

MEETING THE NEEDS OF TO-MORROW - TO-DAY

CHICAGO & NORTHWESTERN RAILWAY

ROUNDS OUT ITS GREAT

5 YEAR IMPROVEMENT PROGRAM

VAST UNDERTAKINGS CARRIED TO COMPLETION

THE culmination of the Chicago & North Western Railway's five-year building program brings to completion projects that have a direct bearing upon the welfare of Chicago and the vast territory served by the "North Western." It is with a feeling of satisfaction, therefore, that we reproduce on this page some of the accomplishments attained.

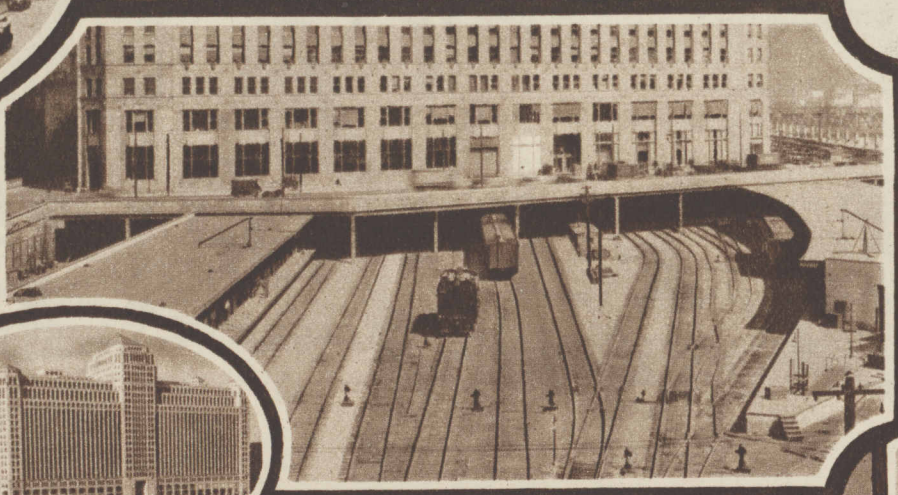
In making these developments a part of this railway system we not only provide our patrons with a service that satisfactorily meets their needs of today, but also anticipates those of tomorrow. This work will go on. For it is our established policy to provide at all times the best possible transportation service.

Fred W. Sargent
PRESIDENT



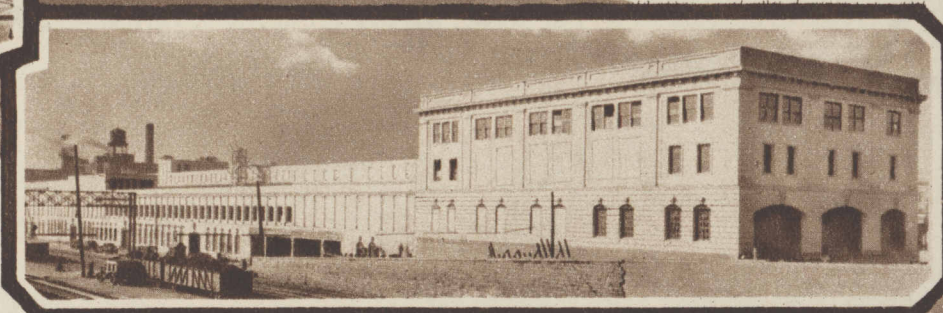
CHICAGO PASSENGER STATION

Among the recent additions to this modern, conveniently located station is the Pedestrian Bridge over the heavy traffic of Canal Street. It connects with the Daily News Building Arcade and provides quick entrance and exit for 80,000 commuters daily. Other improvements include a modern, roomy, air-cooled Cafeteria, enlarged Taxicab Stand with new cab entrance and driveway, and train shed alterations.



