bensenville at 10:00 a.m. and 9:30 p.m. and the Belt Railroad brings cars to Bensenville at 5:00 a.m. and 6:00 p.m.

Live stock and perishable for the U. S. Yard District is handled with Milwaukee crews over the Indiana Harbor Belt to the CJ at 5:00 a.m.

GALEWOOD INDUSTRIAL YARD

Galewood yard is the base yard for the industrial points in Chicago, handling the Dunning Line and industries from Elmwood Park to Tower A-5. In addition, the Morton Grove and Healy Patrols on the MILW Division are made up at the Galewood Yard and C&M Train 69 for Milwaukee departs Galewood at 11:00 p.m. Tuesday through Saturday with traffic out of the Galewood industries and off the Belt Railway Company of Chicago as well as from Western Avenue for Milwaukee and Milwaukee connections. The Belt Railway Company of Chicago interchanges cars to the Milwaukee at the Galewood Yard for industrial districts in Chicago. Cars from this area are delivered on the Per Diem run each night to the Belt at their 22nd Street Yard.

WESTERN AVENUE FREIGHT YARD

Western Avenue Freight Yard is the yard for industrial traffic in this area between Tower A-5 and Tower

A-2, in addition, the interchange yard for the railroads shown. The Pennsylvania cars are blocked by the Milwaukee into two blocks, Penna cars and Conway cars. Conway cars depart 8:30 a.m. daily and Pennas are moved at 1:00 p.m. and 5:00 p.m. In addition, the Pennsylvania pulls at 5:00 a.m. and 5:00 p.m. the perishable. The Pennsylvania delivers trains identified as Train PR #1 at 7:30 a.m. The B&O, N&W, Erie and Illinois Central deliver cars at 7:00 a.m. which deliveries are moved to Bensenville for connection starting with D&I 61. In addition, transfer operation to the Illinois Northern, CPT, Wood Street and the CR&I originate at Western Avenue.

DIVISION STREET YARD

The Division Street Yard is located at Goose Island and is the base yard for industries east of Tower A-5.

WESTERN AVENUE COACH YARD

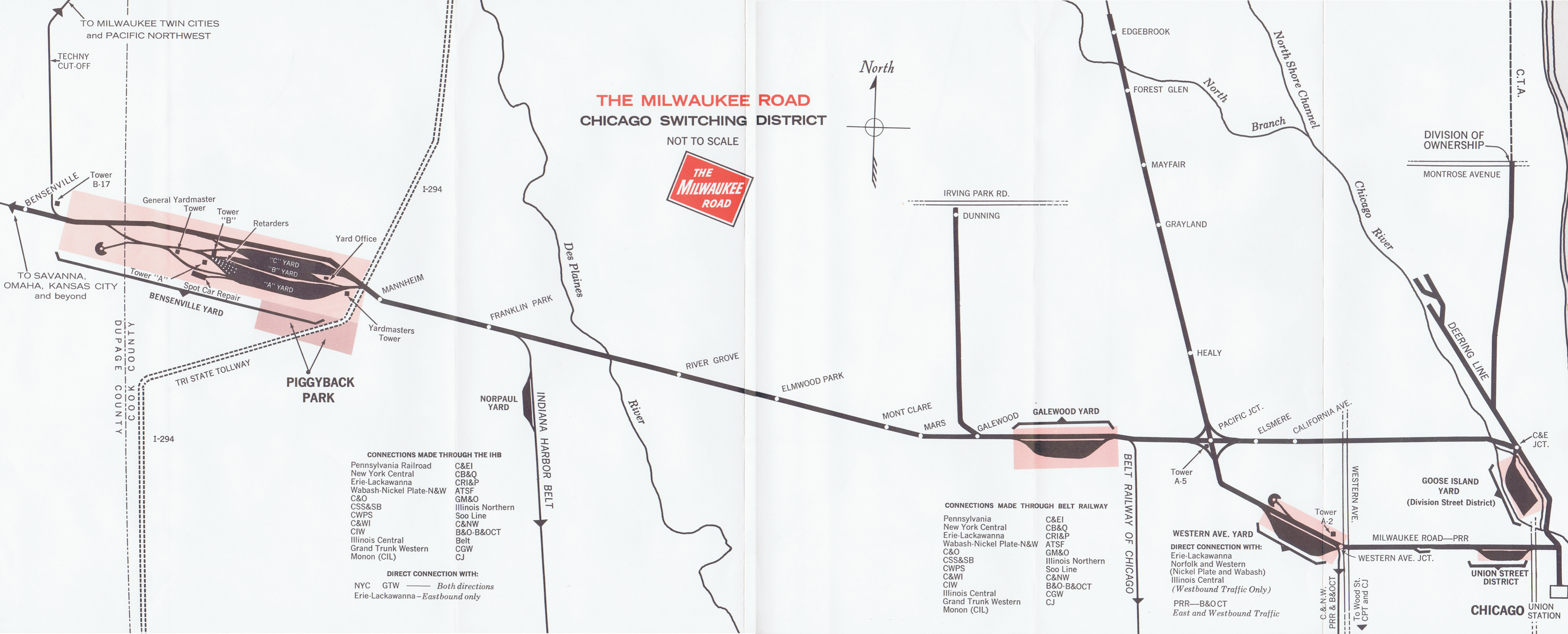
The Western Avenue Coach Yard is the main passenger yard, handling the passenger equipment for the Milwaukee Railroad for servicing. The Western Avenue area also contains the Commissary facilities for supplying the passenger trains and the roundhouse facilities for servicing all passenger engines as well as yard engines for the Galewood-Western Avenue and Division Street areas.

