

SURGEONS AND PHYSICIANS

Aurora.....	Dr. J. O. MURPHY.....	Surgeon and Examiner.
Aurora.....	Dr. J. W. DREYER.....	Surgeon.
Aurora.....	Dr. E. S. DENNEY.....	Surgeon.
Aurora.....	Dr. W. H. MILBACHER.....	Surgeon.
Aurora.....	Dr. E. E. MEISTER.....	Eye Specialist.
Berwyn.....	Dr. R. W. POBORSKY.....	Surgeon.
Berwyn.....	Dr. V. R. STEPHENS.....	Surgeon.
Buda.....	Dr. A. G. EVERHART.....	Surgeon.
Chicago.....	Dr. K. L. ROPER.....	Eye Specialist.
Chicago.....	Dr. N. G. PARRY.....	Surgeon.
Chicago.....	Dr. M. M. CORBETT.....	Surgeon.
Chicago.....	Dr. M. S. CORBETT.....	Surgeon.
Western Avenue.....	Dr. L. PERTT.....	Surgeon and Examiner.
Downers Grove.....	Dr. G. G. EHRLER.....	Surgeon.
Downers Grove.....	Dr. G. R. SWANSON.....	Surgeon.
Earlville.....	Dr. E. H. RAYSON.....	Surgeon.
Galesburg.....	Dr. E. T. P. ZESSIN.....	Medical Examiner.
Galesburg.....	Dr. B. V. McCLANAHAN.....	Surgeon.
Galesburg.....	Dr. S. M. HANAUER.....	Surgeon.
Galesburg.....	Dr. G. C. KLEIN.....	Eye Specialist.
Galva.....	Dr. J. M. ALFORD.....	Surgeon.
Hinckley.....	Dr. A. L. KEYES.....	Surgeon.
Hinsdale.....	Dr. L. C. CLOWES.....	Surgeon.
Kewanee.....	Dr. C. P. WHITE.....	Surgeon.
La Grange.....	Dr. C. T. CARR.....	Surgeon.
La Grange.....	Dr. J. C. CLARKE.....	Surgeon.
La Salle.....	Dr. O. BALENSIEFER.....	Surgeon.
Mendota.....	Dr. E. C. COOK.....	Surgeon and Examiner.
Morrison.....	Dr. I. VANDERMYDE.....	Surgeon.
Oneida.....	Dr. R. J. BEDFORD.....	Surgeon.
Oregon.....	Dr. L. WARMOLTS.....	Surgeon.
Ottawa.....	Dr. A. J. ROBERTS.....	Surgeon.
Princeton.....	Dr. O. J. FLINT.....	Surgeon.
Riverside.....	Dr. R. W. POBORSKY.....	Surgeon.
Rochelle.....	Dr. A. R. BOGUE.....	Surgeon.
Rockford.....	Dr. W. G. VAN de STEEG.....	Surgeon.
Savanna.....	Dr. J. B. SCHREITER.....	Surgeon and Examiner.
Sterling.....	Dr. C. G. BEARD.....	Surgeon and Examiner.
Streator.....	Dr. F. W. MUNSON.....	Surgeon and Examiner.
Streator.....	Dr. D. O. CONLEY.....	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 employe of highest rank present.

In case 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. 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.

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.

Dr. O. H. HORRALL,
Chief Surgeon,
Chicago, Illinois

Dr. R. B. KEPNER,
Chief Medical Officer,
Chicago, Illinois

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE CHICAGO AND AURORA DIVISIONS OF THE EASTERN DISTRICT No. 28

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, APRIL 24, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS					Signs	Distance from Chicago	STATIONS	Distance from Aurora	Office Open	FIRST CLASS					
Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger						Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Passenger
7	201	203	101	103						105	205	21	107	109	9
A.M. L 12.15	A.M. L 12.30	A.M. L 4.35	A.M. L 5.25	A.M. L 5.40						A.M. L 6.10	A.M. L 7.10	A.M. L 8.15	A.M. L 8.20	A.M. L 8.40	A.M. L 9.00
			s 5.30	s 5.45	B.K.R.	0.	CHICAGO UNION STATION	37.76	Continuous						
			s 5.34	s 5.49	Y.	1.72	... HALSTED STREET ...	36.04		s 6.15	s 7.15		s 8.25	s 8.45	
					B.C.K. T.W.Y.Yd.	3.72	... WESTERN AVENUE ...	34.04		s 6.19	s 7.19		s 8.29	s 8.49	
			s 5.39	s 5.54	O.W.Yd.	6.88	... CICERO ...	30.88	Continuous	s 6.24	s 7.24			s 8.54	
			s 5.41	s 5.56	B.	7.46	... MORTON PARK ...	30.30		s 6.26	s 7.26			s 8.56	
			s 5.43	s 5.58	B.C.K. T.W.Yd.	8.47	... CLYDE ...	29.29		s 6.28	s 7.28			s 8.58	
12.29			s 5.45	s 6.00		9.03	... LA VERGNE ...	28.73	Continuous	s 6.30	s 7.30	8.26		s 9.00	9.14
	s 12.50	s 5.00	s 5.47	s 6.02		9.57	... BERWYN ...	28.19		s 6.32	s 7.32		s 8.37	s 9.02	
			s 5.49	s 6.04		10.05	... HARLEM AVENUE ...	27.71		s 6.34	s 7.34			s 9.04	
		s 5.06	s 5.51	s 6.06		11.01	... RIVERSIDE ...	26.75		s 6.36	s 7.36		s 8.40	s 9.06	
			s 5.53	s 6.08		11.74	... HOLLYWOOD ...	26.02		s 6.38	s 7.38			s 9.08	
	s 12.57	s 5.12	s 5.55	s 6.10		12.27	... BROOKFIELD ...	25.49		s 6.40	s 7.40		s 8.44	s 9.10	
			s 5.57	s 6.12		13.02	... CONGRESS PARK ...	24.74	Continuous	s 6.42	s 7.42			s 9.12	
	s 1.05	s 5.25	s 5.59	s 6.14		13.75	... LA GRANGE ...	24.01		s 6.44	s 7.44		s 8.47	s 9.14	
			s 6.01	s 6.16		14.14	... STONE AVENUE ...	23.62		s 6.46	s 7.46		s 8.49	s 9.16	
	s 1.10	s 5.31	s 6.04	s 6.19		15.38	... WESTERN SPRINGS ...	22.38		s 6.49	s 7.49		s 8.52	s 9.19	
			s 6.06	s 6.21		16.30	... HIGHLANDS ...	21.46		s 6.51	s 7.51			s 9.21	
		s 5.40	s 6.08	s 6.23		16.83	... HINSDALE ...	20.93		s 6.53	s 7.53		s 8.56	s 9.23	
			s 6.10	s 6.25		17.76	... WEST HINSDALE ...	20.00		s 6.55	s 7.55			s 9.25	
		s 5.45	s 6.12	s 6.27		18.24	... CLARENDON HILLS ...	19.52		s 6.57	s 7.57			s 9.27	
		s 5.50	s 6.15	s 6.30		19.40	... WESTMONT ...	18.36		s 7.00	s 7.59		s 9.01	s 9.30	
			s 6.17	s 6.32		20.30	... FAIRVIEW AVENUE ...	17.46		s 7.02	s 8.01			s 9.32	
12.43	s 1.25	s 5.58	A 6.20	A 6.35	B.K.T.W.	21.12	... DOWNERS GROVE ...	16.64	Continuous	A 7.05	s 8.03	8.35	A 9.05	A 9.35	9.28
	s 1.28	s 6.01				22.56	... BELMONT ...	15.20			s 8.06				
	s 1.32	s 6.05				24.40	... LISLE ...	13.36			s 8.10				
	s 1.39	s 6.15				28.44	... NAPERVILLE ...	9.32			s 8.16				
		s 6.22			W.Yd.	33.42	... EOLA ...	4.34	Continuous		f 8.23				
					C.W.Yd.	35.27	... WEST EOLA ...	2.49	Continuous						
s 1.01	A 1.55	A 6.30			B.C.K.O. T.W.Yd.	37.76	... AURORA ...	0.	Continuous	A 8.30	A 8.49				s 9.46
	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Sat. and Sunday only					Daily Ex. Sat. and Sunday	Daily	Daily	Daily Ex. Sat. and Sunday	Sat. and Sunday only	Daily
0:46 49.2	1:25 28.6	1:55 19.7	0:55 23.1	0:55 23.1			... SCHEDULE TIME ...			0:55 23.1	1:20 28.4	0:34 66.6	0:45 28.2	0:55 23.1	0:46 49.2
... AVERAGE MILES AN HOUR ...															