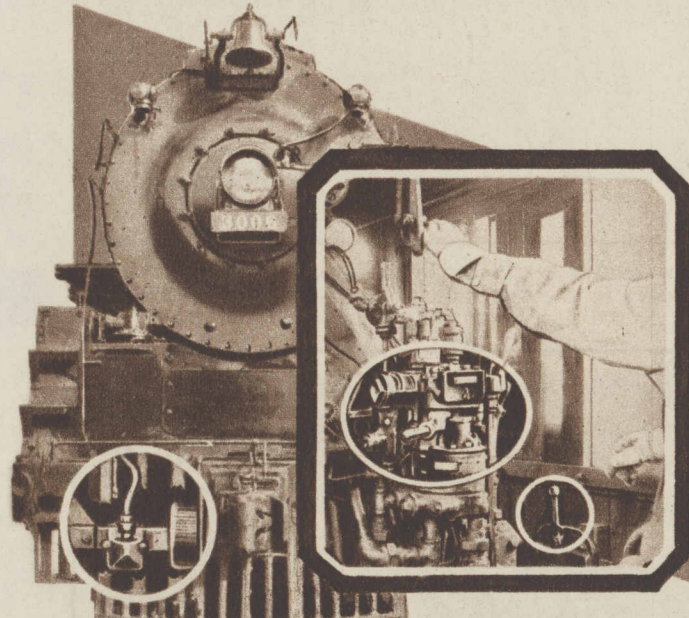
WELLS STREET FREIGHT STATION (Merchandise Mart) Wells, Kinzie and Ferry Streets

Where merchandise shipments are handled with utmost speed. Has 2,350 feet of steel enclosed inbound and outbound platforms. Three sets of tracks, handling 93 cars, serve outbound platform; two tracks, with a capacity of 50 cars, serve inbound platform. Built under the world's largest building. Ideally located for shippers and receivers.



CHICAGO & NORTH WESTERN RY. EXPRESS TERMINAL

This new terminal will materially speed up the handling of express shipments in the Chicago district, actually saving more than an hour's time for shippers and receivers! Occupies over three acres of ground, and 37 cars can be "spotted" along outside platform at one time. Its location at Milwaukee Avenue and Halsted Street makes it easily accessible from all parts of city.



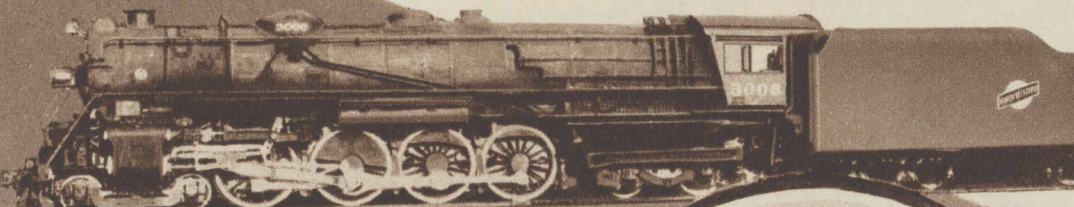
CONTINUOUS AUTOMATIC TRAIN CONTROL

The invisible guardian of your safety. Limits the speed of trains—applies brakes if necessary—is ever watchful of the rails ahead. No matter what the condition of weather or track, this marvelous protective device can be depended upon. Exclusively a "North Western" feature between Chicago and Omaha.



PROVISO YARD— WORLD'S LARGEST FREIGHT YARD

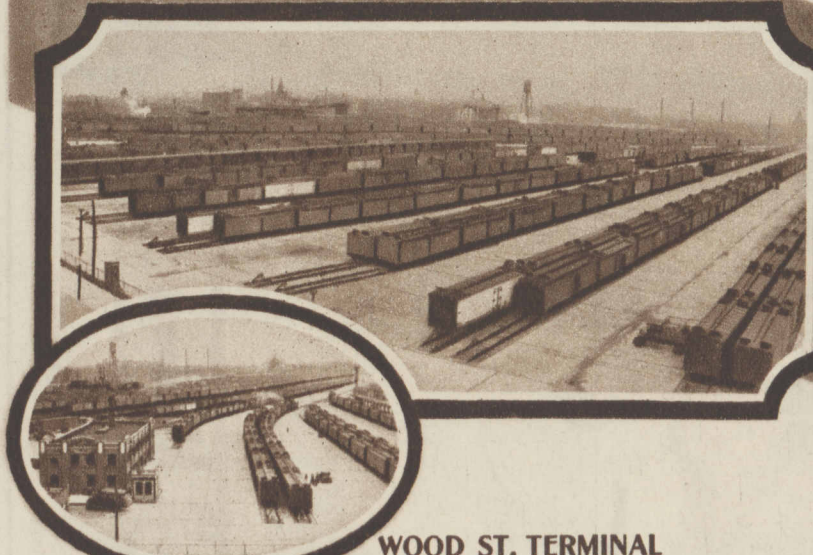
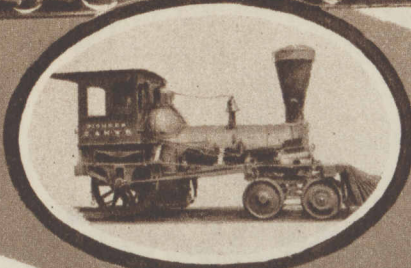
Adjacent to Chicago. Particularly well situated to serve the West, North, Northwest and Southwest, trains moving directly to destination without passing through Chicago's congested areas. Electrically operated hump and classification yard insure a considerable saving of time in handling freight into the Chicago district. Covers 1,250 acres, has track capacity of 26,000 cars, with 15,000 through cars per day.



