

# Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

## TIME TABLE

OF THE

### CHICAGO AND AURORA DIVISIONS

OF THE

### EASTERN DISTRICT

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# No. 79

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EFFECTIVE AT 12:01 A. M.

## SUNDAY, OCTOBER 14, 1934

DESTROY ALL TIME TABLES OF PREVIOUS DATE.



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This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

# Chicago to Aurora—Sub-Division—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

FIRST CLASS									Stgns.	Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS						
Daily Passenger	Daily Mail	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Passenger					Daily Ex. Saturday and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Saturday Passenger	Saturday only Passenger	Saturday only Passenger	Daily Ex. Sunday Passenger
101	7	103	105	107	109	201	203	111	B.K.R.	0.	UNION DEPOT	37.85	113	9	45	205	115	207	117
L 12.59	L 1.55	L 5.55	L 6.35	L 6.40	L 7.25	L 8.20	L 8.20	L 9.35			1.79	36.06	L 10.25	L 10.30	L 11.00	L 11.20	L 11.20	L 12.18	L 12.21
s 1.03		s 5.59	s 6.39	s 6.44	s 7.29			s 9.39	Y.	1.79	34.02	s 10.29			s 11.24	s 11.24	s 12.22	s 12.25	
s 1.07		s 6.04	s 6.43	s 6.49	s 7.33	s 8.28	s 8.28	s 9.43	B.O.K.O. T.W.Yd.	3.83	30.91	s 10.33			s 11.28	s 11.28	s 12.26	s 12.29	
s 1.12		s 6.10	s 6.48	s 6.55	s 7.39	s 8.33	s 8.33	s 9.48	O.W. Yd.	6.94	30.34	s 10.38			s 11.33	s 11.33	s 12.31	s 12.34	
s 1.14		s 6.12	s 6.50	s 6.57	s 7.42	f 8.35	f 8.35	s 9.50	B.	7.51	29.37	s 10.40			s 11.35	s 11.35		s 12.36	
s 1.16		s 6.15	s 6.52	s 6.59	s 7.45	s 8.37	s 8.37	s 9.52	B.O.K. T.W.Yd.	8.48	28.77	s 10.42			s 11.37	s 11.37		s 12.38	
f 1.18	2.10	f 6.17	s 6.54		s 7.47	8.36	f 8.39	f 9.54		9.08	28.22	f 10.44	10.45	11.15	s 11.39	f 11.39	12.34	s 12.40	
s 1.20		s 6.20	s 6.56	s 7.02	s 7.49	s 8.38	s 8.41	s 9.56		9.63	27.75	s 10.46			s 11.41	s 11.41		s 12.42	
s 1.22		f 6.22	f 6.58		s 7.51		f 8.43	f 9.58		10.10	26.79	s 10.48			s 11.43	s 11.43		s 12.44	
s 1.24		s 6.25	s 7.00	s 7.06	s 7.53	s 8.41	s 8.45	s 10.00		11.06	26.05	s 10.50			s 11.45	s 11.45	s 12.38	s 12.46	
f 1.26		f 6.27	f 7.02		f 7.55	f 8.43	f 8.47	f 10.02		11.80	25.52	s 10.52			f 11.47	s 11.47		s 12.48	
s 1.28		s 6.29	s 7.04	s 7.09	s 7.57	s 8.45	s 8.49	s 10.04		12.33	24.77	s 10.54			s 11.49	s 11.49		s 12.50	
s 1.30		s 6.32	s 7.06	s 7.11	s 7.59		s 8.51	s 10.06		13.08	24.09	s 10.56			s 11.51	s 11.51		s 12.52	
s 1.32		s 6.34	s 7.08	s 7.14	s 8.01	s 8.47	s 8.53	s 10.08		13.76	23.40	s 10.58			s 11.53	s 11.53	s 12.44	s 12.54	
s 1.34		s 6.37	s 7.10		s 8.03	s 8.49	s 8.55	s 10.10		14.20	22.40	s 11.00			s 11.55	s 11.55	s 12.46	s 12.56	
s 1.37		s 6.40	s 7.13	s 7.18	s 8.06	s 8.52	s 8.58	s 10.13		15.45	21.49	s 11.03			s 11.58	s 11.58		s 12.59	
s 1.39		f 6.43	f 7.15	s 7.20	s 8.08		f 9.00	f 10.15		16.36	20.95	f 11.05			s 12.00	f 12.00		s 1.01	
s 1.41		s 6.48	s 7.17	s 7.24	s 8.10	s 8.56	s 9.02	s 10.17		16.90	20.08	s 11.07			s 12.02	s 12.02	s 12.51	s 1.03	
s 1.43		f 6.50	f 7.19		s 8.12		f 9.04	f 10.19		17.82	19.52	s 11.09			f 12.04	s 12.04		s 1.05	
f 1.45		f 6.53	f 7.21	s 7.28	f 8.14		f 9.06	f 10.21		18.33	18.40	s 11.11			f 12.06	s 12.07		s 1.07	
s 1.47		s 6.56	s 7.23	s 7.31	s 8.17	s 9.01	s 9.08	s 10.23		19.45	17.44	s 11.13			s 12.08	s 12.09		s 1.09	
f 1.49		s 6.59	s 7.25		s 8.20		f 9.10	f 10.25		20.41	16.67	s 11.15			s 12.10	s 12.12		s 1.11	
A 1.52	2.25	A 7.02	A 7.28	A 7.37	A 8.23	s 9.05	s 9.12	A 10.28	B.K. T.W.	21.18	15.23	A 11.18	11.02	11.30	s 12.12	A 12.15	s 12.59	A 1.14	
A.M.		A.M.	A.M.	A.M.	A.M.			A.M.		22.62	14.39				s 12.15		s 1.02		
						s 9.08	s 9.15			24.46	13.39				s 12.19		s 1.06		
						s 9.12	s 9.19			28.48	9.37				s 12.26		s 1.13		
						s 9.22	s 9.26			33.52	4.38		11.15	11.42	f 12.33		f 1.20		
						s 9.29	s 9.32		W. Yd.	35.11	0.								
									C.W. Yd.	37.85			A 11.23	A 11.50	A 12.40		A 1.28		
						A 9.36	A 9.40		B.C.K. O.T.W. Yd.				A.M.	A.M.	P.M.		P.M.		
Daily	Daily	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily				Daily Ex. Saturday and Sunday	Daily	Daily	Daily Ex. Saturday	Saturday only	Saturday only	Daily Ex. Sunday	
0:53 23.9	0:49 48.3	1:07 18.9	0:53 23.9	0:57 22.3	0:58 21.9	1:16 28.6	1:20 28.4	0:53 23.9				0:53 23.9	0:53 42.8	0:50 45.4	1:20 28.4	0:55 23.1	1:10 32.4	0:53 23.9	
											SCHEDULE TIME.....								
											AVERAGE MILES AN HOUR.....								

**PASSENGER, MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR; PASSENGER TRAINS WITH R-4 OR O-1 ENGINES, 45 MILES AN HOUR.**

Conductors and enginemen leaving Union Depot, Chicago, must have Clearance Form A.  
 Nos. 201 and 203 will stop at Scraper Works east of Aurora to discharge passengers.  
 No. 201 will stop at Clyde on signal to pick up company employees.  
 New Year's, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas suburban trains will run on Sunday schedule, except No. 220 and No. 41 will run. Through trains will stop as per Sunday schedule.  
 Downers Grove: Capacity of Siding, North of track one (1), 107 cars.

**SPEED RESTRICTIONS.**

Passenger, mail and express trains 50 miles an hour over Electric line crossing, Harlem Ave., and 35 miles an hour between New York Street and North Avenue, Aurora.  
 Trains 25 miles an hour through crossovers at La Vergne, Congress Park, Downers Grove, Eola, West Eola and Aurora; 10 miles an hour through all other crossovers and turnouts.  
 Trains 40 miles an hour between Scraper Works east of Aurora and New York Street, Aurora.

# Chicago to Aurora—Sub-division—Westward.

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

FIRST CLASS										FIRST CLASS										
Sunday Only Passenger	Saturday only Passenger	Saturday only Passenger	Saturday only Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger		Distance from Chicago	STATIONS	Distance from Aurora	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger
119	209	211	121	123	213	125	127	215					217	129	131	41	219	221	133	223
L 12.40	L 12.50	L 1.15	L 1.18	L 1.25	L 1.30	L 2.08	L 2.10	L 2.40	0.	0.	... UNION DEPOT ...	37.85	L 2.50	L 3.15	L 3.25	L 3.52	L 4.05	L 4.30	L 4.38	L 5.00
S 12.44		S 1.19	S 1.22	S 1.29	S 1.34		S 2.14	S 2.44	1.79	1.79	HALSTED STREET.	36.06	S 2.54	S 3.19	S 3.29	S 3.57	S 4.09		S 4.42	S 5.05
S 12.48	S 12.58	S 1.23	S 1.26	S 1.33	S 1.38		S 2.19	S 2.48	3.83	3.83	... WESTERN AVE ...	34.02	S 2.59	S 3.23	S 3.33	S 4.01	S 4.13	S 4.38	S 4.46	S 5.09
S 12.53				S 1.38			S 2.24	S 2.53	6.94	6.94	... CICERO ...	30.91		S 3.28	S 3.40		f 4.18	S 4.43	S 4.51	S 5.14
S 12.55				S 1.40			S 2.26	f 2.55	7.51	7.51	... MORTON PARK ...	30.34		S 3.30	S 3.42		f 4.20		S 4.53	
S 12.57				S 1.42			S 2.29	S 2.57	8.48	8.48	... CLYDE ...	29.37		S 3.33	S 3.45		S 4.22	S 4.47	S 4.55	
S 12.59		1.29		S 1.44		2.22	f 2.31	f 2.59	9.08	9.08	... LA VERGNE ...	28.77		f 3.35	f 3.47		f 4.24		f 4.57	
S 1.01			S 1.35	S 1.46	S 1.46		S 2.34	S 3.01	9.63	9.63	... BERWYN ...	28.22	S 3.09	S 3.37	S 3.49	S 4.09	S 4.26		S 4.59	
S 1.03				f 1.48			f 2.36	f 3.03	10.10	10.10	... HARLEM AVE ...	27.75	S 3.11	S 3.39	f 3.51		S 4.28		S 5.01	
S 1.05	S 1.06		S 1.39	S 1.50	S 1.50	S 2.26	S 2.39	S 3.05	11.06	11.06	... RIVERSIDE ...	26.79	S 3.13	S 3.42	S 3.53	S 4.13	S 4.30	S 4.52		
S 1.07				f 1.52			f 2.41	S 3.07	11.80	11.80	... HOLLYWOOD ...	26.05		S 3.44	f 3.55		S 4.32		S 5.04	
S 1.09			S 1.42	S 1.54	S 1.53		S 2.43	S 3.09	12.33	12.33	... BROOKFIELD ...	25.52	S 3.16	S 3.46	S 3.57	S 4.17	S 4.34		S 5.06	
S 1.11			S 1.44	S 1.56			S 2.45	S 3.11	13.08	13.08	... CONGRESS PARK ...	24.77		S 3.48	S 3.59		S 4.36		S 5.08	
S 1.13	S 1.11	S 1.36		S 1.58	S 1.57	S 2.31	S 2.48	S 3.13	13.76	13.76	... LA GRANGE, FIFTH AVE ...	24.09	S 3.20	S 3.50	S 4.01	S 4.20	S 4.38	S 4.57	S 5.10	
S 1.15			S 1.47	S 2.00	S 1.59	S 2.33	S 2.50	S 3.15	14.20	14.20	... LA GRANGE, STONE AVE ...	23.65	S 3.22	S 3.52	S 4.03	S 4.22	S 4.40	S 4.59		
S 1.18	S 1.15		S 1.50	S 2.03	S 2.02	S 2.36	S 2.53	S 3.18	15.45	15.45	... WESTERN SPRINGS ...	22.40	S 3.25	S 3.55	S 4.06	S 4.25	S 4.43	S 5.02	S 5.14	
S 1.20				f 2.05			S 2.55	S 3.20	16.36	16.36	... HIGHLANDS ...	21.49		S 3.58	S 4.08		S 4.45		S 5.16	
S 1.22	S 1.18	S 1.42		S 2.07	S 2.05	S 2.39	S 2.57	S 3.22	16.90	16.90	... HINSDALE ...	20.95	S 3.29	S 4.01	S 4.11	S 4.29	S 4.47	S 5.06	S 5.18	S 5.27
S 1.24				S 2.09			f 2.59	f 3.24	17.82	17.82	... WEST HINSDALE ...	20.03		S 4.03	S 4.14		S 4.49		S 5.20	
S 1.26			S 1.56	S 2.11			S 3.01	S 3.26	18.33	18.33	... CLARENDON HILLS ...	19.52		S 4.05	S 4.16		S 4.51		S 5.22	
S 1.28			S 1.58	S 2.13	S 2.09		S 3.04	S 3.28	19.45	19.45	... WESTMONT ...	18.40		S 4.07	S 4.19	S 4.34	S 4.53		S 5.25	
S 1.31			S 2.01	f 2.15			f 3.07	f 3.30	20.41	20.41	... FAIRVIEW AVENUE ...	17.44		S 4.10	S 4.22		S 4.55		S 5.27	
A 1.33	S 1.25	S 1.50	A 2.04	A 2.18	S 2.13	A 2.47	A 3.10	S 3.32	21.18	21.18	... DOWNER'S GROVE ...	16.67	S 3.37	A 4.13	A 4.25	S 4.38	S 4.58	S 5.15	A 5.30	S 5.34
P.M.	S 1.28	S 1.53	P.M.	P.M.	S 2.16	P.M.	P.M.	f 3.35	22.62	22.62	... BELMONT ...	15.23	S 3.40	P.M.	P.M.	S 4.41	S 5.01	S 5.18		
	f 1.31	S 1.57			S 2.19		S 3.38	S 3.38	24.46	24.46	... LISLE ...	13.30	S 3.43			S 4.45	S 5.04	S 5.22		
	S 1.38	S 2.04			S 2.25		S 3.45	S 3.45	28.48	28.48	... NAPERVILLE ...	9.37	S 3.49			S 4.52	S 5.11	S 5.29		S 5.45
		S 2.12			f 2.30		f 3.52	f 3.52	33.52	33.52	... EOLA ...	4.33	f 3.56			f 5.18				
									35.11	35.11	... WEST EOLA ...	2.74								
	A 1.53	A 2.20		A 2.38			A 4.00	A 4.00	37.85	37.85	... AURORA ...	0.	A 4.05			A 5.05	A 5.25	A 5.43		A 6.00
	P.M.	P.M.		P.M.			P.M.	P.M.								P.M.	P.M.	P.M.		P.M.
Sunday Only	Saturday only	Saturday only	Saturday only	Saturday only	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sunday	Sunday only					Saturday only	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday
0:53 23.9	1:03 36.0	1:05 34.9	0:48 27.6	0:53 23.9	1:08 33.4	0:39 32.6	1:00 21.1	1:20 28.4					1:15 30.2	0:58 21.9	1:00 21.1	1:13 31.1	1:20 28.4	1:13 31.1	0:52 24.4	1:00 37.8
										SCHEDULE TIME										
										AVERAGE MILES AN HOUR										