Conductors and enginemen leaving Chicago Union Station must have Clearance Form A.

Conductors and enginemen in westward road movement starting out of 14th Street Coach Yard Chicago (not Chicago Union Station) or Rockwell Street must receive Clearance Form A at Morton Park Yard Office.

Conductors and enginemen of westward freight trains must receive Clearance Form A at Morton Park Yard Office.

Enginemen of light engines in westward road movement must receive Clearance Form A at La Vergne Tower.

Conductors and enginemen of westward freight trains to Aurora-Savanna Subdivision must receive Clearance Form A at West Eola Tower.

Conductors and enginemen of trains originating at West Eola must have Clearance Form A.

New Year's, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas suburban trains will run on Sunday schedule except Nos. 214 and 223 will run. Through trains will stop as per Sunday schedule.

Downers Grove: Capacity of siding, north of track No. 1, 75 cars.

Nos. 201 and 205 will stop at 14th Street Coach Yard to receive Company employees.

No. 201 will stop at Clyde on signal to receive Company employees.

No. 203 will stop at Clyde on signal to receive passengers for Belmont or beyond.

No. 203 will stop at Western-Austin M.P. 35.61 to discharge passengers.

No. 21 will stop at Aurora to receive revenue passengers.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS					
Daily Ex. Sat. and Sunday Passenger	Daily Ex. Saturday Passenger	Saturday only Passenger	Saturday only Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Sunday only Passenger				Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Saturday only Passenger	Saturday only Passenger	Saturday only Passenger	
111	207	113	209	115	19	117				211	213	215	119	217	
A.M. 9:10	A.M. 10:10	A.M. 10:10	A.M. 11:15	A.M. 11:20	A.M. 11:30	A.M. 11:40	0.	CHICAGO UNION STATION	37.76	A.M. 11:45	A.M. 11:50	P.M. 12:15	P.M. 12:20	P.M. 12:25	
s 9:15	s 10:15	s 10:15	s 11:20	s 11:25		s 11:45	1.72	HALSTED STREET	36.04			s 12:20	s 12:25		
s 9:19	s 10:19	s 10:19	s 11:24	s 11:29		s 11:49	3.72	WESTERN AVENUE	34.04		s 11:58	s 12:24	s 12:29		
s 9:24	s 10:24	s 10:24	s 11:29	s 11:34		s 11:54	6.88	CICERO	30.88				s 12:34		
s 9:26	s 10:26	s 10:26		s 11:36		s 11:56	7.46	MORTON PARK	30.30						
s 9:28	s 10:28	s 10:28		s 11:38		s 11:58	8.47	CLYDE	29.29				s 12:37		
s 9:30	s 10:30	s 10:30		s 11:40	11:42	s 11:59	9.03	LA VERGNE	28.73				s 12:39		
s 9:32	s 10:32	s 10:32		s 11:42		s 12:02	9.57	BERWYN	28.19	P.M. 12:03	P.M. 12:06		s 12:41	s 12:43	
s 9:34	s 10:34	s 10:34		s 11:44		s 12:04	10.05	HARLEM AVENUE	27.71				s 12:43		
s 9:36	s 10:36	s 10:36	s 11:36	s 11:46		s 12:06	11.01	RIVERSIDE	26.75	s 12:07	s 12:09		s 12:45	s 12:47	
s 9:38	s 10:38	s 10:38		s 11:48		s 12:08	11.74	HOLLYWOOD	26.02				s 12:47		
s 9:40	s 10:40	s 10:40		s 11:50		s 12:10	12.27	BROOKFIELD	25.49	s 12:11	s 12:13		s 12:49	s 12:51	
s 9:42	s 10:42	s 10:42		s 11:52		s 12:12	13.02	CONGRESS PARK	24.74				s 12:51		
s 9:44	s 10:44	s 10:44	s 11:42	s 11:54		s 12:14	13.75	LA GRANGE	24.01	s 12:18	s 12:16	s 12:39		s 12:58	
s 9:46	s 10:46	s 10:46	s 11:44	s 11:56		s 12:16	14.14	STONE AVENUE	23.62		s 12:18	s 12:41			
s 9:49	s 10:49	s 10:49		s 11:59		s 12:19	15.38	WESTERN SPRINGS	22.38	s 12:22	s 12:21		s 12:56	s 1:02	
s 9:51	s 10:51	s 10:51		s 12:01		s 12:21	16.30	HIGHLANDS	21.46			s 12:45			
s 9:53	s 10:53	s 10:53	s 11:49	s 12:03		s 12:23	16.83	HINSDALE	20.93	s 12:27	s 12:24	s 12:47		s 1:07	
s 9:55	s 10:55	s 10:55		s 12:05		s 12:25	17.76	WEST HINSDALE	20.00				s 1:01		
s 9:57	s 10:57	s 10:57		s 12:07		s 12:27	18.24	CLARENDON HILLS	19.52	s 12:31			s 1:03	s 1:11	
s 10:00	s 10:59	s 11:00		s 12:10		s 12:30	19.40	WESTMONT	18.36	s 12:34	s 12:28		s 1:05	s 1:14	
s 10:02	s 11:01	s 11:02		s 12:12		s 12:32	20.30	FAIRVIEW AVENUE	17.46				s 1:07		
A 10:05	s 11:03	A 11:05	s 11:56	A 12:15	11:52	A 12:35	21.12	DOWNERS GROVE	16.64	s 12:40	s 12:32	s 12:55	A 1:10	s 1:20	
	s 11:06		s 11:59				22.56	BELMONT	15.20	s 12:43	s 12:35	s 12:58		s 1:23	
	s 11:10		s 12:04				24.40	LISLE	13.36	s 12:47	s 12:39	s 1:02		s 1:27	
	s 11:16		s 12:11				28.44	NAPERVILLE	9.32	s 12:55	s 12:45	s 1:09		s 1:35	
	f 11:23		f 12:18				33.42	EOLA	4.34	f 1:02		f 1:16		f 1:42	
							35.27	WEST EOLA	2.49						
	A 11:30		A 12:26		P.M. 12:07		37.76	AURORA	0.	A 1:10	A 12:58	A 1:24		A 1:50	
	A.M.		P.M.		P.M.					P.M.	P.M.	P.M.		P.M.	
Daily Ex. Sat. and Sunday	Daily Ex. Saturday	Saturday only	Saturday only	Daily Ex. Sunday	Daily	Sunday only				Daily Ex. Sat. and Sunday	Saturday only	Saturday only	Saturday only	Saturday only	
0:55 23.1	1:20 28.4	0:55 23.1	1:11 31.9	0:55 23.1	0:37 61.2	0:55 23.1				1:25 26.6	1:08 33.3	1:09 32.8	0:50 25.3	1:25 26.6	
								SCHEDULE TIME							
								AVERAGE MILES AN HOUR							