NEW CLASS "H" LOCOMOTIVES

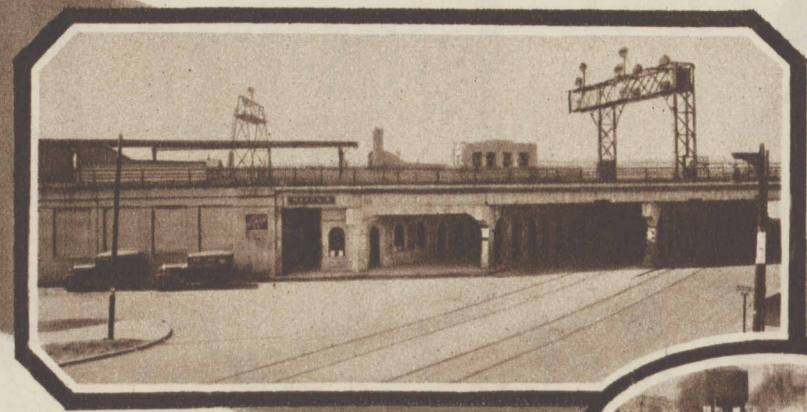
These giant locomotives—there are 35 of them—are 103 feet 4 inches long, and with tender weigh 823,000 pounds. They are capable of a speed of 85 miles an hour and have a pulling power 50 per cent greater than the passenger locomotives they replaced. Such immense and flexible power insures smooth starting and easier handling of trains.

THE PIONEER—First locomotive to run from Chicago. A "Monarch of the Rails" in the late Forties, yet note its size as compared with the present-day Class "H" Locomotive.



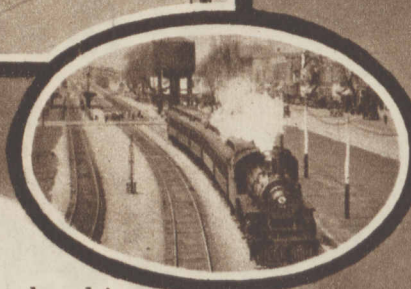
WOOD ST. TERMINAL POTATO AND VEGETABLE YARD

Largest and most modern yard in the world for handling potatoes and vegetables. Team track facilities provided for 600 cars, with auxiliary tracks for 1,850 additional cars. Located at Western Avenue, Lincoln, 14th and 16th Streets, Chicago—nearest to markets and the downtown district.



EXTENSIVE TRACK IMPROVEMENTS

The Mayfair cut-off and the third track improvement between Jefferson Park and Barrington, illustrated above, are only two of the many track elevations and track and yard improvement projects completed by the Chicago & North Western during the last five years. The result has been faster service and the elimination of grade crossings.



IN addition to the improvements illustrated here, the Chicago & North Western Railway has completed numerous other undertakings. The building of a Chicago Avenue steam plant and the placing in service of oil electric locomotives in the downtown district, both for smoke elimination purposes . . . a modern "hotel" for cattle and sheep, erected at West Chicago . . . enlargement of many suburban station platforms . . . numerous improvements in facilities and machinery at the Chicago Shops . . . participation in the Wabash Avenue Bridge project and the 16th Street Separation project . . . enlarged facilities for unloading and loading passengers at Arlington Park Race Track—all, and more, for the sole purpose of providing "North Western" patrons with a service that is modern, efficient and complete.

SHIP AND TRAVEL VIA

CHICAGO & NORTHWESTERN RY.