PASSENGER, MAIL, EXPRESS, AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR; PASSENGER TRAINS WITH R-4, R-5 OR O-1 ENGINES, 45 MILES AN HOUR.

Conductors and enginemen leaving Union Depot, Chicago, must have Clearance Form A.  
 No. 213 will stop at Scraper Works east of Aurora, to discharge passengers.  
 No. 213 will stop at Clyde on signal to receive enginemen for Aurora.  
 New Year's, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas, suburban trains will run on Sunday schedule, except No. 220 and No. 41 will run. Through trains will stop as per Sunday schedule.

**SPEED RESTRICTIONS.**

Passenger, mail and express trains 50 miles an hour over Electric line crossing, Harlem Ave., and 35 miles an hour between New York Street and North Avenue, Aurora.  
 Trains 25 miles an hour through crossovers at La Vergne, Congress Park, Downers Grove, Eola, West Eola and Aurora; 10 miles an hour through all other crossovers and turnouts.  
 Trains 40 miles an hour between Scraper Works east of Aurora and New York Street, Aurora.

# Chicago to Aurora—Sub-division—Westward.

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

FIRST CLASS									Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS								
Saturday Only Passenger	Daily Ex. Saturday and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday Only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger				Daily Ex. Sunday Passenger	Daily Passenger	Sunday Only Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger			
135	137	225	139	227	141	229	143	145				231	147	149	5	151	233	47	235	
L 5.03	L 5.05	L 5.10	L 5.15	L 5.15	L 5.19	L 5.22	L 5.25	L 5.28	L 5.33	L 5.35	L 5.37	L 5.40	L 5.43	L 5.48	L 5.55	L 6.15	L 6.18	L 6.18	L 6.30	L 6.40
S 5.08	S 5.10	S 5.15	S 5.20	S 5.19			S 5.30					S 5.33	S 5.33	S 5.33	S 5.33	S 5.33	S 5.33	S 5.33	S 5.33	S 5.33
S 5.12	S 5.14	S 5.19	S 5.24	S 5.23	S 5.32		S 5.34					S 5.37	S 5.37	S 5.37	S 5.37	S 5.37	S 5.37	S 5.37	S 5.37	S 5.37
		S 5.19	S 5.30	S 5.28	S 5.32		S 5.40					S 5.43	S 5.43	S 5.43	S 5.43	S 5.43	S 5.43	S 5.43	S 5.43	S 5.43
S 5.20			S 5.37	S 5.36								S 5.46	S 5.46	S 5.46	S 5.46	S 5.46	S 5.46	S 5.46	S 5.46	S 5.46
S 5.22				S 5.38			S 5.46					S 5.49	S 5.49	S 5.49	S 5.49	S 5.49	S 5.49	S 5.49	S 5.49	S 5.49
S 5.25		S 5.31		S 5.40			S 5.49					S 5.51	S 5.51	S 5.51	S 5.51	S 5.51	S 5.51	S 5.51	S 5.51	S 5.51
S 5.27				S 5.42			S 5.51					S 5.54	S 5.54	S 5.54	S 5.54	S 5.54	S 5.54	S 5.54	S 5.54	S 5.54
S 5.29			S 5.43	S 5.44								S 5.57	S 5.57	S 5.57	S 5.57	S 5.57	S 5.57	S 5.57	S 5.57	S 5.57
S 5.32			S 5.45	S 5.46	5.40	5.42						S 5.59	S 5.59	S 5.59	S 5.59	S 5.59	S 5.59	S 5.59	S 5.59	S 5.59
S 5.35	S 5.28	S 5.35		S 5.48		S 5.45	S 5.56					S 6.01	S 6.01	S 6.01	S 6.01	S 6.01	S 6.01	S 6.01	S 6.01	S 6.01
S 5.38	S 5.30			S 5.50		S 5.48	S 5.58					S 6.03	S 6.03	S 6.03	S 6.03	S 6.03	S 6.03	S 6.03	S 6.03	S 6.03
S 5.41	S 5.33	S 5.40		S 5.53			S 6.01					S 6.05	S 6.05	S 6.05	S 6.05	S 6.05	S 6.05	S 6.05	S 6.05	S 6.05
S 5.43	S 5.35			S 5.55								S 6.07	S 6.07	S 6.07	S 6.07	S 6.07	S 6.07	S 6.07	S 6.07	S 6.07
S 5.46		S 5.43		S 5.57	S 5.47		S 6.05					S 6.09	S 6.09	S 6.09	S 6.09	S 6.09	S 6.09	S 6.09	S 6.09	S 6.09
S 5.49				S 6.00	S 5.49							S 6.12	S 6.12	S 6.12	S 6.12	S 6.12	S 6.12	S 6.12	S 6.12	S 6.12
S 5.51				S 6.02	S 5.51							S 6.14	S 6.14	S 6.14	S 6.14	S 6.14	S 6.14	S 6.14	S 6.14	S 6.14
S 5.54		S 5.48		S 6.05	S 5.54							S 6.16	S 6.16	S 6.16	S 6.16	S 6.16	S 6.16	S 6.16	S 6.16	S 6.16
S 5.57	S 5.44			f 6.07	S 5.57		S 6.12					S 6.15	S 6.15	S 6.15	S 6.15	S 6.15	S 6.15	S 6.15	S 6.15	S 6.15
A 6.00	A 5.47	S 5.52	A 6.06	S 6.09	A 6.00	6.03	A 6.15					S 6.17	S 6.17	S 6.17	S 6.17	S 6.17	S 6.17	S 6.17	S 6.17	S 6.17
P.M.	P.M.		P.M.	f 6.12	P.M.		P.M.					S 6.19	S 6.19	S 6.19	S 6.19	S 6.19	S 6.19	S 6.19	S 6.19	S 6.19
		S 5.55		S 6.16		S 6.09						S 6.21	S 6.21	S 6.21	S 6.21	S 6.21	S 6.21	S 6.21	S 6.21	S 6.21
		S 5.59		S 6.16		S 6.09						S 6.23	S 6.23	S 6.23	S 6.23	S 6.23	S 6.23	S 6.23	S 6.23	S 6.23
		S 6.06		S 6.23		S 6.15						S 6.25	S 6.25	S 6.25	S 6.25	S 6.25	S 6.25	S 6.25	S 6.25	S 6.25
				S 6.30		S 6.21						S 6.27	S 6.27	S 6.27	S 6.27	S 6.27	S 6.27	S 6.27	S 6.27	S 6.27
												S 6.29	S 6.29	S 6.29	S 6.29	S 6.29	S 6.29	S 6.29	S 6.29	S 6.29
												S 6.31	S 6.31	S 6.31	S 6.31	S 6.31	S 6.31	S 6.31	S 6.31	S 6.31
												S 6.33	S 6.33	S 6.33	S 6.33	S 6.33	S 6.33	S 6.33	S 6.33	S 6.33
												S 6.35	S 6.35	S 6.35	S 6.35	S 6.35	S 6.35	S 6.35	S 6.35	S 6.35
												S 6.37	S 6.37	S 6.37	S 6.37	S 6.37	S 6.37	S 6.37	S 6.37	S 6.37
												S 6.39	S 6.39	S 6.39	S 6.39	S 6.39	S 6.39	S 6.39	S 6.39	S 6.39
												S 6.41	S 6.41	S 6.41	S 6.41	S 6.41	S 6.41	S 6.41	S 6.41	S 6.41
												S 6.43	S 6.43	S 6.43	S 6.43	S 6.43	S 6.43	S 6.43	S 6.43	S 6.43
												S 6.45	S 6.45	S 6.45	S 6.45	S 6.45	S 6.45	S 6.45	S 6.45	S 6.45
												S 6.47	S 6.47	S 6.47	S 6.47	S 6.47	S 6.47	S 6.47	S 6.47	S 6.47
												S 6.49	S 6.49	S 6.49	S 6.49	S 6.49	S 6.49	S 6.49	S 6.49	S 6.49
												S 6.51	S 6.51	S 6.51	S 6.51	S 6.51	S 6.51	S 6.51	S 6.51	S 6.51
												S 6.53	S 6.53	S 6.53	S 6.53	S 6.53	S 6.53	S 6.53	S 6.53	S 6.53
												S 6.55	S 6.55	S 6.55	S 6.55	S 6.55	S 6.55	S 6.55	S 6.55	S 6.55
												S 6.57	S 6.57	S 6.57	S 6.57	S 6.57	S 6.57	S 6.57	S 6.57	S 6.57
												S 6.59	S 6.59	S 6.59	S 6.59	S 6.59	S 6.59	S 6.59	S 6.59	S 6.59
												S 7.01	S 7.01	S 7.01	S 7.01	S 7.01	S 7.01	S 7.01	S 7.01	S 7.01
												S 7.03	S 7.03	S 7.03	S 7.03	S 7.03	S 7.03	S 7.03	S 7.03	S 7.03
												S 7.05	S 7.05	S 7.05	S 7.05	S 7.05	S 7.05	S 7.05	S 7.05	S 7.05
												S 7.07	S 7.07	S 7.07	S 7.07	S 7.07	S 7.07	S 7.07	S 7.07	S 7.07
												S 7.09	S 7.09	S 7.09	S 7.09	S 7.09	S 7.09	S 7.09	S 7.09	S 7.09
												S 7.11	S 7.11	S 7.11	S 7.11	S 7.11	S 7.11	S 7.11	S 7.11	S 7.11
												S 7.13	S 7.13	S 7.13	S 7.13	S 7.13	S 7.13	S 7.13	S 7.13	S 7.13
												S 7.15	S 7.15	S 7.15	S 7.15	S 7.15	S 7.15	S 7.15	S 7.15	S 7.15
												S 7.17	S 7.17	S 7.17	S 7.17	S 7.17	S 7.17	S 7.17	S 7.17	S 7.17
												S 7.19	S 7.19	S 7.19	S 7.19	S 7.19	S 7.19	S 7.19	S 7.19	S 7.19
												S 7.21	S 7.21	S 7.21	S 7.21	S 7.21	S 7.21	S 7.21	S 7.21	S 7.21
												S 7.23	S 7.23	S 7.23	S 7.23	S 7.23	S 7.23	S 7.23	S 7.23	S 7.23
												S 7.25	S 7.25	S 7.25	S 7.25	S 7.25	S 7.25	S 7.25	S 7.25	S 7.25
												S 7.27	S 7.27	S 7.27	S 7.27	S 7.27	S 7.27	S 7.27	S 7.27	S 7.27
												S 7.29	S 7.29	S 7.29	S 7.29	S 7.29	S 7.29	S 7.29	S 7.29	S 7.29
												S 7.31	S 7.31	S 7.31	S 7.31	S 7.31	S 7.31	S 7.31	S 7.31	S 7.31
												S 7.33	S 7.33	S 7.33	S 7.33	S 7.33	S 7.33	S 7.33	S 7.33	S 7.33
												S 7.35	S 7.35	S 7.35	S 7.35	S 7.35	S 7.35	S 7.35	S 7.35	S 7.35
												S 7.37	S 7.37	S 7.37	S 7.37	S 7.37	S 7.37	S 7.37	S 7.37	S 7.37
												S 7.39	S 7.39	S 7.39	S 7.39	S 7.39	S 7.39	S 7.39	S 7.39	S 7.39
												S 7.41	S 7.41	S 7.41	S 7.41	S 7.41	S 7.41	S 7.41	S 7.41	S 7.41
												S 7.43	S 7.43	S 7.43	S 7.43	S 7.43	S 7.43	S 7.43	S 7.43	S 7.43
												S 7.45	S 7.45	S 7.45	S 7.45	S 7.45	S 7.45	S 7.45	S 7.45	S 7.45
												S 7.47	S 7.47	S 7.47	S 7.47	S 7.47	S 7.47	S 7.47	S 7.47	S 7.47
												S 7.49	S 7.49	S 7.49	S 7.49	S 7.49	S 7.49	S 7.49	S 7.49	S 7.49
												S 7.51	S 7.51	S 7.51	S 7.51	S				