No. 211 will stop at Clyde on signal to receive Company employes for Aurora.
 No. 211 will stop at Western-Austin M.P. 35.61 to discharge passengers.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS				
Daily Passenger	Daily Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger				Daily Ex. Sunday Passenger	Sunday only Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger
11	49	219	121	221	123	125				223	127	129	225	17
P.M. 12.45	P.M. 1.00	P.M. 1.05	P.M. 1.10	P.M. 1.45	P.M. 2.10	P.M. 2.25	0.	CHICAGO UNION STATION	37.76	P.M. 2.40	P.M. 3.05	P.M. 3.28	P.M. 3.28	P.M. 3.30
		§ 1.10	§ 1.15	§ 1.50	§ 2.15	§ 2.30	1.72	..... HALSTED STREET	36.04	§ 2.45	§ 3.10	§ 3.33	§ 3.33	
		§ 1.14	§ 1.19	§ 1.54	§ 2.19	§ 2.34	3.72	..... WESTERN AVENUE	34.04	§ 2.49	§ 3.14	§ 3.37	§ 3.37	
		§ 1.19	§ 1.24		§ 2.24	§ 2.39	6.88	..... CICERO	30.88		§ 3.19	§ 3.43	§ 3.43	
		§ 1.21	§ 1.26		§ 2.26	§ 2.41	7.46	..... MORTON PARK	30.30		§ 3.21	§ 3.45	§ 3.45	
		§ 1.23	§ 1.28		§ 2.28	§ 2.43	8.47	..... CLYDE	29.29		§ 3.23	§ 3.47	§ 3.47	
12.57	1.12	§ 1.25	§ 1.30		§ 2.30	§ 2.45	9.03	..... LA VERGNE	28.73		§ 3.25			3.42
		§ 1.27	§ 1.32	§ 2.03	§ 2.32	§ 2.47	9.57	..... BERWYN	28.19	§ 2.57	§ 3.27			
		§ 1.29	§ 1.34	§ 2.05	§ 2.34	§ 2.49	10.05	..... HARLEM AVENUE	27.71		§ 3.29			
		§ 1.31	§ 1.36	§ 2.07	§ 2.36	§ 2.51	11.01	..... RIVERSIDE	26.75	§ 3.00	§ 3.31	§ 3.52	§ 3.52	
		§ 1.33	§ 1.38	§ 2.09	§ 2.38	§ 2.53	11.74	..... HOLLYWOOD	26.02		§ 3.33			
		§ 1.35	§ 1.40	§ 2.11	§ 2.40	§ 2.55	12.27	..... BROOKFIELD	25.49	§ 3.03	§ 3.35			
		§ 1.37	§ 1.42	§ 2.13	§ 2.42	§ 2.57	13.02	..... CONGRESS PARK	24.74		§ 3.37			
		§ 1.39	§ 1.44	§ 2.15	§ 2.44	§ 2.59	13.75	..... LA GRANGE	24.01	§ 3.07	§ 3.39	§ 3.57	§ 3.57	
		§ 1.41	§ 1.46	§ 2.17	§ 2.46	§ 3.01	14.14	..... STONE AVENUE	23.62	§ 3.09	§ 3.41	§ 3.59	§ 3.59	
		§ 1.44	§ 1.49	§ 2.20	§ 2.49	§ 3.04	15.38	..... WESTERN SPRINGS	22.38	§ 3.12	§ 3.44	§ 4.02	§ 4.02	
		§ 1.46	§ 1.51	§ 2.22	§ 2.51	§ 3.06	16.30	..... HIGHLANDS	21.46		§ 3.46			
		§ 1.48	§ 1.53	§ 2.24	§ 2.53	§ 3.08	16.83	..... HINSDALE	20.93	§ 3.16	§ 3.48	§ 4.06	§ 4.06	
		§ 1.50	§ 1.55	§ 2.26	§ 2.55	§ 3.10	17.76	..... WEST HINSDALE	20.00		§ 3.50			
		§ 1.52	§ 1.57	§ 2.28	§ 2.57	§ 3.12	18.24	..... CLARENDON HILLS	19.52	§ 3.20	§ 3.52			
		§ 1.55	§ 2.00	§ 2.30	§ 3.00	§ 3.15	19.40	..... WESTMONT	18.36	§ 3.23	§ 3.55	§ 4.11	§ 4.11	
		§ 1.58	§ 2.02	§ 2.32	§ 3.02	§ 3.17	20.30	..... FAIRVIEW AVENUE	17.46		§ 3.57			
1.07	1.22	§ 2.01	A 2.05	§ 2.34	A 3.05	A 3.20	21.12	..... DOWNERS GROVE	16.64	§ 3.27	A 4.00	A 4.15	§ 4.15	3.52
		§ 2.04	P.M. —	§ 2.37	P.M. —	P.M. —	22.56	..... BELMONT	15.20	§ 3.30	P.M. —	P.M. —	§ 4.18	
		§ 2.08		§ 2.41			24.40	..... LISLE	13.36	§ 3.34			§ 4.22	
		§ 2.14		§ 2.47			28.44	..... NAPERVILLE	9.32	§ 3.41			§ 4.29	
		f 2.21		f 2.53			33.42	..... EOLA	4.34					
							35.27	..... WEST EOLA	2.49					
A 1.21	A 1.36	A 2.30		A 3.00			37.76	..... AURORA	0.	A 3.55			A 4.42	A 4.06
P.M.	P.M.	P.M.		P.M.						P.M.			P.M.	P.M.
Daily	Daily	Sunday only	Daily Ex. Sunday	Saturday only	Daily Ex. Sat. and Sunday	Saturday only				Daily Ex. Sunday	Sunday only	Saturday only	Daily Ex. Sat. and Sunday	Daily
0:36 62.9	0:36 62.9	1:25 28.6	0:55 23.1	1:15 30.2	0:55 23.1	0:55 23.1		..... SCHEDULE TIME		1:15 30.2	0:55 23.1	0:47 28.9	1:14 30.6	0:36 62.9
								..... AVERAGE MILES AN HOUR						