PASSENGER TRAIN OPERATION

12 passenger trains in each direction operate in and out of the Chicago Union Station serving the Twin Cities, Milwaukee, Upper Michigan, Madison and Omaha-West Coast points. In addition, 32 Suburban trains operate in each direction on week days between Chicago-Elgin and Chicago-Fox Lake, with reduced frequency on Saturdays and Sundays.

THE MILWAUKEE ROAD CHICAGO SWITCHING DISTRICT

NOT TO SCALE



TO MILWAUKEE TWIN CITIES
and PACIFIC NORTHWEST

TECHNY
CUT-OFF

TO SAVANNA,
OMAHA, KANSAS CITY
and beyond

ALTAUOOC
DUPAGE COUNTY

TRI STATE TOLLWAY

PIGGYBACK
PARK

CONNECTIONS MADE THROUGH THE IHB

Pennsylvania Railroad	C&E
New York Central	CB&Q
Erie-Lackawanna	CRI&P
Wabash-Nickel Plate-N&W	ATSF
C&O	GM&O
CSS&SB	Illinois Northern
CWPS	Soo Line
C&WI	C&NW
CIW	B&O-B&OCT
Illinois Central	Belt
Grand Trunk Western	CGW
Monon (CIL)	CJ

DIRECT CONNECTION WITH:

NYC GTW — Both directions
Erie-Lackawanna — Eastbound only

CONNECTIONS MADE THROUGH BELT RAILWAY

Pennsylvania	C&E
New York Central	CB&Q
Erie-Lackawanna	CRI&P
Wabash-Nickel Plate-N&W	ATSF
C&O	GM&O
CSS&SB	Illinois Northern
CWPS	Soo Line
C&WI	C&NW
CIW	B&O-B&OCT
Illinois Central	CGW
Grand Trunk Western	CJ
Monon (CIL)	

WESTERN AVE. YARD

DIRECT CONNECTION WITH:
Erie-Lackawanna
Norfolk and Western
(Nickel Plate and Wabash)
Illinois Central
(Westbound Traffic Only)

PRR—B&OCT
East and Westbound Traffic

DIVISION OF
OWNERSHIP

MONTROSE AVENUE

CHICAGO UNION STATION

THE MILWAUKEE ROAD
TERRE HAUTE DIVISION CONNECTIONS
NOT TO SCALE