# Aurora to Chicago—Sub-division—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

FIRST CLASS									Distance from Chicago	STATIONS	Distance from Aurora	Capacity of Eastward Sidings	FIRST CLASS									
Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Passenger	Daily Passenger Mail and Express	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger					Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger				
200	100	2	30	102	202	104			0.	... UNION DEPOT ...	37.85			206	106	108	48	110	208	112	114	210
A 6.25	A 6.30	A 7.00	A 7.03	A 7.10	A 7.25	A 7.35			0.	... UNION DEPOT ...	37.85			A 7.40	A 7.45	A 7.56	A 8.00	A 8.05	A 8.12	A 8.17	A 8.20	A 8.26
S 6.20	S 6.25			S 7.05	S 7.20	S 7.30			1.79	... HALSTED STREET ...	36.06			S 7.35	S 7.40	S 7.51		S 8.00	S 8.07	S 8.12	S 8.15	S 8.21
S 6.16	S 6.21			S 7.01	S 7.15	S 7.26			3.83	... WESTERN AVE ...	34.02	Yard		S 7.31	S 7.36	S 7.47		S 7.56	S 8.02	S 8.08	S 8.11	S 8.17
S 6.11	S 6.16			S 6.56	S 7.10				6.94	... CICERO ...	30.91	Yard		S 7.30	S 7.41			S 7.50	S 7.56	S 8.02		
S 6.08	S 6.13			S 6.53	S 7.07				7.51	... MORTON PARK ...	30.34				S 7.38				S 7.59			
S 6.06	S 6.10			S 6.51	S 7.05				8.48	... CLYDE ...	29.37			S 7.26				S 7.52	S 7.57			
S 6.04	S 6.08	6.35	6.46	S 6.49	S 7.03				9.08	... LA VERGNE ...	28.77			7.23	S 7.24		7.41		S 7.55			
S 6.02	S 6.06			S 6.47	S 7.01				9.63	... BERWYN ...	28.22			S 7.22	S 7.33			S 7.50				
S 6.00	S 6.04			S 6.45	S 6.59	S 7.14			10.10	... HARLEM AVE ...	27.75			S 7.20				S 7.52				
S 5.58	S 6.02			S 6.43	S 6.57				11.06	... RIVERSIDE ...	26.79			S 7.18	S 7.29			S 7.46				
S 5.56	S 6.00			S 6.41	f 6.55				11.80	... HOLLYWOOD ...	26.06			S 7.16				S 7.41				
S 5.54	S 5.58			S 6.39	S 6.53				12.33	... BROOKFIELD ...	25.52			S 7.14	S 7.25			S 7.39				
S 5.52	S 5.56			S 6.37	S 6.51				13.08	... CONGRESS PARK ...	24.77			S 7.12	S 7.23			S 7.37				
S 5.50	S 5.54			S 6.35	S 6.49	S 7.08			13.76	... LA GRANGE, FIFTH AVE ...	24.09				S 7.21			S 7.35	S 7.40		S 7.56	
S 5.48	S 5.52			S 6.33	S 6.47	S 7.06			14.20	... LA GRANGE, STONE AVE ...	23.65				S 7.19			S 7.33		S 7.45	S 7.53	S 8.03
S 5.45	S 5.49			S 6.30	S 6.44	S 7.03			15.45	... WESTERN SPRINGS ...	22.40				S 7.16			S 7.30		S 7.42		
f 5.43	S 5.47				S 6.42	S 7.01			16.36	... HIGHLANDS ...	21.49				S 7.14				S 7.39			
S 5.41	S 5.45			S 6.27	S 6.40				16.90	... HINSDALE ...	20.95			S 7.06				S 7.26	S 7.33		S 7.48	S 7.57
S 5.39	f 5.43			S 6.25	S 6.38				17.82	... WEST HINSDALE ...	20.03			S 7.04				S 7.24			S 7.45	
f 5.37	f 5.40			S 6.23	S 6.36	S 6.56			18.33	... CLARENDON HILLS ...	19.52				S 7.10				S 7.35			
S 5.35	S 5.38			S 6.21	S 6.33	S 6.53			19.45	... WESTMONT ...	18.40				S 7.08				S 7.33			
S 5.33	S 5.35			S 6.19	S 6.31	S 6.51			20.41	... FAIRVEW AVENUE ...	17.44				S 7.06				S 7.31			
S 5.31	L 5.32	6.18	6.31	L 6.17	S 6.29	L 6.48			21.18	... DOWNER'S GROVE ...	16.67			7.09	L 6.58	L 7.04	7.26	L 7.18	7.25	L 7.29	L 7.39	S 7.48
S 5.27	A.M.				S 6.25				22.62	... BELMONT ...	15.23			S 7.06				S 7.22				S 7.44
S 5.24					S 6.21				24.46	... LISLE ...	13.39			S 7.02				S 7.18				S 7.40
S 5.19		6.08	6.22		S 6.15				28.48	... NAPERVILLE ...	9.37			S 6.56			7.17	S 7.12				S 7.33
S 5.12					S 6.06				33.62	... EOLA ...	4.33	Yard		S 6.49								S 7.26
									35.11	... WEST EOLA ...	2.74	Yard										
L 5.05		L 5.54	L 6.10		L 5.59				37.85	... AURORA ...	0.	Yard		L 6.42			L 7.05		L 6.57			L 7.18
Daily Ex. Sunday	Sunday only	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
1:20 28.4	0:58 21.9	1:08 34.4	0:53 42.8	0:53 23.9	1:28 26.0	0:47 27.0								0:58 39.0	0:47 27.0	0:52 24.4	0:55 41.9	0:47 27.0	1:18 30.2	0:48 26.4	0:41 30.9	1:08 33.3
SCHEDULE TIME.....																						
AVERAGE MILES AN HOUR.....																						

**PASSENGER, MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR; PASSENGER TRAINS WITH R-4, R-5 OR O-1 ENGINES 45 MILES AN HOUR.**

**SPEED RESTRICTIONS.**

Conductors and Enginemen of trains originating at Aurora and Downer's Grove must have Clearance Form A.  
 No. 2 will stop at Downer's Grove Sundays to discharge revenue passengers from points west of Aurora.  
 No. 208 will stop at Scraper Works east of Aurora on signal to receive revenue passengers.  
 No. 210 will stop at West Eola yard office to let off Company employees.  
 New Year's, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas, suburban trains will be run on Sunday schedule except No. 220 and No. 41 will run. Through trains will stop as per Sunday schedule.

Passenger, mail and express trains 35 miles an hour between North Avenue, and New York Street, Aurora, and 50 miles an hour over Electric line crossing, Harlem Ave.  
 On track three (3) passenger trains 50 miles an hour, freight trains 40 miles an hour from mile post 28 to Belmont.  
 Trains 40 miles an hour between New York Street, Aurora and Scraper Works east of Aurora.  
 Trains 25 miles an hour through crossovers at Aurora, West Eola, Eola, Downer's Grove, Congress Park and La Vergne; 10 miles an hour through all other crossovers and turnouts.



# Aurora to Chicago—Sub-division—Eastward.

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

FIRST CLASS											Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS									
Daily Ex. Saturday and Sunday Passenger	Daily Passenger	Saturday Only Passenger	Daily Ex. Sunday Passenger	Sunday Only Passenger	Daily Ex. Saturday and Sunday Passenger	Daily Ex. Sunday Passenger	Sunday Only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger				Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Sunday Only Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger
224	18	226	132	134	136	228	138	140	230	0.	...UNION DEPOT...	37.85	A 6.53	A 7.00	A 7.05	A 7.15	A 7.50	A 8.35	A 9.40	A 11.05	A 12.10		
A 2.40	A 2.45	A 3.10	A 3.39	A 3.40		A 4.31	A 5.15	A 5.30	A 5.57	1.79	HALSTED STREET	36.06	S 6.48	S 6.55			S 7.45	S 8.30	S 9.35	S 11.00	S 12.05		
S 2.35		S 3.05	S 3.34	S 3.35	P.M. 4.00	S 4.26	S 5.10	S 5.25	S 5.52	3.83	WESTERN AVE.	34.02	S 6.44	S 6.51			S 7.41	S 8.26	S 9.31	S 10.56	S 12.01		
S 2.31		S 3.01	S 3.29	S 3.30		S 4.22	S 5.05	S 5.21	S 5.48	6.94	CICERO	30.91	S 6.38	S 6.46			S 7.36	S 8.20	S 9.25	S 10.51	f 11.56		
S 2.26		S 2.56	S 3.23	S 3.25		S 4.16	S 4.59	S 5.16		7.51	MORTON PARK	30.34	S 6.36	S 6.44			S 7.34	S 8.18	S 9.23	S 10.49	f 11.54		
S 2.24		S 2.54	S 3.21	S 3.22		S 4.14	S 4.57	S 5.13		8.48	CLYDE	29.37	S 6.34	S 6.42			S 7.32	S 8.16	S 9.21	S 10.47	f 11.52		
S 2.22		S 2.52	S 3.19	S 3.20		S 4.12	S 4.55	S 5.11	S 5.38	9.08	LA VERGNE	28.77	S 6.32	f 6.40	6.49	6.59	S 7.30	S 8.14	S 9.19	S 10.45	f 11.50		
S 2.20	2.24	S 2.50	f 3.17	S 3.18	3.48	f 4.10	S 4.53	S 5.09		9.63	BERWYN	28.22	S 6.30	S 6.38			S 7.28	S 8.12	S 9.17	S 10.43	S 11.48		
S 2.18		S 2.48	S 3.15	S 3.16		S 4.08	S 4.51	S 5.07		10.10	HARLEM AVE.	27.75	f 6.27	S 6.36			S 7.26	S 8.10	S 9.15	S 10.41	f 11.46		
S 2.16		S 2.46	f 3.13	S 3.14		f 4.06	S 4.49	S 5.05		11.06	RIVERSIDE	26.79	S 6.25	S 6.34			S 7.24	S 8.08	S 9.13	S 10.39	S 11.44		
S 2.14		S 2.44	S 3.11	S 3.12		S 4.04	S 4.47	S 5.03		11.80	HOLLYWOOD	26.05	S 6.22	S 6.32			S 7.22	S 8.06	S 9.11	f 10.37	f 11.42		
S 2.12		S 2.42	f 3.09	S 3.10		f 4.02	S 4.45	S 5.01		12.33	BROOKFIELD	25.52	S 6.20	S 6.30			S 7.20	S 8.04	S 9.09	S 10.35	S 11.40		
S 2.10		S 2.40	S 3.07	S 3.08		S 4.00	S 4.43	S 4.59		13.08	CONGRESS PARK	24.77	S 6.17	S 6.28			S 7.18	S 8.02	S 9.07	S 10.33	S 11.38		
S 2.08		S 2.38	S 3.04	S 3.06		S 3.58	S 4.41	S 4.57		13.76	LA GRANGE, FIFTH AVE.	24.09	S 6.14	S 6.26			S 7.16	S 8.00	S 9.05	S 10.31	S 11.36		
S 2.06		S 2.36	S 3.02	S 3.04		S 3.56	S 4.39	S 4.55	S 5.30	14.20	LA GRANGE, STONE AVE.	23.65	S 6.12	S 6.24			S 7.14	S 7.58	S 9.03	S 10.29	S 11.34		
S 2.04		S 2.34	S 2.59	S 3.02		S 3.54	S 4.37	S 4.53		15.45	WESTERN SPRINGS	22.40	S 6.09	S 6.21			S 7.11	S 7.55	S 9.00	S 10.27	S 11.31		
S 2.01		S 2.31	S 2.56	S 2.59		S 3.51	S 4.34	S 4.51		16.36	HIGHLANDS	21.49	S 6.07	S 6.19			S 7.09	S 7.53	S 8.58	f 10.25	f 11.29		
S 1.59		S 2.29	S 2.53	S 2.57		S 3.49	S 4.32	S 4.48		16.90	HINSDALE	20.95	S 6.05	S 6.17			S 7.07	S 7.51	S 8.56	S 10.23	S 11.27		
S 1.57		S 2.27	S 2.51	S 2.55		S 3.47	S 4.30	S 4.46	S 5.24	17.82	WEST HINSDALE	20.03	f 6.03	S 6.15			S 7.05	S 7.49	S 8.54	f 10.21	f 11.25		
S 1.55		S 2.25	f 2.48	f 2.53		f 3.45	S 4.28	f 4.44		18.33	CLARENDON HILLS	19.52	S 6.01	S 6.13			S 7.03	S 7.47	S 8.52	S 10.19	f 11.23		
S 1.53		S 2.23	S 2.46	S 2.51		S 3.43	S 4.26	S 4.42		19.45	WESTMONT	18.40	S 5.59	S 6.11			S 7.01	S 7.45	S 8.50	S 10.17	S 11.21		
S 1.51		S 2.21	S 2.44	S 2.49		S 3.41	S 4.24	S 4.40		20.41	FAIRVIEW AVENUE	17.44	S 5.57	S 6.09			S 6.59	S 7.43	S 8.48	S 10.15	f 11.19		
S 1.49		S 2.19	f 2.42	f 2.47		f 3.39	S 4.22	f 4.38		21.18	DOWNER'S GROVE	16.67	L 5.55	S 6.07	6.34	6.44	S 6.57	L 7.41	S 8.46	L 10.13	S 11.17		
S 1.47	2.09	S 2.17	L 2.40	L 2.45	L 3.30	S 3.37	L 4.20	L 4.36	S 5.17	22.62	BELMONT	15.23		S 6.04			S 6.54		S 8.43		f 11.13		
S 1.43		S 2.13				f 3.33			S 5.14	24.46	LISLE	13.30		S 6.01			S 6.51		S 8.40		S 11.10		
S 1.40		S 2.10				S 3.30			S 5.11	28.48	NAPERVILLE	9.37		S 5.54	6.26	6.36	f 6.44		f 8.34		S 11.05		
S 1.34	2.00	S 2.04				S 3.25			S 5.05	33.52	EOLA	4.33		f 5.47			f 6.37		f 8.27		S 10.58		
f 1.27		f 1.57				S 3.18			f 4.57	35.11	WEST EOLA	2.74											
L 1.20	L 1.45	L 1.50				L 3.10			L 4.50	37.85	AURORA	0.	L 5.40	L 6.15	L 6.25	L 6.30		L 8.20		L 10.50			
Daily Ex. Sat. and Sun. Passenger	Daily	Saturday Only	Daily Ex. Sunday	Sunday Only	Daily Ex. Saturday and Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Sunday Only	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily			
1:20 28.4	1:00 37.8	1:20 28.4	0:59 21.5	0:55 23.1	0:30 38.8	1:21 28.0	0:55 23.1	0:54 23.5	1:07 33.9			0:58 21.9	1:20 28.4	0:50 45.4	0:50 45.4	1:20 28.4	0:54 23.5	1:20 28.4	0:52 24.4	1:20 28.4			
											SCHEDULE TIME.....												
											AVERAGE MILES AN HOUR.....												