No. 11 will stop at Aurora to receive revenue passengers for Omaha or beyond.
 No. 49 will stop at Aurora to receive revenue passengers for St. Paul or beyond.
 No. 17 will stop at Aurora to receive revenue passengers for points west of Denver.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS				
Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger				Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	
131	133	227	135	229	23	137	0.	CHICAGO UNION STATION.	37.76	231	139	233	141	143
L P.M. 3:38	L P.M. 3:51	L P.M. 3:54	L P.M. 3:59	L P.M. 3:59	L P.M. 4:00	L P.M. 4:04	1.72	..... HALSTED STREET	36.04	L P.M. 4:09	L P.M. 4:15	L P.M. 4:18	L P.M. 4:20	L P.M. 4:23
s 3:43		s 3:59	s 4:04	s 4:04		s 4:09	2.00	..... WESTERN AVENUE	34.04	s 4:14	s 4:20	s 4:23	s 4:25	s 4:28
s 3:47		s 4:03	s 4:08	s 4:08		s 4:13	3.72	..... CICERO	30.88	s 4:18	s 4:24		s 4:29	
s 3:52		s 4:09	s 4:14	s 4:14		s 4:19	6.88	..... MORTON PARK	30.30	s 4:24	s 4:29		s 4:35	
							7.46	..... CLYDE	29.29		s 4:31			
							8.47	..... LA VERGNE	28.73		s 4:33		s 4:38	
s 3:56						4:11	9.03	..... BERWYN	28.19	s 4:35	4:32	s 4:40	4:37	
s 3:58	s 4:05					s 4:24	9.57	..... HARLEM AVENUE	27.71	s 4:37		s 4:42		
s 4:00							10.05	..... RIVERSIDE	26.75	s 4:39				
							11.01	..... HOLLYWOOD	26.02	s 4:30	s 4:41			
s 4:04							11.74	..... BROOKFIELD	25.49		s 4:43			
s 4:06	s 4:11		s 4:22	s 4:22			12.27	..... CONGRESS PARK	24.74		s 4:45		s 4:48	
s 4:08							13.02	..... LA GRANGE	24.01		s 4:47		s 4:50	
	s 4:14			s 4:25		s 4:30	13.75	..... STONE AVENUE	23.62		s 4:49			s 4:44
	s 4:16			s 4:27			14.14	..... WESTERN SPRINGS	22.38	s 4:35	s 4:51	s 4:41		
	s 4:19						15.38	..... HIGHLANDS	21.46		s 4:54	s 4:44		
s 4:14							16.30	..... HINSDALE	20.93	s 4:39	s 4:56		s 4:56	
	s 4:23		s 4:29	s 4:32			16.83	..... WEST HINSDALE	20.00	s 4:41	s 4:58			s 4:51
s 4:18							17.76	..... CLARENDON HILLS	19.52		s 5:00		s 5:01	s 4:53
s 4:20			s 4:33				18.24	..... WESTMONT	18.36		s 5:02			s 4:55
	s 4:28						19.40	..... FAIRVIEW AVENUE	17.46		s 5:05			s 4:58
s 4:24			s 4:38	s 4:38			20.30	..... DOWNERS GROVE	16.64		s 5:07	s 4:53		
A 4:27 P.M.	A 4:33 P.M.		A 4:41 P.M.	s 4:41	4:20	A 4:46 P.M.	21.12	..... BELMONT	15.20	s 4:51	A 5:10 P.M.		A 5:08 P.M.	A 5:03 P.M.
		s 4:29		s 4:44			22.56	..... LISLE	13.36	s 4:54		s 4:58		
		s 4:33		s 4:48			24.40	..... NAPERVILLE	9.32	s 4:58		s 5:02		
		s 4:39		s 4:55			28.44	..... EOLA	4.34	s 5:04		s 5:08		
		s 4:46		s 5:02			33.42	..... WEST EOLA	2.49					
							35.27	..... AURORA	0.	A 5:17 P.M.		A 5:23 P.M.		
Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Saturday only	Daily	Daily Ex. Sat. and Sunday		..... SCHEDULE TIME		Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday
0:49 25.9	0:42 30.1	1:00 37.8	0:42 30.1	1:11 31.9	0:34 66.6	0:42 30.1		..... AVERAGE MILES AN HOUR		1:08 33.3	0:55 23.1	1:05 34.9	0:48 26.4	0:40 31.7

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS						Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS				
Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger				Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger
145	147	235	5	237	239	0.	CHICAGO UNION STATION.	37.76	149	241	1	151	55
P.M. L 4.26	P.M. L 4.32	P.M. L 4.35	P.M. L 4.40	P.M. L 4.45	P.M. L 4.45		1.72	36.04	P.M. L 4.50	P.M. L 5.15	P.M. L 5.30	P.M. L 5.50	P.M. L 6.30
s 4.31	s 4.37	s 4.40		s 4.50	s 4.50	1.72	2.00	34.04	s 4.55	s 5.20		s 5.55	
s 4.35	s 4.41	s 4.44		s 4.54	s 4.54	3.72	3.16	30.88	s 4.59	s 5.24		s 5.59	
s 4.41	s 4.46	s 4.49				6.88	0.58	30.30		s 5.29		s 6.04	
	s 4.48	s 4.51				7.46	1.01	29.29		s 5.31		s 6.06	
	s 4.50	s 4.53				8.47	0.56	28.73		s 5.33		s 6.08	
	s 4.52	s 4.55	4.51			9.03	0.54	28.19		s 5.35	5.41	s 6.10	6.44
	s 4.54	s 4.57			s 5.02	9.57	0.48	27.71	s 5.07	s 5.37		s 6.12	
s 4.47		s 4.59				10.05	0.96	26.75	s 5.09	s 5.39		s 6.14	
s 4.49		s 5.01		s 5.05	s 5.05	11.01	0.73	26.02		s 5.41		s 6.16	
s 4.51		s 5.03				11.74	0.53	25.49		s 5.43		s 6.18	
	s 5.00	s 5.05			s 5.08	12.27	0.75	24.74	s 5.14	s 5.45		s 6.20	
	s 5.02	s 5.07				13.02	0.73	24.01		s 5.47		s 6.22	
s 4.56		s 5.09			s 5.11	13.75	0.39	23.62	s 5.18	s 5.49		s 6.24	6.50
s 4.58		s 5.11			s 5.13	14.14	1.24	22.38	s 5.20	s 5.51		s 6.26	
	s 5.06	s 5.14			s 5.16	15.38	0.92	21.46	s 5.23	s 5.54		s 6.29	
		s 5.16		s 5.13	s 5.18	16.30	0.53	20.93		s 5.56		s 6.31	
s 5.03		s 5.18		s 5.15	s 5.20	16.83	0.93	20.00		s 5.58		s 6.33	
	s 5.11	s 5.20				17.76	0.48	19.52	s 5.28	s 6.00		s 6.35	
	s 5.13	s 5.22			s 5.23	18.24	1.16	18.36	s 5.30	s 6.02		s 6.37	
	s 5.16	s 5.25			s 5.26	19.40	0.90	17.46	s 5.33	s 6.04		s 6.40	
s 5.10		s 5.28				20.30	0.82	16.64	s 5.36	s 6.06		s 6.42	
A 5.13 P.M.	A 5.20 P.M.	s 5.31	5.00	s 5.24	s 5.30	21.12	1.44	15.20	A 5.40 P.M.	s 6.08	5.50	A 6.45 P.M.	7.00
		s 5.34		s 5.27	s 5.33	22.56	1.84	13.36		s 6.11			
		s 5.38		s 5.31	s 5.37	24.40	4.04	9.32		s 6.15			
		s 5.44		s 5.37	s 5.44	28.44	4.98	4.34		s 6.21			
		f 5.51				33.42	1.85	2.49		f 6.28			
						35.27	2.49	0.					
		A 6.00 P.M.	A 5.14 P.M.	A 5.50 P.M.	A 5.57 P.M.	37.76				A 6.35 P.M.	A 6.04 P.M.		s 7.16 P.M.
Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Sunday only	Daily	Daily Ex. Sat. and Sunday	Saturday only				Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily	Daily	Daily
0:47 26.9	0:48 26.4	1:25 26.6	0:34 66.6	1:05 34.9	1:12 31.5				0:50 25.4	1:20 28.4	0:34 66.6	0:55 23.1	0:46 49.2
							..... SCHEDULE TIME						
							..... AVERAGE MILES AN HOUR						

No. 1 will stop at Aurora to receive revenue passengers for Omaha or beyond.