**PASSENGER, MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR; PASSENGER TRAINS WITH R-4, R-5 OR O-1 ENGINES, 45 MILES AN HOUR; STOCK, MEAT AND MERCHANDISE TRAINS, 45 MILES AN HOUR; OTHER FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.**

Conductors and Enginemen on trains originating at Aurora and Downer's Grove must have Clearance Form A.  
 No. 136 will leave train at Fourteenth Street Coach Yard.  
 No. 228 will stop at Scraper Works, east of Aurora, to receive passengers, and opposite Hawthorne Yard office when flagged for grain samples.  
 No. 228 will stop opposite West Eola Yard Office to let off Company employees.  
 No. 230 will stop at Morton Park to let off Company employees.  
 New Year's, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas suburban trains will be run on Sunday schedule, except No. 220 and No. 41 will run. Through trains will stop as per Sunday schedule.  
 No. 18 will stop at Naperville, Downers Grove and Western Avenue Sundays.

**SPEED RESTRICTIONS.**

No. 18 will reduce speed to 25 miles an hour at Naperville to pick up mail from mail crane.  
 Passenger, mail and express trains 35 miles an hour between North Avenue and New York Street, Aurora, and 50 miles an hour over Electric line crossing Harlem Ave.  
 Trains 25 miles an hour through crossovers at Aurora, West Eola, Eola, Downer's Grove, Congress Park and LaVergne; 10 miles an hour through all other crossovers and turnouts.  
 Trains 40 miles an hour between New York Street, Aurora and Scraper Works east of Aurora.  
 On track three (3) passenger trains 50 miles an hour, freight trains 40 miles an hour from mile post 28 to Belmont.





# Galesburg to Aurora—Sub-division—Eastward.

**AURORA DIVISION.**

**TIME TABLE No. 79.**

**EFFECTIVE OCTOBER 14, 1934.**

FIRST CLASS				Office Closed	Signs	Distance from Aurora	Distance from Chicago	STATIONS	Distance from Galesburg	Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS								
Daily Passenger	Daily Passenger Mail and Express	Daily Mail and Passenger	Daily Passenger									Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger		
2	30	8	56									134	4	18	122	22	6	176		
A 5.50	A 6.08	A 7.36	A 7.41		B.C.K. O.T.W. Yd.	0.	37.85	..... AURORA .....	124.6	Yard	Yard	A 9.22	A 9.40	A 1.40	A 4.30	A 4.45	A 6.22			
								..... MONTGOMERY .....	122.27		60	L 9.17	f 9.35		L 4.23	f 4.40				
								..... BRISTOL .....	116.77	100	37	A.M.	s 9.26		P.M.	s 4.32				
								..... PLANO .....	110.75		120	s 5.29		s 1.20		s 4.23				
								..... SANDWICH .....	106.41		141	s 5.20		s 1.12		s 4.15				
								..... SOMONAUK .....	103.05	95	105					s 4.08				
								..... LELAND .....	96.96	98	40					s 3.59				
								..... EARLVILLE .....	90.17	95	87	s 4.54	5.27	6.56	7.03	s 3.50	5.44			
								..... MERIDEN .....	84.20		40					s 3.41				
								..... MENDOTA .....	79.59	Yard	Yard	s 4.39	s 5.10	6.42	s 6.50	s 8.25	s 12.35	s 3.34	s 5.32	
								..... CLARION .....	75.19											
								..... ARLINGTON .....	70.85	40	54					s 3.21				
								..... ZEARING .....	66.97	86	364	4.17	4.50	6.26	6.33	s 7.52	s 12.07	L 3.15	5.14	
								..... MALDEN .....	63.84	61	41									
								..... PRINCETON .....	58.09	37	134	s 4.04		6.16	f 6.22	s 7.35	s 11.53		s 5.04	
								..... WYANET .....	51.60	60	65					s 7.22	f 11.43			
								..... BUDA .....	45.70	102	73	s 3.45	4.25	6.03	6.08	s 7.12	s 11.34		4.50	
								..... NEPONSET .....	39.29	75	79					s 7.02				
								..... KEWANEE .....	31.27	239	542	s 3.25		s 5.47	5.52	s 6.49	s 11.14		s 4.32	
								..... GALVA .....	23.00	68	210	s 3.12	3.58	5.36	f 5.41	s 6.29	s 11.01		s 4.19	A 4.53
								..... ALTONA .....	15.66		55								s 4.43	
								..... ONEIDA .....	11.48	97	78					s 6.05			s 4.35	
								..... WATAGA .....	7.15	46	36					s 5.56			s 4.27	
								..... GALESBURG .....	0.	Yard	Yard	L 2.40	L 3.30	L 5.10	L 5.15	L 5.45	L 10.30		L 3.50	L 4.15
												Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
												3:10	2:38	2:26	2:26	3:55	3:10	1:30	2:32	0:38
												38.3	47.3	51.2	51.2	31.7	38.3	38.4	49.1	36.3

**PASSENGER TRAINS MUST NOT EXCEED 65 MILES AN HOUR; MAIL, EXPRESS AND SILK TRAINS, 70 MILES AN HOUR; PASSENGER TRAINS WITH MOTOR CARS, 50 MILES AN HOUR; R-4, R-5 OR O-1 ENGINES, 45 MILES AN HOUR.**

No Train Order signal for passenger trains at Galesburg. Train and enginemen must have clearance, Form A.  
 No. 2 will stop at Leland and Somonauk on signal to receive revenue passengers for Chicago.  
 No. 30 will stop at Wyanet to receive revenue passengers for Chicago when notified at Galesburg.  
 No. 56 will stop at Kewanee to discharge revenue passengers from Quincy or points west.  
 No. 6 will stop at Buda on signal to receive revenue passengers for Chicago.

**SPEED RESTRICTIONS.**

Trains 25 miles an hour through crossovers, Interlocking Plant "MS" Tower, Mendota, except eastward, track 1 to track 2, westward, track 3 to track 2, 10 miles an hour; 10 miles an hour through all other crossovers and turnouts.  
 Eastward mail, express and silk trains, 65 miles an hour between Neponset and Wyanet.  
 Eastward first-class trains 40 miles an hour Buda Depot to East Buda Coal Chutes.

Passenger, mail and express trains 15 miles an hour between West and Tremont Streets, Kewanee. West Street is the first street east of the Block Cabin and Tremont Street is the first street east of passenger depot.  
 First class trains 45 miles an hour around curve between mile posts 104.69 and 104.01 at Princeton.  
 Trains 20 miles an hour over I. C. Crossing, Mendota.  
 Passenger, mail and express trains 35 miles an hour on track No. 3, between Galesburg and Wataga.  
 In making reverse movements between Neponset and Wyanet using westward track against the current, first class trains 40 miles an hour on curves as follows: From mile post 123 to 1/2 mile east; from mile post 120 to 1/2 mile east; from mile post 116 to 1/2 mile east of mile post 114.  
 Trains using eastward siding at Wyanet, Malden and Bristol must move at restricted speed, expecting to find cars on siding.

**Montgomery and Streator—Sub-division.**  
**AURORA DIVISION. TIME TABLE No. 79. EFFECTIVE OCTOBER 14, 1934.**

SOUTHWARD			Office Closed	Signs	Distance from Aurora	Distance from Chicago	STATIONS	Distance from Streator	Capacity of Sidings	Capacity of Other Tracks	NORTHWARD			
SECOND CLASS	FIRST CLASS										SECOND CLASS			
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger									Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
<b>85</b>	<b>111</b>	<b>133</b>										<b>134</b>	<b>122</b>	<b>86</b>
A.M. 1.45	A.M. 10.10	P.M. 5.20		R. Yd.	2.32	40.17	...MONTGOMERY...	57.53		60		A.M. 9.17	P.M. 4.23	P.M. 11.55
2.00	s10.16	s 5.28	12 noon to 1.00 p. m. 5.30 p. m. to 8.30 a. m.		5.68	43.51	.....OSWEGO.....	54.19	55	35		s 9.10	s 4.16	11.15
	f	f			8.56	46.41	.....YAGAN PIT.....	51.29				f	f	
2.20	s10.28	s 5.38	12 noon to 1.00 p. m. 5.00 p. m. to 8.00 a. m.	W	11.74	49.59	.....YORKVILLE.....	48.11	14	65		s 8.58	s 4.06	11.00
2.35	s10.34	s 5.44	No Office.		14.88	52.78	.....FOX.....	44.97		26		s 8.50	s 3.57	10.40
2.45	s10.41	s 5.50	No Office.		18.36	56.21	.....MILLBROOK.....	41.49		25		s 8.44	s 3.51	10.30
3.00	s10.48	s 5.57	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.		21.87	59.72	.....MILLINGTON...	37.98	20	43		s 8.37	s 3.44	10.20
3.20	s10.59	s 6.05	11.30 a. m. to 12.30 p. m. 4.30 p. m. to 7.30 a. m.		26.69	64.54	.....SHERIDAN.....	33.18	40	31		s 8.28	s 3.35	10.00
3.30	s11.05	s 6.09	No Office.	F.R.Y.	28.84	66.69	.....BURGESS JCT....	31.01	115	95		s 8.20	s 3.28	9.45
3.40	s11.10	s 6.13	12 noon to 1.00 p. m. 4.30 p. m. to 7.30 a. m.		31.20	69.05	.....SERENA.....	28.65	27	18		s 8.15	s 3.23	9.40
3.50	f11.15	f 6.17	No Office.		33.36	71.21	.....BLAKES.....	26.49	28			f 8.11	f 3.19	9.30
4.00	s11.20	s 6.22	11.45 a. m. to 12.45 p. m. 4.45 p. m. to 7.45 a. m.	W. Yd.	35.12	72.97	.....WEDRON.....	24.73	100	31		s 8.07	s 3.15	9.20
4.10	s11.28	s 6.29	No Office.		38.88	76.73	.....DAYTON.....	20.97	13	26		s 8.00	s 3.08	9.10
			No Office.		41.87	79.72	..NORTH OTTAWA..	17.98	Yard	Yard				
					42.72	80.57	C.R.I.&P.Cross'g (Interlocked)	17.13						
					42.84	80.69	C. & I. V. Cross'g (Interlocked)	17.01						
4.40	s11.38	s 6.40	12.30 p. m. to 1.30 p. m. 4.40 p. m. to 7.40 a. m.	B. K. W. Yd.	43.27	81.12	.....OTTAWA.....	16.58	Yard	129		s 7.52	s 3.00	8.55
			No Office.		43.70	81.64	..SOUTH OTTAWA..	16.06		17				
4.50	f11.45	f 6.45	No Office.	Yd.	45.80	83.65	.....HITT.....	14.05	24			f 7.44	f 2.50	7.55
5.10	s11.55	s 6.57	12.15 p. m. to 1.15 p. m. 4.30 p. m. to 7.30 a. m.		51.89	89.74	...GRAND RIDGE..	7.96	21	26		s 7.37	s 2.43	7.40
5.20	f12.01	f 7.05	No Office.		55.87	93.72	.....RICHARDS.....	5.98		17		f 7.32	f 2.38	7.25
					59.60	97.45	...N. Y. C. Crossing (Grade)...	0.25						
					59.70	97.55	...C. & A. Crossing (Grade)....	0.15						
A 6.00	A12.10	A 7.15		B.C.K.O.R.T.W. Y. Yd.	59.85	97.70	.....STREATOR.....	.0		Yard		L 7.25	L 2.30	L 7.15
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday										Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
4:15 13.5	2:00 28.7	1:55 30.1										1:52 30.8	1:53 30.4	4:40 12.3
<p align="center">..... SCHEDULE TIME .....                  ..... AVERAGE MILES AN HOUR .....</p>														

**PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; WITH R4 OR R5 ENGINES 30 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR, EXCEPT TRAINS HANDLED BY O-1 ENGINES MUST NOT EXCEED 25 MILES AN HOUR BETWEEN MONTGOMERY AND WEDRON, 20 MILES AN HOUR WEDRON AND RICHARDS, 25 MILES AN HOUR RICHARDS AND STREATOR.**

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULES 318 (B) AND 907 IN EFFECT.**

No train order signal at Montgomery and Streator. Conductors and Enginemen must have Clearance Form A.

Glen Park is a flag stop for Nos. 122, 134, 111 and 133.

Trains taking siding at Serena, Blakes and Wedron must move at restricted speed expecting to find cars on siding.

Northward freight trains expecting to stop or double will stop between the switches at Wedron.

Trains must stop at the crossing of the N. Y. C., and C. & A. at Streator, and be governed by position of gates at C. & A. Crossing.

Way freight extra leaves Mendota 7:00 a. m. Tuesday, Thursday and Saturday for Eola via Earlville and Ottawa.

Way freight extra leaves Eola 6:10 a. m. Monday, Wednesday and Friday for Mendota via Ottawa and Earlville.

**SPEED RESTRICTIONS.**

Freight trains 10 miles an hour between north end of North Yard and Streator.

Trains 10 miles an hour over hard road crossing north end of North Ottawa Yard and 5 miles an hour over Third Street Crossing (State Route No. 7) Ottawa.

Trains handled by O-1 engines must not exceed 6 miles an hour, other trains and engines 10 miles an hour over Illinois River Bridge south of Ottawa.

All trains and engines must stop and member of crew protect movement over Hickory and Main St. crossings, Streator, and between 7:30 a. m. and 7:30 p. m. at Madison St. crossing, Ottawa.

**West Eola and West Chicago—Sub-division.**  
**TIME TABLE No. 79. EFFECTIVE OCTOBER 14, 1934.**

NORTHWARD			Office Closed	Signs	Distance from West Eola	Distance from Chicago	STATIONS	Distance from West Chicago	Capacity of Sidings	SOUTHWARD		
SECOND CLASS										SECOND CLASS		
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
<b>83</b>												<b>84</b>
A.M. 10.15				B.C.K.O.R.T.W. Y. Yd.	0.	35.11	.....WEST EOLA.....	14.64	Yard			P.M. 1.00
s10.30			No Office.	Yd.	5.91	41.02	.....NORTH AURORA...	8.73	17			s12.30
s10.45			5.00 P.M. to 8.00 A.M.		9.09	44.20	.....BATAVIA.....	5.55	48			s12.05
A 11.15			5.00 P.M. to 8.00 A.M.	R.	14.49	49.60	E. J. & E. Crossing (Interlocked)	0.15				L 11.30
Daily Ex. Sunday					14.64	49.75	.....WEST CHICAGO....	0.	18			A.M. 1.00

**TRAINS MUST NOT EXCEED 15 MILES AN HOUR.**

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULES 318 (B) AND 907 IN EFFECT.**

No train order signal at West Eola. Conductors and Enginemen must have Clearance Form A.

**Aurora and West Batavia—Sub-division.**  
**TIME TABLE No. 79. EFFECTIVE OCTOBER 14, 1934.**

NORTHWARD			Office Closed	Signs	Distance from Aurora	STATIONS	Distance from West Batavia	Capacity of Siding	SOUTHWARD			
SECOND CLASS									SECOND CLASS			
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
<b>95</b>												<b>98</b>
A.M. 7.15				Yd.		.....AURORA.....	7.69					A.M. 9.15
			No Office.	Yd.	0.58	C. M. St. P. & P. Crossing (Grade)	7.11					
			No Office.	Yd.	3.12	.....NIFA.....	4.57					
			No Office.	Yd.	5.47	.....MOOSEHEART....	2.22					
A 8.00			No Office.	Yd.	7.69	....WEST BATAVIA....	0.	21				L 8.15
Daily Ex. Sunday												A.M. 8.15

**TRAINS MUST NOT EXCEED 15 MILES AN HOUR.**

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULES 318 (B) AND 907 IN EFFECT.**

Trains in both directions will stop at crossing of C. M. St. P. & P. R. R.

Trains and engines going to West Batavia branch will report to the operator at Aurora Tower on the telephone as soon as they clear and will get his permission over the telephone before again occupying siding.

FIRST CLASS					STATIONS						SECOND CLASS				
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Office Closed	Signs	Distance from Aurora	Distance from Chicago	Distance from Savanna	Capacity of Sidings	Capacity of Other Trucks				
45	41	47	51	49			0.	37.85	107.3	Yard					
A.M. 11.55	P.M. 5.15	P.M. 7.30	P.M. 11.20	P.M. 11.35		B.C.K.O.R. T.W.Y.Yd.	6.90	44.75	100.39	120	34				
12.05	s 5.25	7.41	11.29	11.44	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.		12.30	50.24	94.90	92	27				
12.11	s 5.35	7.48	11.35	11.50	No Office.		17.26	55.11	90.03	89	43				
12.17	s 5.49	7.54	11.41	11.56	4.00 p. m. to 5.00 p. m. 1.00 a. m. to 8.00 a. m.		24.28	63.13	83.01	60	25				
12.25	s 6.02	8.04	11.49	12.04	12.30 p. m. to 1.30 p. m. 5.00 p. m. to 8.00 a. m.		27.04	64.89	80.25						
12.31	s 6.12	8.11	11.55	12.10	1.15 a. m. to 6.00 a. m. 2.00 p. m. to 5.15 p. m.	W.Yd.	29.27	67.12	78.02	E125 W61	60				
12.36	s 6.20	8.17	12.01	12.16	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.		33.77	71.62	73.52	80	26				
12.43	s 6.29				No Office.		39.50	77.85	67.79	66	32				
12.43	6.30	8.25	12.08	12.23	No Office.		40.01	77.86	67.28						
s 12.55	s 6.40	s 8.35	12.16	12.31		B.C. W.Yd.	45.42	83.27	61.87	96	77				
1.00	A 6.45	8.40	12.21	12.36	No Office.	Y.	48.50	86.35	58.79	A86	19				
1.07	P.M.	s 8.48	12.28	12.43	No Office.		54.58	92.48	52.71	54	23				
s 1.25		s 9.05	12.37	12.52	No Office.		57.78	95.63	49.51		12				
1.39		f 9.20	12.50	1.04		B.K.W. Y.Yd.	60.64	98.49	45.65	87	120				
1.46		s 9.28	12.57	1.10	No Office.		60.07	106.92	38.22	72	23				
1.53		s 9.36	1.04	1.17	2.00 p. m. to 4.05 p. m. 12.05 a. m. to 6.00 a. m.		73.04	111.49	33.65	84	53				
1.59		s 9.45	1.10	1.22	No Office.		79.52	117.37	27.77		36				
2.08		s 9.56	1.18	1.30	5.00 p. m. to 1.00 a. m.	W.	84.18	122.03	23.11	86	60				
2.15		10.05	1.24	1.36	10.30 p. m. to 6.30 a. m.		91.06	128.93	16.21	76	36				
2.22		10.13	1.31	1.43	No Office.		95.74	133.59	11.55	70	14				
2.30		10.23	1.38	1.50	No Office.		100.18	138.03	7.11	78					
A 2.35		A 10.30	A 1.45	A 1.55		B.C.K.O.T. R.W.Yd.	105.44	143.29	1.85	Yard					
Daily	Daily Ex. Sunday	Daily	Daily	Daily	4.30 p. m. to 10.00 p. m. 6.30 a. m. to 8.30 a. m.	B.K.H. W.Yd.	107.3	146.14	0.						
2:40 40.2	1:30 37.0	3:00 35.7	2:25 44.4	2:20 45.9											
					SCHEDULE TIME										
					AVERAGE MILES AN HOUR										

PASSENGER, EXPRESS AND SILK TRAINS MUST NOT EXCEED 60 MILES AN HOUR BETWEEN AURORA AND OREGON; 55 MILES AN HOUR BETWEEN OREGON AND SAVANNA; WITH MOTOR CARS 50 MILES AN HOUR, R-4, R-5 OR O-1 ENGINES 40 MILES AN HOUR. STOCK AND MERCHANDISE TRAINS 45 MILES AN HOUR, OTHER FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

No train order signal at Aurora. Conductors and enginemen of passenger trains must have Clearance Form A. Conductors and enginemen of freight trains will receive orders or Clearance Form A at West Eola. Conductors and enginemen of Rockford branch trains will receive Clearance Form A at Rochelle. First-class trains will register by ticket at Savanna Tower. Rockford branch trains will register at Rochelle. No. 45 will stop at Polo to discharge revenue passengers from Aurora and beyond and to receive revenue passengers for East Dubuque and beyond. No. 47 will stop at Steward on Sundays to discharge revenue passengers from Chicago. No. 51 and No. 49 will stop at Rochelle to discharge revenue passengers from Chicago and to receive revenue passengers for La Crosse and beyond. Way freight extra leaves Eola 7:45 A. M. Monday, Wednesday and Friday for Savanna Yard. Way freight extra leaves Rochelle 1:00 A. M. daily except Monday for Rockford. Daily St. Paul Mdse. Extra leave Aurora 9:45 A. M., arrive Savanna 2:15 P. M. Daily Rockford-Savanna Mdse. Extra leave Aurora 9:10 P. M., arrive Savanna 4:00 A. M. Daily St. Paul Mdse. Extra leave Aurora 11:10 P. M., arrive Savanna 4:45 A. M.

Daily except Saturday and Sunday St. Paul Mdse. Extra leave Aurora 8:00 P. M., arrive Savanna 10:40 P. M.

**SPEED RESTRICTIONS.**

No. 45 will reduce speed to 25 miles an hour at Polo to dispatch mail. Passenger, express and silk trains 50 miles an hour on curve at Mile Post 50 east of Big Rock and on curve at Steward Jct.; 35 miles an hour on curve at C. & N. W. crossing, Rochelle; 50 miles an hour on curve west of Mile Post 91 east of Chana; 40 miles an hour around curves, Mile Post 96 to Mile Post 98, between Honey Creek and Oregon; 50 miles an hour between Oregon and Stratford and on curve at Polo. Freight trains 25 miles an hour around curves, Mile Post 96 to 98, between Honey Creek and Oregon. Trains 25 miles an hour through crossovers at Steward Jct. and Flag Center; 10 miles through all other crossovers and turnouts. Passenger, express and silk trains 35 miles an hour, freight trains 15 miles an hour over C. & N. W. crossing at Rochelle. Trains using advance siding at Flag Center must move at restricted speed, expecting to find track occupied.

# Savanna to Aurora—Sub-division—Eastward.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934

AURORA DIVISION.