No. 55 will stop at La Grange to receive revenue passengers for Missouri River points or beyond, when notified at Chicago.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS								Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger	Saturday only Passenger	Daily Ex. Saturday Passenger
243	153	15	245	45	3	155	51				53	247	249	157
P.M. L 6.50	P.M. L 7.50	P.M. L 8.00	P.M. L 8.55	P.M. L 9.00	P.M. L 10.00	P.M. L 10.10	P.M. L 11.00	0.	CHICAGO UNION STATION.	37.76	P.M. L 11.15	P.M. L 11.20	P.M. L 11.59	P.M. L 11.59
s 6.55	s 7.55		s 9.00			s 10.15		1.72	..... HALSTED STREET	36.04		s 11.25	s 12.04	s 12.04
s 6.59	s 7.59		s 9.04			s 10.19		3.72	..... WESTERN AVENUE	34.04		s 11.29	s 12.08	s 12.08
s 7.04	s 8.04		s 9.09			s 10.24		6.88	..... CICERO	30.88		s 11.34	s 12.13	s 12.13
s 7.06	s 8.06		s 9.11			s 10.26		7.46	..... MORTON PARK	30.30		s 11.36	s 12.15	s 12.15
s 7.08	s 8.08		s 9.13			s 10.28		8.47	..... CLYDE	29.29		s 11.38	s 12.17	s 12.17
s 7.10	s 8.10	8.12	s 9.15	9.14	10.14	s 10.30	11.14	9.03	..... LA VERGNE	28.73	11.29	s 11.40	s 12.19	s 12.19
s 7.12	s 8.12		s 9.17			s 10.32		9.57	..... BERWYN	28.19		s 11.42	s 12.21	s 12.21
s 7.14	s 8.14		s 9.19			s 10.34		10.05	..... HARLEM AVENUE	27.71		s 11.44	s 12.23	s 12.23
s 7.16	s 8.16		s 9.21			s 10.36		11.01	..... RIVERSIDE	26.75		s 11.46	s 12.25	s 12.25
s 7.18	s 8.18		s 9.23			s 10.38		11.74	..... HOLLYWOOD	26.02		s 11.48	s 12.27	s 12.27
s 7.20	s 8.20		s 9.25			s 10.40		12.27	..... BROOKFIELD	25.49		s 11.50	s 12.29	s 12.29
s 7.22	s 8.22		s 9.27			s 10.42		13.02	..... CONGRESS PARK	24.74		s 11.52	s 12.31	s 12.31
s 7.24	s 8.24		s 9.29		10.20	s 10.44		13.75	..... LA GRANGE	24.01	11.35	s 11.54	s 12.33	s 12.33
s 7.26	s 8.26		s 9.31			s 10.46		14.14	..... STONE AVENUE	23.62		s 11.56	s 12.35	s 12.35
s 7.29	s 8.29		s 9.34			s 10.49		15.38	..... WESTERN SPRINGS	22.38		s 11.59	s 12.38	s 12.38
s 7.31	s 8.31		s 9.36			s 10.51		16.30	..... HIGHLANDS	21.46		A.M. s 12.01	s 12.40	s 12.40
s 7.33	s 8.33		s 9.38			s 10.53		16.83	..... HINSDALE	20.93		s 12.03	s 12.42	s 12.42
s 7.35	s 8.35		s 9.40			s 10.55		17.76	..... WEST HINSDALE	20.00		s 12.05	s 12.44	s 12.44
s 7.37	s 8.37		s 9.42			s 10.57		18.24	..... CLARENDON HILLS	19.52		s 12.07	s 12.46	s 12.46
s 7.40	s 8.40		s 9.45			s 11.00		19.40	..... WESTMONT	18.36		s 12.09	s 12.48	s 12.49
s 7.42	s 8.42		s 9.47			s 11.02		20.30	..... FAIRVIEW AVENUE	17.46		s 12.11	s 12.50	s 12.51
s 7.45	A 8.45 P.M.	8.22	s 9.50	9.30	10.30	A 11.05 P.M.	11.30	21.12	..... DOWNERS GROVE	16.64	11.45	s 12.13	s 12.52	A 12.54 A.M.
s 7.48			s 9.53					22.56	..... BELMONT	15.20		s 12.16	s 12.55	
s 7.52			s 9.57					24.40	..... LISLE	13.36		s 12.20	s 12.59	
s 7.58			s 10.03					28.44	..... NAPERVILLE	9.32		s 12.26	s 1.05	
f 8.05			f 10.10					33.42	..... EOLA	4.34		f 12.33	f 1.12	
								35.27	..... WEST EOLA	2.49				
A 8.13 P.M.		A 8.36 P.M.	A 10.18 P.M.	A 9.47 P.M.	A 10.46 P.M.		A 11.47 P.M.	37.76	..... AURORA	0.	A.M. A 12.02 A.M.	A 12.40 A.M.	A 1.20 A.M.	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Saturday only	Daily Ex. Saturday
1:23 28.0	0:55 23.1	0:36 62.9	1:23 28.0	0:47 48.2	0:46 49.2	0:55 23.1	0:47 48.2		..... SCHEDULE TIME		0:47 48.2	1:20 28.4	1:21 28.0	0:55 23.1
									..... AVERAGE MILES AN HOUR					

No. 3 will stop at La Grange to receive revenue passengers for Missouri River points or beyond, when notified at Chicago.

No. 53 will stop at La Grange to receive revenue passengers for St. Paul or beyond, when notified at Chicago.