FIRST CLASS					Office Closed	Signs	Distance from Aurora	Distance from Chicago	STATIONS	Distance from Savanna	Capacity of Sidings	Capacity of other Tracks	SECOND CLASS						
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger															
48	44	50	42	52															
A.M. A 7.02	A.M. A 7.44	A.M. A 8.00	A.M. A 9.30	P.M. A 6.12		B.C.K. O.R.T. W.Yd.	0.	37.85	..... AURORA .....	107.3	Yard								
6.52	7.33	7.50	s 9.19	6.01	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.		6.90	44.75	... SUGAR GROVE ...	100.39	120	34							
6.46	7.26	7.43	s 9.09	5.55	No Office.		12.39	50.24	..... BIG ROCK .....	94.90	92	27							
6.40	7.21	7.38	s 9.01	5.49	4.00 p. m. to 5.00 p. m. 1.00 a. m. to 8.00 a. m.		17.26	55.11	..... HINCKLEY .....	90.03	89	43							
6.32	7.13	7.30	s 8.49	5.41	12.30 p. m. to 1.30 p. m. 5.00 p. m. to 8.00 a. m.		24.28	62.13	..... WATERMAN .....	83.01	60	25							
							27.04	64.89	C. & N.W. Cross'g (Interlocked)	80.25									
6.26	7.07	7.24	s 8.39	5.35	1.15 a. m. to 6.00 a. m. 2.00 p. m. to 5.15 p. m.	W. Yd.	29.27	67.12	..... SHABBONA .....	78.02	E125 W51	60							
6.20	7.01	7.18	s 8.31	5.29	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.		33.77	71.62	..... LEE .....	73.52	80	26							
6.12	6.53	7.09	s 8.21		No Office.		39.50	77.35	..... STEWARD .....	67.79	66	32							
s 6.03	6.45	7.01	s 8.10	5.20	No Office.		40.01	77.86	..... STEWARD JCT .....	67.28									
						B.C. W.Yd.	45.42	83.27	..... ROCHELLE .....	61.87	96	77							
5.56	6.39	6.56	L 8.00	5.05	No Office.	Y.	48.50	86.35	..... FLAG CENTER .....	58.79	A80	19							
5.48	6.31	6.48	- A.M.	4.58	No Office.		54.58	92.43	..... CHANA .....	52.71	54	23							
					No Office.		57.78	95.63	..... HONEY CREEK .....	49.51		12							
s 5.40	6.22	6.39		s 4.49		B.K.W. Y. Yd.	60.64	98.40	..... OREGON .....	46.65	87	120							
f 5.25	6.10	6.26		4.29	No Office.		69.07	106.92	..... STRATFORD .....	38.22	72	23							
f 5.19	6.04	6.20		s 4.23	2.00 p. m. to 4.05 p. m. 12.05 a. m. to 6.00 a. m.		73.64	111.49	..... POLO .....	33.65	84	53							
f 5.10	5.56	6.13		4.15	No Office.		79.52	117.37	..... HAZELHURST .....	27.77		36							
s 5.03	5.50	6.07		4.09	5.00 p. m. to 1.00 a. m.	W.	84.18	122.03	..... MILLEDGEVILLE .....	23.11	86	60							
f 4.53	5.42	5.59		4.01	10.30 p. m. to 6.30 a. m.		91.08	128.93	..... CHADWICK .....	16.21	76	36							
4.47	5.36	5.53		3.56	No Office.		95.74	133.59	..... DAGGETTS .....	11.55	70	14							
4.41	5.30	5.48		3.50	No Office.		100.18	138.03	..... BIG CUT .....	7.11	78	3							
4.33	5.22	5.40		3.42		B.C.K.O.R. T.W.Yd.	105.44	143.29	..... SAVANNA TOWER .....	1.85	Yard								
							106.30	144.15	CMStP&P Cross'g (Interlocked)	0.99									
							106.50	144.35	CMStP&P Cross'g (Interlocked)	0.79									
L 4.28	L 5.17	L 5.35		L 3.37	4.30 p. m. to 10.00 p. m. 6.00 a. m. to 8.30 a. m.	B.K.R. W.Yd.	107.3	145.14	..... SAVANNA .....	0.									
Daily	Daily	Daily	Daily Ex. Sunday	Daily															
2:34 41.8	2:27 43.8	2:25 44.4	1:30 33.7	2:35 41.5					..... SCHEDULE TIME .....										
									..... AVERAGE MILES AN HOUR .....										

PASSENGER, EXPRESS AND SILK TRAINS MUST NOT EXCEED 55 MILES AN HOUR BETWEEN SAVANNA AND OREGON, 60 MILES AN HOUR BETWEEN OREGON AND AURORA; WITH MOTOR CARS 50 MILES AN HOUR; R-4, R-5 OR O-1 ENGINES, 40 MILES AN HOUR; STOCK AND MERCHANDISE TRAINS, 45 MILES AN HOUR; OTHER FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

No eastward train order signal at Savanna depot. Conductors and enginemen must have Clearance Form A. First-class trains will register by ticket at Savanna Tower.

Rockford branch trains will register at Rochelle.

No. 44 and 50 will stop at Oregon and Rochelle to discharge revenue passengers from St. Paul or beyond, and at Oregon to receive revenue passengers for Chicago.

Way-freight extra leaves Savanna Yard 5:50 A. M. Tuesday, Thursday and Saturday for Eola.

Way-freight extra leaves Rockford 7:30 P. M. daily, except Sunday, for Rochelle.

Daily St. Paul Mdse. Extra leaves Savanna 7:30 A. M., arrive Aurora 11:50 A. M.

Daily St. Paul Stock and Mdse. Extra leaves Savanna 7:45 P. M., arrive Aurora 12:30 A. M.

SPEED RESTRICTIONS.

Passenger, express and silk trains 50 miles an hour on curve at Polo, and between Stratford and Oregon; 40 miles an hour around curves, Mile Post 93 to Mile Post 96, between Oregon and Honey Creek; 50 miles an hour on curve west of Mile Post 91 east of Chana; 35 miles an hour on curve at C. & N. W. crossing, Rochelle; 50 miles an hour on curve at Steward Jct. and on curve at Mile Post 50 east of Big Rock.

Freight trains 25 miles an hour around curves, Mile Post 93 to Mile Post 96, between Oregon and Honey Creek.

Trains 25 miles an hour through crossovers at Flag Center and Steward Jct.; 10 miles an hour through all other crossovers and turnouts.

Passenger, express and silk trains 35 miles an hour, freight trains 15 miles an hour over C. & N. W. crossing at Rochelle.

# Rockford and Flag Center—Sub-division.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

AURORA DIVISION.

NORTHWARD								Office Closed	Signs	Distance from Flag Center	STATIONS	Distance from Rockford	Capacity of Sidings	Capacity of Other Tracks	SOUTHWARD							
FIRST CLASS															FIRST CLASS							
Daily Ex. Sunday Passenger															Daily Ex. Sunday Passenger							
41								42														
P.M. L 6.45								A.M. A 8.00														
f 6.53								f 7.51														
f 7.01								f 7.42														
s 7.09								s 7.35														
f 7.18								f 7.26														
f 7.20								f 7.24														
A 7.30 P.M.								L 7.15 A.M.														
Daily Ex. Sunday 0:45 30.9								Daily Ex. Sunday 0:45 30.9														
								..... SCHEDULE TIME ..... ..... AVERAGE MILES AN HOUR .....														

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR.

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.  
RULE 318 (B) IN EFFECT.

Way-freight extra will leave Rockford, 7.30 p. m. daily, except Sunday, for Rochelle.

No train order signal at Rockford, conductors and enginemen must have Clearance Form A.  
Between Rockford and Steward Junction trains of the C. M. St. P. & P. Ry. will be governed by the Rules of the C. B. & Q. R. R. Employees of the C. M. St. P. & P. Ry. must have a copy of the C. B. & Q. R. R. Book of Rules and the current Time Table in their possession when on duty.  
Employees will extend the same needed aid and assistance to C. M. St. P. & P. trains as to the trains of the C. B. & Q. R. R.

SPEED RESTRICTIONS.

Passenger trains 20 miles an hour; other trains 15 miles an hour over I. C. Crossings south of Seminary Avenue, Rockford.  
Trains 8 miles an hour over Fifteenth Avenue Crossing, Second Street Crossing, South of I. C. Crossing, Rockford.  
Trains must not exceed 25 miles an hour through City limits of Rockford.

## Oregon and Mt. Morris—Sub-division.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

WESTWARD				Office Closed	Signs	Distance from Oregon	STATIONS	Distance from Mt. Morris	Capacity of Sidings	Capacity of Other Tracks	EASTWARD	
SECOND CLASS											SECOND CLASS	
Daily Ex. Sunday Way Freight											Daily Ex. Sunday Way Freight	
45				46								
P.M. L 2.30				P.M. A 4.25								
A 2.55 P.M.				L 4.00 P.M.								
Daily Ex. Sunday 0:25 16.5				Daily Ex. Sunday 0:25 16								
..... SCHEDULE TIME ..... ..... AVERAGE MILES AN HOUR .....												

TRAINS AND LIGHT ENGINES MUST NOT EXCEED 25 MILES AN HOUR.

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.  
RULES 318 (B) AND 907 IN EFFECT.

No train order signal at Oregon. Conductors and enginemen must have Clearance Form A.  
No. 45 and 46 will carry passengers.

## Mendota and Walnut—Sub-division.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

WESTWARD				Office Closed	Signs	Distance from Mendota	Distance from Chicago	STATIONS	Distance from Walnut	Capacity of Sidings	Capacity of Other Tracks	EASTWARD	
SECOND CLASS		FIRST CLASS										FIRST CLASS	SECOND CLASS
Daily Ex. Monday Tri-City Mds.	Daily Ex. Sunday Passenger	Daily Ex. Monday Tri-City Mds.	Daily Ex. Sunday Passenger									Daily Ex. Sunday Passenger	Daily Ex. Sunday Tri-City Mds.
69	33			34	68								
A.M. L 12.10	P.M. L 7.10			A.M. A 8.20	P.M. A 11.10								
f 7.17			f										
12.30	s 7.25			s 8.06	10.50								
12.40	s 7.33			s 7.58	10.40								
12.55	s 7.43			s 7.50	10.25								
A 1.10 A.M.	A 7.54 P.M.			L 7.38 A.M.	L 10.10 P.M.								
Daily Ex. Monday 1:00 25.7	Daily Ex. Sunday 0:44 35.0			Daily Ex. Sunday 0:42 37.7	Daily Ex. Sunday 1:00 25.7								
..... SCHEDULE TIME ..... ..... AVERAGE MILES AN HOUR .....													

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, WITH "S" ENGINES 40 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
RULES 318 (B) AND 907 IN EFFECT.

No train order signal at Mendota. Conductors and enginemen must have Clearance Form A.  
The normal position of Junction Switch at Walnut is for the Mendota and Denroek line.  
Way freight extra will leave Mendota about 8:20 a. m. daily except Sunday for Walnut; will carry passengers.

SPEED RESTRICTIONS.

Trains 15 miles an hour over I. C. Crossing, Mendota, and Junction Switch at Walnut.

# Burgess Junction and Sterling—Subdivision.

**AURORA DIVISION.**

**TIME TABLE No. 79.**

**EFFECTIVE OCT. 14, 1934.**

WESTWARD								EASTWARD					
SECOND CLASS								SECOND CLASS					
Mon., Wed., Fri. Way Fr'L		Tue., Thur., Sat. Way Fr'L	Office Closed	Signs	Distance from Burgess Jct.	StATIONS	Distance from Sterling	Capacity of Sidings	Capacity of Other Tracks	Tues., Thurs., Sat. Way Fr'L		Mon., Wed., Fri. Way Fr'L	
	<b>89</b>	<b>93</b>								<b>90</b>		<b>94</b>	
	P.M. L 12.30		No Office.	R.Y.	0.	<b>BURGESS JCT</b> . . . . .	58.94	115	95	A 8.10			
	f 12.45		No Office.		5.67	..... <b>BAKER</b> .....	53.27			f 7.50			
	A 1.05 P.M.	P.M. L 12.50		R.W.Y.	11.80	..... <b>EARLVILLE</b> .....	47.14	65		L 7.30 A.M.		A.M. A 10.05	
			No Office.		12.49	..... <b>C. &amp; N. W. Junction</b> .....	46.45						
		s 1.00	No Office.		15.30	..... <b>RADLEY</b> .....	43.64					s 9.45	
		s 1.15	12.00 noon to 1.00 p. m. 5.00 p. m. to 8.00 a. m.		19.54	..... <b>PAW PAW</b> .....	39.40		58			s 9.30	
					22.94	<b>C.M.St.P.&amp;P. Cross'g (Grade)</b>	36.00						
		s 1.40	12.15 p. m. to 1.15 p. m. 5.30 p. m. to 8.30 a. m.		24.93	..... <b>COMPTON</b> .....	34.01		30			s 9.15	
		s 2.00	No Office.		28.10	..... <b>WEST BROOKLYN</b> .....	30.84		31			s 9.00	
		s 2.15	No Office.		32.94	..... <b>SHAWS</b> .....	26.00		18			s 8.45	
		s 2.50	12.00 noon to 1.00 p. m. 5.00 p. m. to 8.00 a. m.	W.	38.05	..... <b>AMBOY</b> .....	20.89		46			s 8.30	
					38.46	..... <b>I. C. Crossing (Grade)</b> .....							
		s 3.10	No Office.		42.81	..... <b>WALTON</b> .....	16.13		16			s 8.05	
		s 3.40	12.00 noon to 1.00 p. m. 4.30 p. m. to 7.30 a. m.		50.04	..... <b>HARMON</b> .....	8.90		43			s 7.50	
					53.32	<b>C.&amp;N.W. Cross'g (Interlocked)</b>	5.62						
			No Office.		54.36	..... <b>STONES</b> .....	4.58		13			s 7.25	
		s 4.00	No Office.	B.C.O.T. W. Yd.	58.27	..... <b>ROCK FALLS</b> .....	0.67	Yard				s 7.15	
					58.64	<b>C.&amp;N.W. Cross'g (Interlocked)</b>							
		A 4.15 P.M.	11.30 a. m. to 12.30 p. m. 5.00 p. m. to 8.00 a. m.	B.K.R. Yd.	58.94	..... <b>STERLING</b> .....	0.	Yard				L 7.00 A.M.	
												Mon. Wed. Friday	
	0:35 20.2	3:25 13.7				..... <b>SCHEDULE TIME</b> .....				0:40 17.7		3:05 15.2	
						..... <b>AVERAGE MILES AN HOUR</b> .....							

**PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR, TRAINS WITH R-4 AND R-5 ENGINES 25 MILES AN HOUR BETWEEN BURGESS JCT. AND STERLING AND MUST NOT EXCEED 6 MILES AN HOUR OVER BRIDGE 26.03 ONE MILE EAST OF AMBOY. O ENGINES 15 MILES AN HOUR BETWEEN PAW PAW AND BURGESS JCT.**

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.**

**RULES 318 (B) AND 907 IN EFFECT.**

No train order signal at Earlville and Sterling. Conductors and Enginemen must have Clearance Form A.  
 Overhead bridges between factory buildings of the International Harvester Company at Rock Falls will not clear a man standing on top of car.  
 The Sterling and Rock Falls Yards extend from the Yard Limit Board east of Rock Falls to the Junction with the C. & N. W. Ry. west of Sterling.  
 Between 7:00 a. m. and 7:00 p. m. trains and engines must stop at Second Street crossing at Rock Falls.  
 Trains must stop before crossing First Avenue, Sterling.  
 Trains going into Earlville will expect to find eastward siding occupied.  
 Trains will approach Burgess Jct. at restricted speed, expecting to find main track occupied.  
 The C. & N. W. main track between Wye switches north of Earlville Tower and C. & N. W. Junction 3130 feet north thereof is used in common by C. B. & Q. and C. & N. W. trains.  
 Southward trains must stop to clear C. & N. W. main track at C. & N. W. Junction and get permission from the Operator at Earlville over the telephone before proceeding.  
 Northward trains will get permission from the Operator at Earlville Tower before entering the C. & N. W. main track, and will also telephone the Operator when clear of C. & N. W. main track at C. & N. W. Junction.  
 Trains in both directions must move at restricted speed in this territory.  
 No. 93 and No. 94 will carry passengers.

**SPEED RESTRICTIONS.**

Passenger trains 25 miles an hour, other trains 15 miles an hour, over C. & N. W. Crossing east of Stones.





## Time Freight and Way Freight Trains—Westward

AURORA DIVISION.

TIME TABLE No. 79.

EFFECTIVE OCTOBER 14, 1934.

STATIONS	Daily Ex. Sunday Way Frt.	Tuesday Thursday Saturday Way Frt.	Daily Omaha Freight	Daily St. Paul Mdse.	Daily Ex. Sunday Burl. Mdse.	Daily Ex. Sat. and Sun. St. Paul Mdse.	Daily Ex. Rockford and Savanna Mdse.	Daily Ex. Sunday Tri City Mdse.	Daily Kansas City Mdse.	Daily Ex. Sunday Iowa Mdse.	Daily Ex. Sunday Illinois Mdse.	Daily St. Paul Mdse.	Daily Denver Mdse.	Daily Ex. Saturday Streator Mdse.						
	91	95	67	97	73	65	83	69	75	61	75a	81	77	85						
CLYDE.....	A.M. 7.00		A.M. 7.50	A.M. 8.20	P.M. 7.15	P.M. 7.20	P.M. 7.45	P.M. 8.30	P.M. 9.00	P.M. 10.00		P.M. 10.00	P.M. 11.00	P.M. 11.30						
CONGRESS PARK.....																				
EOLA.....	A 3.00 P.M.																			
WEST EOLA.....														1.15						
AURORA.....				9.45 A.M.	8.30	A 8.00 P.M.	9.10 P.M.					11.10 P.M.	12.30 A.M.	1.30						
MONTGOMERY.....														A 1.45 A.M.						
MENDOTA.....		L 7.25 A.M.			10.30			A 11.30 P.M.			P.M. 11.30		3.00							
ZEARING.....																				
GALESBURG.....		A 3.25 P.M.	A 1.35 P.M.		A 2.15 A.M.				A 3.00 A.M.	A 3.30 A.M.	A 4.45 A.M.		A 8.00 A.M.							

## Time Freight and Way Freight Trains—Eastward

STATIONS	Daily Stock and St. Paul Mdse.	Daily Ex. Monday Omaha Stock and Meat	Monday Wednesday Friday Way Frt.	Daily Ex. Sunday Way Frt.	Daily Kansas City St. Joe Meat	Daily St. Paul Mdse.	Daily Ex. Sunday Kewanee Zearing Pick Up	Daily Omaha Stock and Meat	Daily Paducah and Kansas City Frt.	Daily Ex. Monday Tri City Mdse.	Daily Ex. Sunday Streator Stock and Mdse.	Daily Omaha Mdse.								
	80	70	96	92	70a	82	76	62	66	68	86	74								
GALESBURG.....		A.M. 6.30	A.M. 6.35		A.M. 8.45		P.M. 4.00	P.M. 9.00	P.M. 9.00			P.M. 11.30								
ZEARING.....					11.00							2.30								
MENDOTA.....			A 2.35 P.M.		11.45		A 10.00 P.M.			A.M. 12.30										
MONTGOMERY.....											P.M. 11.55									
AURORA.....	L 12.30 A.M.				2.30	L 11.50														
WEST EOLA.....											12.15									
EOLA.....				A.M. 8.00																
CONGRESS PARK....	1.30	11.30			3.00	1.30			2.30			6.30								
CLYDE.....	A 2.00 A.M.	A 11.59 A.M.		A 3.45 P.M.	A 3.30 P.M.	A 2.00 P.M.		A 2.00 A.M.	A 3.00 A.M.	A 4.00 A.M.	A 4.30 A.M.	A 7.00 A.M.								

**STOCK, MEAT AND MERCHANDISE TRAINS, 45 MILES AN HOUR; OTHER FREIGHT TRAINS AND LIGHT ENGINES, 35 MILES AN HOUR, EXCEPT BETWEEN NEPONSET AND WYANET, 30 MILES AN HOUR FOR ALL FREIGHT TRAINS.**

Conductors and Enginemen of Westward Savanna line freight trains will receive orders or Clearance Form "A" at West Eola Tower.  
 Downers Grove: Capacity of Siding, North of track one (1), 107 cars.  
 Stock pick up extra leaves Galesburg 4:00 p. m. Mondays, Wednesdays and Thursdays; picks up stock between Galesburg and Mendota.  
 Way-freight extra leaves Eola 8:30 a. m. Tuesday, Thursday and Saturday for Earlville.  
 Way-freight extra leaves Earlville about 11:00 a. m. Monday, Wednesday and Friday for Eola.

**SPEED RESTRICTIONS.**

Trains 25 miles an hour through crossovers at Congress Park, Downers Grove, Eola, West Eola and Aurora; 25 miles an hour through Interlocking Plant at "MS" Tower, Mendota, except eastward, track 1 to track 2, westward, track 3 to track 2, 10 miles an hour, and 10 miles an hour through all other crossovers and turnouts.  
 Freight trains 25 miles an hour over Electric line crossing, Harlem Ave.  
 On track three (3) freight trains 40 miles an hour, from mile post 28 to Belmont.  
 Freight trains 15 miles an hour between North Avenue and Spring Street, Aurora.  
 Freight trains 20 miles an hour over I. C. Crossing, Mendota.  
 Freight trains 10 miles an hour, at Kewanee between West Street and Tremont Street. West Street is the first street east of Block Cabin and Tremont Street is the first street east of passenger depot.  
 Eastward freight trains 30 miles an hour between switches at Wyanet.  
 Trains 35 miles an hour on Track 3 between Galesburg and Wataga.  
 Trains using eastward siding at Kewanee must move at restricted speed, expecting to find cars on new extension east of middle cross-over.  
 Trains using eastward siding at Wyanet, Malden and Bristol must move at restricted speed, expecting to find cars on siding.  
 Trains using westward siding at Bristol, Earlville and Arlington, must move at restricted speed, expecting to find cars on siding.  
 North storage track Wataga not safe for "O" engines beyond a point 600 feet east of Tower.  
 Quarry track at Naperville not safe for engines larger than Class "R5".

CHICAGO DIVISION SPECIAL INSTRUCTIONS.

Master Mechanic.....H. C. Gugler, Chicago  
 Asst. Master Mechanic.....M. J. Brown, Chicago  
 Train Master.....W. J. Meyer, Chicago  
 Asst. Train Master.....T. E. Kidder, Chicago.  
 Supervisor of Signals.....E. Wyley, Chicago.  
 Asst. Supervisor of Signals.....W. F. Giles, Jr., Chicago.

1. Telephones connected direct with nearest interlocking tower for communicating with levermen, are located in boxes on leg of Signal Bridge where "Stop" signals are located.

2. Use of Track. Between Roosevelt Road and Union Avenue Tower there are two main tracks, Nos. 1 and 2, numbered from the north.

No. 1 is a westward and eastward track.  
 No. 2 is a westward and eastward track.

Movement of trains on tracks Nos. 1 and 2 will be governed by signal indications between Roosevelt Road and Union Avenue Tower; if stop signal does not clear trains may proceed on authority of leverman, complying with Rule 509-B.

All movements on Wye tracks connecting with Pennsylvania tracks and located in the vicinity of Canal Street will be made at restricted speed and be governed by signal indications.

Between Union Avenue Tower and Kedzie Tower there are three main tracks, Nos. 1, 2, 3, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward and westward track.

On track No. 1, Rules D-251, D-252, D-254, and Automatic Block System Rules in effect.

Movements of trains on tracks Nos. 2 and 3 will be governed by signal indications between Union Avenue Tower and Kedzie Tower; if stop signal does not clear, trains may proceed on authority of leverman complying with Rule 509-B.

Between Kedzie Tower and Cicero Tower there are four main tracks, Nos. 1, 2, 3, 4, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward and westward track.  
 No. 4 is an eastward and westward track.

On track No. 1, Rules D-251, D-252, D-254, and Automatic Block System Rules in effect.

Movement of trains on tracks Nos. 2, 3 and 4 will be governed by signal indications between Kedzie Tower and Cicero Tower; if stop signal does not clear, trains may proceed on authority of leverman complying with Rule 509-B.

Between Cicero Tower and La Vergne Tower there are three main tracks, Nos. 1, 2, 3, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward track.

On tracks Nos. 1 and 3, Rules D-251, D-252, D-254, and Automatic Block System Rules in effect.

Movement of trains on track No. 2 will be governed by signal indications between Cicero Tower and La Vergne Tower; if stop signal does not clear trains may proceed on authority of leverman, complying with Rule 509-B.

Between La Vergne and Downers Grove there are three main tracks—Nos. 1, 2 and 3, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward track.

On tracks 1 and 3 Rules D-251, D-252, D-254 and automatic block system rules in effect.

On track 2 between La Vergne and Downers Grove, movement of trains will be governed by signal indications controlled by operators at La Vergne, Congress Park and Downers Grove towers, on instructions from the dispatcher. Automatic Block System Rules in effect.

Between Downers Grove and Eola there are three main tracks—Nos. 1, 2 and 3, numbered from the north.

No. 1 is an eastward and westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward track.

On track 3 Rules D-251, D-252, D-254 and automatic block system rules in effect.

On tracks 1 and 2 between Downers Grove and Eola, movement of trains will be governed by signal indications controlled by operators at Downers Grove tower and Eola tower, on instructions from the dispatcher. Automatic Block System Rules in effect.

3. Recall Signal: Rule 14 will govern between Roosevelt Road and Eola as follows:

Track No. 1—Rule E—5 long blasts; flagman return from the east.  
 Track No. 1—Rule E—1 short, 5 long blasts; flagman return from the west.  
 Track No. 2—Rule D—4 long blasts; flagman return from the west.  
 Track No. 2—Rule D—1 short, 4 long blasts; flagman return from the east.  
 Track No. 3—Rule R—5 long, 1 short blasts; flagman return from the east.  
 Track No. 3—Rule R—1 short, 5 long, 1 short blasts; flagman return from the west.  
 Track No. 4—Rule S—4 long, 1 short blasts; flagman return from the west.  
 Track No. 4—Rule S—1 short, 4 long, 1 short; flagman return from the east.

4. Speed Restrictions. Trains approaching a distant signal at a restricting indication must at once reduce speed and move at restricted speed until home signal can be seen at proceed.

Trains and light engines must not exceed a speed of fifty miles an hour over all main tracks between La Vergne M. P. 9.08 and Union Avenue M. P. 1.79, and must observe further speed restrictions at specific locations as noted below.

Passenger trains must not exceed 25 miles an hour, and freight trains 20 miles an hour, over curves of main tracks Nos. 1 and 2 between Canal Street Viaduct and a point 1,000 feet east thereof.

Trains and light engines must not exceed 25 miles an hour through crossover from track No. 1 to No. 2, located 500 feet east of Union Avenue and crossover No. 110 from track No. 1 to track No. 2 at Union Avenue.

Trains and light engines must not exceed 35 miles an hour on main track No. 3 between Ashland Avenue and Western Avenue Station.

Trains must not exceed 25 miles an hour through turnout track No. 1 to track No. 2 westward, track 3 to 2, track 4 to 3 eastward at Kedzie Avenue Tower.

Trains must not exceed 10 miles an hour through crossover east of Cicero Avenue.

Trains must not exceed 25 miles an hour through crossovers west of Cicero Avenue except through switch No. 27, located 450 feet west of Cicero Avenue as follows:

**Movements Westward**  
 From track No. 2 to track No. 2 — 50 miles an hour.  
 From track No. 3 to track No. 2 — 35 miles an hour.