Nos. 247, 249 and 157 will stop at 14th Street Coach Yard to receive Company employees.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS						Distance from Aurora	FIRST CLASS					
Daily Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger							
14	112	210	212	114	116	118	0.	CHICAGO UNION STATION.	37.76	214	120	122	216	50	30					
A 7:04	A 7:08	A 7:08	A 7:13	A 7:15	A 7:20	A 7:25	1.72	..... HALSTED STREET.....	36.04	A 7:25	A 7:30	A 7:39	A 7:44	A 7:47	A 8:00				
s 7:02	s 7:02	s 7:02	s 7:07	s 7:09	s 7:14	s 7:19	3.72	..... WESTERN AVENUE.....	34.04	s 7:19	s 7:24	s 7:33	s 7:38						
s 6:58	s 6:58	s 7:03	s 7:05	s 7:10	s 7:15	s 7:15	6.88	..... CICERO.....	30.88	s 7:15	s 7:20	s 7:29	s 7:34						
s 6:53	s 6:53	s 6:58	s 7:00			s 7:10	7.46	..... MORTON PARK.....	30.30	s 7:15	s 7:24								
s 6:50						s 7:07	8.47	..... CLYDE.....	29.29		s 7:21								
s 6:48		s 6:54	s 6:56			s 7:05	9.03	..... LA VERGNE.....	28.73		s 7:19								
6:48	s 6:46		s 6:54			s 7:03	9.57	..... BERWYN.....	28.19		s 7:09			7:32	7:45				
	s 6:44		s 6:51	s 6:52	s 7:02	s 7:01	10.05	..... HARLEM AVENUE.....	27.71	s 7:09									
	s 6:42	s 6:45			s 7:02	s 7:01	11.01	..... RIVERSIDE.....	26.75	s 7:07		s 7:24							
	s 6:42	s 6:48			s 7:02	s 7:01	11.74	..... HOLLYWOOD.....	26.02	s 7:04		s 7:22							
	s 6:40				s 7:02	s 7:01	12.27	..... BROOKFIELD.....	25.49	s 7:02		s 7:20							
		s 6:45	s 6:47			s 7:02	13.02	..... CONGRESS PARK.....	24.74	s 7:00		s 7:18							
						s 7:02	13.75	..... LA GRANGE.....	24.01	s 6:58		s 7:16							
		s 6:42		s 6:52	s 6:49	s 6:49	14.14	..... STONE AVENUE.....	23.62		s 7:09			7:38					
	s 6:33			s 6:39	s 6:44	s 6:44	15.38	..... WESTERN SPRINGS.....	22.38	s 6:55		s 7:13							
	s 6:30			s 6:37	s 6:42	s 6:42	16.30	..... HIGHLANDS.....	21.46	s 6:52	s 7:05								
		s 6:31	s 6:35		s 6:45	s 6:40	16.83	..... HINSDALE.....	20.93			s 7:09							
		s 6:26	s 6:27		s 6:42	s 6:38	17.76	..... WEST HINSDALE.....	20.00	s 6:57		s 7:02							
	s 6:23	s 6:25			s 6:36	s 6:36	18.24	..... CLARENDON HILLS.....	19.52	s 6:54									
	s 6:21				s 6:34	s 6:34	19.40	..... WESTMONT.....	18.36	s 6:52		s 7:05							
6:31	L 6:19		s 6:28	L 6:30	L 6:35	L 6:30	20.30	..... FAIRVIEW AVENUE.....	17.46		s 6:45	s 6:58							
	A.M.		A.M.	A.M.	A.M.	A.M.	21.12	..... DOWNERS GROVE.....	16.64	s 6:47	L 6:42	L 6:53	s 7:00	7:16	7:29				
		s 6:20	s 6:25				22.56	..... BELMONT.....	15.20		A.M.	A.M.							
		s 6:16	s 6:21				24.40	..... LISLE.....	13.36	s 6:43			s 6:57						
		s 6:10	s 6:15				28.44	..... NAPERVILLE.....	9.32	s 6:39			s 6:53						
							33.42	..... EOLA.....	4.34	s 6:33			s 6:47						
							35.27	..... WEST EOLA.....	2.49										
L 6:15		L 5:57	L 6:02				37.76	..... AURORA.....	0.	L 6:20			L 6:34	L 6:59	L 7:14				
A.M.		A.M.	A.M.							A.M.			A.M.	A.M.	A.M.					
Daily	Saturday only	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Sunday only				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					
0:49 46.2	0:49 25.9	1:11 31.9	1:11 31.9	0:45 28.2	0:45 28.2	0:55 23.1		..... SCHEDULE TIME.....		1:05 34.9	0:48 26.4	0:46 27.6	1:10 32.4	0:48 47.2	0:46 49.2				
								..... AVERAGE MILES AN HOUR.....											

No. 118 will stop at 14th Street Coach Yard to let off Company employees.

No. 120 will stop at La Grange and Hinsdale Saturdays.

No. 30 will stop at La Grange to discharge revenue passengers from Omaha or beyond.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS						Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS			
Daily Ex. Sunday Passenger	Daily Passenger	Sunday only Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger				Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	
124	54	218	56	10	220				126	128	52	
A.M. A 8:10	A.M. A 8:15	A.M. A 8:20	A.M. A 8:25	A.M. A 8:35	0.	CHICAGO UNION STATION.	37.76	A.M. A 8:50	A.M. A 9:25	A.M. A 9:25	A.M. A 9:30	
s 8:04		s 8:14			1.72	..... HALSTED STREET	36.04	s 8:44	s 9:19		
s 8:00		s 8:10			3.72	..... WESTERN AVENUE	34.04	s 8:40	s 9:15		
		s 8:05			6.88	..... CICERO	30.88	s 8:35	s 9:10		
		s 8:02			7.46	..... MORTON PARK	30.30	s 8:32	s 9:07		
		s 8:00			8.47	..... CLYDE	29.29	s 8:30	s 9:05		
	8:00	s 7:58	8:10	8:20	9.03	..... LA VERGNE	28.73	s 8:28	s 9:03		9:15
s 7:50		s 7:56			9.57	..... BERWYN	28.19	s 8:26	s 9:01	s 9:08	
		s 7:54			10.05	..... HARLEM AVENUE	27.71	s 8:24	s 8:59	s 9:06	
s 7:47		s 7:52			11.01	..... RIVERSIDE	26.75	s 8:22	s 8:57	s 9:04	
		s 7:50			11.74	..... HOLLYWOOD	26.02	s 8:20	s 8:55		
		s 7:48			12.27	..... BROOKFIELD	25.49	s 8:18	s 8:53	s 9:01	
		s 7:46			13.02	..... CONGRESS PARK	24.74	s 8:16	s 8:51		
s 7:43	7:54	s 7:44	8:04		13.75	..... LA GRANGE	24.01	s 8:14	s 8:49	s 8:58	
s 7:41		s 7:42			14.14	..... STONE AVENUE	23.62	s 8:12	s 8:47	s 8:56	
s 7:38		s 7:39			15.38	..... WESTERN SPRINGS	22.38	s 8:09	s 8:44	s 8:53	
		s 7:37			16.30	..... HIGHLANDS	21.46	s 8:07	s 8:42		
s 7:35		s 7:35			16.83	..... HINSDALE	20.93	s 8:05	s 8:40	s 8:50	
s 7:33		s 7:33			17.76	..... WEST HINSDALE	20.00	s 8:03	s 8:38		
s 7:31		s 7:31			18.24	..... CLARENDON HILLS	19.52	s 8:01	s 8:36	s 8:47	
s 7:29		s 7:29			19.40	..... WESTMONT	18.36	s 7:59	s 8:34	s 8:44	
s 7:27		s 7:27			20.30	..... FAIRVIEW AVENUE	17.46	s 7:57	s 8:32		
L 7:25 A.M.	7:44	s 7:25	7:54	8:09	21.12	..... DOWNERS GROVE	16.64	s 7:55	L 8:30 A.M.	L 8:40 A.M.	8:59
		s 7:22			22.56	..... BELMONT	15.20	s 7:52			
		s 7:18			24.40	..... LISLE	13.36	s 7:48			
		s 7:12			28.44	..... NAPERVILLE	9.32	s 7:42			
		s 7:06			33.42	..... EOLA	4.34				
					35.27	..... WEST EOLA	2.49				
	L 7:29 A.M.	L 7:00 A.M.	L 7:39 A.M.	L 7:55 A.M.	37.76	..... AURORA	0.	L 7:30 A.M.			L 8:44 A.M.
Daily Ex. Sunday	Daily	Sunday only	Daily	Daily				Daily Ex. Sunday	Sunday only	Daily Ex. Sat. and Sunday	Daily	
0:45 28.2	0:46 49.2	1:20 28.4	0:46 49.2	0:40 56.6				1:20 28.4	0:55 23.1	0:45 28.2	0:46 49.2	
						..... SCHEDULE TIME					
						..... AVERAGE MILES AN HOUR					

No. 54 will stop at La Grange to discharge revenue passengers from St. Paul or beyond.