**Movements Eastward**  
 From track No. 2 to track No. 2 — 50 miles an hour.  
 From track No. 2 to track No. 3 — 35 miles an hour.

Scale test car must be handled just ahead of waycar with air hose coupled so train can be stopped by conductor from waycar if necessary.

Handling United States Mail. When a train running on track 2 between La Vergne and Downers Grove handles mail it must stop so it can be safely handled.

Passenger trains when handled by class "B" or S-4 engines on which drivers have been blocked up must not exceed forty miles an hour.

Freight trains handled by class "M" or O-5 engines with drivers blocked up must not exceed thirty miles an hour.

5. In Chicago no cars or engines must be allowed to block any street longer than 5 minutes. Enginemen will keep cylinder cocks closed and ring the bell when engines are in motion in city. Enginemen must not sound whistle except in cases of emergency nor allow engines to blow off steam while passing under viaducts. (City Ordinances).

6. Eastward trains and engines enroute to the Stock Yards or Western Avenue Yard, must stop to clear the wye switch at Rockwell Street and be governed by signal to proceed by the Switchtender located on the ground near Rockwell Street, with yellow flag by day, yellow light by night.

Westward trains and engines enroute from the Stock Yards or out of Western Avenue Yard, must stop to clear junction switch located just east of Rockwell Street and be governed by signal to proceed given by the Switchtender located on ground near Rockwell Street, with yellow flag by day, yellow light by night.

Trains and engines must not exceed 12 miles an hour over approaches and bridge 3.99-A, located just east of Rockwell Street (Rockwell Street-West Lumber Connection Bridge).

7. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

8. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

9. Operators handling switches under Rule 951 are responsible for the position of the switches and the return to normal position after having been used.

MEDICAL AND SURGICAL DEPARTMENTS.

Location of Company Medical Examiners, Surgeons and Oculists.

Aurora.....Dr. J. O. MURPHY.....Division Surgeon and Examiner.  
 Aurora.....Dr. H. A. BRENNECKE.....Local Surgeon.  
 Aurora.....Dr. J. W. DREYER.....Local Surgeon.  
 Aurora.....Dr. D. J. EVANS.....Oculist.  
 Berwyn.....Dr. V. R. STEPHENS.....Local Surgeon.  
 Buda.....Dr. A. G. EVERHART.....Local Surgeon.  
 Chicago.....Dr. O. H. HORRALL.....Division Surgeon and Examiner.  
 Chicago.....Dr. R. B. KEPNER.....Division Surgeon and Examiner.  
 Chicago.....Dr. S. R. GIFFORD.....Oculist.  
 Western Avenue.....Dr. J. B. JACK.....Division Surgeon and Examiner.  
 Morton Park.....Dr. C. J. TIERNEY.....Local Surgeon.  
 Downers Grove.....Dr. W. W. GOURLEY.....Local Surgeon.  
 Downers Grove.....Dr. GLEN G. EHRLER.....Local Surgeon.

Downers Grove.....Dr. GORDON R. SWANSON.....Local Surgeon.  
 Earlville.....Dr. EDWARD H. RAYSON.....Local Surgeon.  
 Galesburg.....Dr. E. T. P. ZESSIN.....Division Surgeon and Examiner.  
 Galesburg.....Dr. C. A. FINLEY.....Local Surgeon.  
 Galesburg.....Dr. B. V. McCLANAHAN.....Local Surgeon.  
 Galesburg.....Dr. R. C. MATHENY.....Oculist.  
 Galva.....Dr. J. M. ALFORD.....Local Surgeon.  
 Hinckley.....Dr. A. L. KEYES.....Local Surgeon.  
 Kewanee.....Dr. JOHN H. OLIVER.....Local Surgeon.  
 Kewanee.....Dr. C. PAUL WHITE.....Local Surgeon.  
 La Grange.....Dr. J. C. CLARKE.....Local Surgeon.  
 La Salle.....Dr. O. BALENSIEFER.....Local Surgeon.  
 Mendota.....Dr. EDGAR C. COOK.....Surgeon and Examiner.

Onelda.....Dr. R. J. BEDFORD.....Local Surgeon.  
 Oregon.....Dr. L. E. SCHNEIDER.....Local Surgeon.  
 Ottawa.....Dr. A. J. ROBERTS.....Local Surgeon.  
 Plano.....Dr. A. E. LORD.....Local Surgeon.  
 Princeton.....Dr. O. J. FLINT.....Local Surgeon.  
 Prophetstown.....Dr. S. B. GOFF.....Local Surgeon.  
 Rochelle.....Dr. W. E. KITTLER.....Local Surgeon.  
 Rockford.....Dr. S. C. ANDRUS.....Local Surgeon.  
 Savanna.....Dr. J. B. SCHREITER.....Local Surgeon.  
 Shabbona.....Dr. E. J. BREWER.....Local Surgeon.  
 Spring Valley.....Dr. R. E. MILTENBERGER.....Local Surgeon.  
 Sterling.....Dr. C. G. BEARD.....Surgeon and Examiner.  
 Streator.....Dr. ROY SEXTON.....Local Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company surgeon should be summoned by the officer or employee of highest rank present. In cases of emergency when the attendance of the Company surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

D. B. MOSS, M. D.  
 Chief Medical Officer, Chicago.

**AURORA DIVISION SPECIAL INSTRUCTIONS.**

Trainmaster, W. J. Meyer and Assistant Trainmaster T. E. Kidder, Chicago, have charge of trainmen between Chicago and Aurora.

Master Mechanic..... H. C. Gugler, Chicago  
 Asst. Master Mechanic..... M. J. Brown, Chicago  
 Road Foreman..... J. S. Ford, Aurora  
 Road Foreman..... W. O. Milar, Aurora  
 Trainmaster..... E. P. Stine, Aurora  
 Chief Dispatcher..... A. J. Abrahamson, Aurora  
 Night Chief Dispatcher..... Paige Miller, Aurora

**DISPATCHERS—Aurora**

T. F. O'Connor J. E. Lies J. L. O'Connor W. W. Hull  
 F. E. Patelsky E. E. Olson E. W. Montgomery A. J. Boyle

1. Where manual block system rules are in effect as indicated in foot notes, light engines, mail and express trains will be handled the same as passenger trains.

"Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except in automatic signal territory, or where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise dispatcher when no passengers or caretakers on their train."

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before he can again occupy main track.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

**2. Recall Signals.**

"In three-track territory the following recall whistle signals will govern:  
 Track No. 1, five long.  
 Track No. 3, four long.  
 Track No. 2 from the east, five long, one short.  
 Track No. 2 from the west, four long, one short."

3. Use of Track. Between Eola and Aurora there are three main tracks—Nos. 1, 2 and 3, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward track.

Movement of trains on tracks 1, 2 and 3 between Eola and North Avenue, Aurora, in either direction, will be governed by signal indications at Eola, West Eola and Aurora Tower. Automatic block system rules in effect.

Between North Avenue, Aurora and Wataga Tower, there are two main tracks used as double track. Rules D-251, D-252, D-254, D-261, D-262, D-263, D-264 and automatic block system rules in effect.

Cross-over movements will be governed by signal indications at Aurora, Montgomery, Bristol, Somonauk, Earlville tower, MS Tower Mendota, IC Tower Mendota, Zearing, Princeton, Buda, Kewanee, Galva and Wataga. Cross-over movements at other stations will be authorized by train order Form D-R and a copy of order will be delivered to train at end of reverse movement unless movement is controlled by signal indication, both tracks are protected against the current of traffic with automatic signals.

Reverse movements on main tracks through Mendota Yard are governed by restricted speed signals at IC and MS Towers.

Between Wataga Tower and Galesburg, there are three main tracks, Nos. 1, 2 and 3, numbered from the north.

No. 1 is a westward track.  
 No. 2 is an eastward and westward track.  
 No. 3 is an eastward track.

On tracks Nos. 1 and 3, Rules D-251, D-252, D-254 and automatic block system rules in effect.

On track 2 trains will be governed by signal indications controlled by Operators at Wataga Tower and Seminary Street Tower, Galesburg, on instructions from Dispatcher. Automatic block system rules in effect.

The territory, North Avenue, Aurora to Wataga Tower, where Rules D-261 to D-264 inclusive are in effect, the following instructions will govern movement of trains both with and against the current of traffic in case signals located at cross-over points cannot be cleared.

Operators must first make inspection of switches within limits of cross-over signals and determine if possible cause for inability to clear proper signal. They will then report to Dispatcher stating that they had made an inspection of switches and their finding. The Dispatcher may then instruct Operator to advance the train and Operator will deliver to the train as required by Rule D-262 and D-263 the following form of train order:

"Proceed on ——— track complying with Rule 509-B."

Before issuing this order Dispatcher must know that track upon which train is to be moved has been cleared of opposing trains. This order must be put out at the point where signals are affected and delivered to the train to which it is addressed only at that point.

This does not in any way relieve Operators from necessity of proper operation and use of the check lock system which is now in effect.

Double track between Steward Junction and Flag Center.

Automatic block system rules in effect between Aurora and Savanna.

In Centralized traffic control territory between Steward Jct. and Flag Center, signals will govern the use of blocks and movement over controlled switches, and, unless otherwise provided, their indications supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

When a train is stopped by a stop signal it must stay until authorized to proceed. Or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued Proceed complying with Rule 509-B.

4. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgement of the signal, sound two long blasts of the whistle, as provided in Rule 14(b).

5. Between Aurora and Galesburg where signals protecting switches operated by remote control are in Stop position, train or enginemen will promptly communicate with operator, and when so instructed may proceed by stop signal, first examining switches and derails, assuring themselves that they are in proper position.

**6. Speed Restrictions.**

Trains approaching a distant signal at a restricting indication must at once reduce speed and move at restricted speed until home signal can be seen at proceed.

Enginemen handling light engines must approach all hazardous road crossings where view is obstructed, prepared to stop.

Trains handling clam-shells 25 miles an hour on main line and 20 miles an hour on branches. The boom must be taken down and the boom end towards the rear.

Trains handling steam derricks between La Vergne and Galesburg, Aurora and Savanna Yard 30 miles an hour and 20 miles an hour on branch lines.

Trains handling pile drivers between La Vergne and Galesburg and Aurora and Savanna Tower 30 miles an hour, and 20 miles an hour on branch lines.

The toggle on Bucyrus pile drivers must be taken down when moved in trains.

Trains handling scale test cars between La Vergne and Galesburg and Aurora and Savanna Tower 25 miles an hour, and 20 miles an hour on branch lines.

Scale test car must be handled just ahead of way car with air hose coupled so train can be stopped by Conductor from way car if necessary.

Trains handling loaded tank cars 20 miles an hour on following sub-divisions: Montgomery and Streator, Mendota and Denrock, Streator and Walnut. 18 miles

an hour, Burgess Jet. and Sterling, 15 miles an hour, Oregon and Mt. Morris, Aurora and West Chicago, Aurora and West Batavia.

Passenger trains handling Motor Cars dead in train, must not exceed 60 miles an hour with 275 H. P. Motor Cars, and 65 miles an hour with 400 H. P. Motor Cars.

Passenger trains when handled by class "B" or S-4 engines on which drivers have been blocked up must not exceed forty miles an hour.

Freight trains handled by class "M" or O-5 engines with drivers blocked up must not exceed thirty miles an hour.

7. Westward freight trains on westward track receiving Stop indication at first signal east of Princeton depot will stop back to clear east switch of westward siding and will call operator at Princeton on telephone for instructions.

8. Spring Switches are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Trains must not exceed 25 miles an hour over spring switches in facing point movement. For trailing moves through spring switches the speed designated in time table foot notes will not be exceeded. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

9. Operators handling switches under Rule 951 are responsible for the position of the switches and the return to normal position after having been used.

10. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineer.

11. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

12. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

13. Train Order Signals. At Eola there are two eastward train order signals located on bracket poles. Outside signal as seen from approaching eastward trains govern trains on track 3. Inside signal govern trains on tracks 1 and 2.

14. Freight Trains have no class or Time Table authority and will not display classification signals between La Vergne and Galesburg.

15. C. R. I. & P. crossing west of Peru is protected with automatic interlocking signals.

Normal indication of home signal is stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, train may proceed over crossing under protection.

**16. Speed of Trains:**

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	40.....	1	30
10.....	6	0	45.....	1	20
15.....	4	0	50.....	1	12
20.....	3	0	55.....	1	5
25.....	2	24	60.....	1	0
30.....	2	0	65.....	0	55
35.....	1	43	70.....	0	51

**W. F. THIEHOFF,**  
General Manager, Chicago.

**J. C. ROTH,**  
General Superintendent Transportation, Chicago.

**L. C. TWYMAN,**  
Assistant Superintendent Transportation, Chicago.

**C. D. PECKENPAUGH,**  
General Superintendent, Galesburg.

**S. L. FEE,**  
Superintendent Aurora Division, Aurora.

**J. L. MULROY,**  
Assistant Superintendent Aurora Division, Aurora.

**J. P. FALK,**  
Superintendent Chicago Division, Chicago.

**H. E. RUGGLES,**  
Assistant Superintendent Chicago Division, Chicago.

10-14-34  
Milo Hrubant; Engr  
Aur. Div.  
808 Talma St.  
Aurora, Ill. 60505

10-14-34

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