No. 56 will stop at La Grange to discharge passengers from Missouri River points or beyond.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS					
Saturday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger				Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger
130	222	132	134	4	2	224	0.	CHICAGO UNION STATION.	37.76	136	138	140	18	226	228
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
A 9.45	A 10.15	A 10.45	A 10.55	A 11.00	A 11.35	A 11.45	1.72	..... HALSTED STREET.....	36.04	A 12.25	A 12.45	A 1.00	A 1.30	A 1.45	A 1.55
s 9.39		s 10.39	s 10.49				3.72	..... WESTERN AVENUE.....	34.04	s 12.19	s 12.39	s 12.54		s 1.39	s 1.49
s 9.35	s 10.05	s 10.35	s 10.45				6.88	..... CICERO.....	30.88	s 12.15	s 12.35	s 12.50		s 1.35	s 1.45
s 9.30	s 10.00	s 10.30	s 10.40				7.46	..... MORTON PARK.....	30.30	s 12.10	s 12.30	s 12.45		s 1.29	s 1.40
s 9.27		s 10.27	s 10.37				8.47	..... CLYDE.....	29.29	s 12.07	s 12.27	s 12.42		s 1.26	s 1.37
s 9.25		s 10.25	s 10.35				9.03	..... LA VERGNE.....	28.73	s 12.05	s 12.25	s 12.40		s 1.24	s 1.35
s 9.23		s 10.23	s 10.33	10.47	11.20		9.57	..... BERWYN.....	28.19	s 12.03	s 12.23	s 12.38	1.14	s 1.22	s 1.33
s 9.21	s 9.55	s 10.21	s 10.31				10.05	..... HARLEM AVENUE.....	27.71	s 12.01	s 12.21	s 12.36		s 1.20	s 1.31
s 9.19	s 9.50	s 10.19	s 10.29				11.01	..... RIVERSIDE.....	26.75	s 11.59	s 12.19	s 12.34		s 1.18	s 1.29
s 9.17	s 9.48	s 10.17	s 10.27				11.74	..... HOLLYWOOD.....	26.02	s 11.57	s 12.17	s 12.32		s 1.16	s 1.27
s 9.15	s 9.46	s 10.15	s 10.25				12.27	..... BROOKFIELD.....	25.49	s 11.55	s 12.15	s 12.30		s 1.13	s 1.25
s 9.13	s 9.44	s 10.13	s 10.23				13.02	..... CONGRESS PARK.....	24.74	s 11.53	s 12.13	s 12.28		s 1.11	s 1.23
s 9.11	s 9.42	s 10.11	s 10.21				13.75	..... LA GRANGE.....	24.01	s 11.51	s 12.11	s 12.26		s 1.09	s 1.21
s 9.09	s 9.40	s 10.09	s 10.19	10.42			14.14	..... STONE AVENUE.....	23.62	s 11.49	s 12.09	s 12.24		s 1.07	s 1.19
s 9.07	s 9.37	s 10.07	s 10.17				15.38	..... WESTERN SPRINGS.....	22.38	s 11.47	s 12.07	s 12.22		s 1.05	s 1.17
s 9.04	s 9.34	s 10.04	s 10.14				16.30	..... HIGHLANDS.....	21.46	s 11.44	s 12.04	s 12.19		s 1.02	s 1.14
s 9.02		s 10.02	s 10.12				16.83	..... HINSDALE.....	20.93	s 11.42	s 12.02	s 12.17		s 12.59	s 1.12
s 9.00	s 9.30	s 10.00	s 10.10				17.76	..... WEST HINSDALE.....	20.00	s 11.40	s 11.59	s 12.15		s 12.57	s 1.10
s 8.58		s 9.58	s 10.08				18.24	..... CLARENDON HILLS.....	19.52	s 11.38	s 11.58	s 12.13		s 12.55	s 1.08
s 8.56	s 9.26	s 9.56	s 10.06				19.40	..... WESTMONT.....	18.36	s 11.36	s 11.56	s 12.11		s 12.53	s 1.06
s 8.54	s 9.23	s 9.54	s 10.04				20.30	..... FAIRVIEW AVENUE.....	17.46	s 11.34	s 11.54	s 12.09		s 12.51	s 1.04
s 8.52		s 9.52	s 10.02				21.12	..... DOWNERS GROVE.....	16.64	s 11.32	s 11.52	s 12.07		s 12.48	s 1.02
L 8.50	s 9.20	L 9.50	L 10.00	10.34	11.09	10.46	22.56	..... BELMONT.....	15.20	L 11.30	L 11.50	L 12.05	1.03	s 12.46	s 1.00
A.M.		A.M.	A.M.				24.40	..... LISLE.....	13.36					s 12.43	s 12.56
	s 9.15			10.31		10.43	28.44	..... NAPERVILLE.....	9.32					s 12.39	s 12.52
	s 9.11			10.28		10.39	33.42	..... EOLA.....	4.34					s 12.33	s 12.45
	s 9.05			10.24		10.33	35.27	..... WEST EOLA.....	2.49					s 12.26	s 12.37
	s 8.57					10.26	37.76	..... AURORA.....	0.						
	L 8.50			L 10.12	L 10.55	L 10.20							L 12.48	L 12.20	L 12.30
	A.M.			A.M.	A.M.	A.M.							P.M.	P.M.	P.M.
Saturday only	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Sunday only	Daily	Daily	Daily Ex. Sunday				Sunday only	Daily Ex. Sat. and Sunday	Saturday only	Daily	Daily Ex. Sat. and Sunday	Sunday only
0:55 23.1	1:25 26.6	0:55 23.1	0:55 23.1	0:48 47.2	0:40 56.6	1:25 26.6		..... SCHEDULE TIME.....		0:55 23.1	0:55 23.1	0:55 23.1	0:42 53.9	1:25 26.6	1:25 26.6
								..... AVERAGE MILES AN HOUR.....							

No. 4 on Sunday will stop at Naperville, Lisle, Belmont, Downers Grove, and La Grange.

No. 224 will stop at Western-Austin M.P. 35.61 on signal.

No. 18 will stop at Aurora to discharge revenue passengers from points west of Denver.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS							Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS					
Daily Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger				Saturday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Saturday Passenger	Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger
44	230	142	22	144	146	232				148	234	150	236	238	240
P.M. A 2:00	P.M. A 2:05	P.M. A 2:25	P.M. A 2:40	P.M. A 2:45	P.M. A 3:25	P.M. A 3:25	0.	CHICAGO UNION STATION	37.76	P.M. A 3:45	P.M. A 4:00	P.M. A 4:25	P.M. A 5:25	P.M. A 5:30	P.M. A 5:35
	s 1:59	s 2:19		s 2:39	s 3:19	s 3:19	1.72	..... HALSTED STREET	36.04	s 3:39		s 4:19	s 5:19	s 5:24	s 5:29
	s 1:55	s 2:15		s 2:35	s 3:15	s 3:15	3.72	..... WESTERN AVENUE	34.04	s 3:35		s 4:15	s 5:15	s 5:20	s 5:25
		s 2:10		s 2:30	s 3:10	s 3:10	6.88	..... CICERO	30.88	s 3:30		s 4:10	s 5:10		s 5:20
		s 2:07		s 2:27	s 3:07	s 3:07	7.46	..... MORTON PARK	30.30	s 3:27		s 4:07	s 5:07	s 5:13	s 5:17
		s 2:05		s 2:25	s 3:05	s 3:05	8.47	..... CLYDE	29.29	s 3:25		s 4:05	s 5:05	s 5:11	s 5:15
1:44		s 2:03	2:25	s 2:23	s 3:03	s 3:03	9.03	..... LA VERGNE	28.73	s 3:23		s 4:03	s 5:03		s 5:13
	s 1:45	s 2:01		s 2:21	s 3:01	s 3:01	9.57	..... BERWYN	28.19	s 3:21	s 3:37	s 4:01	s 5:01	s 5:07	s 5:11
		s 1:59		s 2:19	s 2:59	s 2:59	10.05	..... HARLEM AVENUE	27.71	s 3:19		s 3:59	s 4:59		s 5:09
	s 1:42	s 1:57		s 2:17	s 2:57	s 2:57	11.01	..... RIVERSIDE	26.75	s 3:17	s 3:27	s 3:57	s 4:57	s 5:04	s 5:07
		s 1:55		s 2:15	s 2:55	s 2:55	11.74	..... HOLLYWOOD	26.02	s 3:15		s 3:55	s 4:55		s 5:05
	s 1:38	s 1:53		s 2:13	s 2:53	s 2:53	12.27	..... BROOKFIELD	25.49	s 3:13	s 3:18	s 3:53	s 4:53	s 5:01	s 5:03
		s 1:51		s 2:11	s 2:51	s 2:51	13.02	..... CONGRESS PARK	24.74	s 3:11		s 3:51	s 4:51		s 5:01
	s 1:35	s 1:49		s 2:09	s 2:49	s 2:49	13.75	..... LA GRANGE	24.01	s 3:09	s 3:13	s 3:49	s 4:49	s 4:58	s 4:59
		s 1:47		s 2:07	s 2:47	s 2:47	14.14	..... STONE AVENUE	23.62	s 3:07		s 3:47	s 4:47	s 4:56	s 4:57
	s 1:32	s 1:44		s 2:04	s 2:44	s 2:44	15.38	..... WESTERN SPRINGS	22.38	s 3:04	s 3:05	s 3:44	s 4:44	s 4:53	s 4:54
		s 1:42		s 2:02	s 2:42	s 2:42	16.30	..... HIGHLANDS	21.46	s 3:02		s 3:42	s 4:42		s 4:52
	s 1:29	s 1:40		s 2:00	s 2:40	s 2:40	16.83	..... HINSDALE	20.93	s 3:00	s 3:00	s 3:40	s 4:40	s 4:50	s 4:50
		s 1:38		s 1:58	s 2:38	s 2:38	17.76	..... WEST HINSDALE	20.00	s 2:58		s 3:38	s 4:38		s 4:48
	s 1:26	s 1:36		s 1:56	s 2:36	s 2:36	18.24	..... CLARENDON HILLS	19.52	s 2:56	s 2:54	s 3:36	s 4:36	s 4:47	s 4:46
	s 1:24	s 1:34		s 1:54	s 2:34	s 2:34	19.40	..... WEST MONT	18.36	s 2:54	s 2:49	s 3:34	s 4:34	s 4:44	s 4:44
		s 1:32		s 1:52	s 2:32	s 2:32	20.30	..... FAIRVIEW AVENUE	17.46	s 2:52		s 3:32	s 4:32		s 4:42
1:33	s 1:20	L 1:30 P.M. -	2:15	L 1:50 P.M. -	L 2:30 P.M. -	s 2:30	21.12	..... DOWNERS GROVE	16.64	L 2:50 P.M. -	s 2:46	L 3:30 P.M. -	s 4:30	s 4:41	s 4:40
	s 1:17					s 2:26	22.56	..... BELMONT	15.20		s 2:41		s 4:26	s 4:38	s 4:36
	s 1:13					s 2:22	24.40	..... LISLE	13.36		s 2:37		s 4:22	s 4:34	s 4:32
	s 1:07					s 2:15	28.44	..... NAPERVILLE	9.32		s 2:30		s 4:15	s 4:28	s 4:25
	f 1:01					f 2:07	33.42	..... EOLA	4.34				s 4:07	s 4:21	s 4:17
							35.27	..... WEST EOLA	2.49						
L 1:18 P.M.	L 12:55 P.M.		L 2:02 P.M.			L 2:00 P.M.	37.76	..... AURORA	0.		L 2:15 P.M.		L 4:00 P.M.	L 4:15 P.M.	L 4:10 P.M.
Daily	Saturday only	Daily Ex. Sat. and Sunday	Daily	Saturday only	Daily Ex. Sat. and Sunday	Sunday only				Saturday only	Daily Ex. Sunday	Daily Ex. Saturday	Sunday only	Daily Ex. Sat. and Sunday	Saturday only
0:42 53.9	1:10 32.4	0:55 23.1	0:38 59.6	0:55 23.1	0:55 23.1	1:25 26.6		..... SCHEDULE TIME		0:55 23.1	1:45 21.6	0:55 23.1	1:25 26.6	1:15 30.2	1:25 26.6
								..... AVERAGE MILES AN HOUR							

Nos. 234, 236, 238 and 240 will stop at Western-Austin M.P. 35.61 to receive passengers.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS						Distance from Chicago	STATIONS	Distance from Aurora	FIRST CLASS				
Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Passenger				Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
152	154	156	242	244	12	0.	CHICAGO UNION STATION.	37.76	158	6	160	24	246
P.M. A 5-55	P.M. A 6-25	P.M. A 6-55	P.M. A 7-55	P.M. A 7-55	P.M. A 8-43	0.	CHICAGO UNION STATION.	37.76	P.M. A 8-55	P.M. A 9-30	P.M. A 10-00	P.M. A 10-15	P.M. A 10-45
s 5-49	s 6-19	s 6-49	s 7-49	s 7-49		1.72	.....HALSTED STREET	36.04	s 8-49		s 9-54		s 10-39
s 5-45	s 6-15	s 6-45	s 7-44	s 7-45		3.72	.....WESTERN AVENUE	34.04	s 8-45		s 9-50		s 10-35
s 5-40	s 6-10	s 6-40	s 7-38	s 7-40		6.88	.....CICERO	30.88	s 8-40		s 9-45		s 10-30
s 5-37	s 6-07	s 6-37	s 7-35	s 7-37		7.46	.....MORTON PARK	30.30	s 8-37		s 9-42		s 10-27
s 5-35	s 6-05	s 6-35	s 7-33	s 7-35		8.47	.....CLYDE	29.29	s 8-35		s 9-40		s 10-25
s 5-33	s 6-03	s 6-33	s 7-31	s 7-33	8-26	9.03	.....LA VERGNE	28.73	s 8-33	9-13	s 9-38	10-00	s 10-23
s 5-31	s 6-01	s 6-31	s 7-29	s 7-31		9.57	.....BERWYN	28.19	s 8-31		s 9-36		s 10-21
s 5-29	s 5-59	s 6-29	s 7-22	s 7-29		10.05	.....HARLEM AVENUE	27.71	s 8-29		s 9-34		s 10-19
s 5-27	s 5-57	s 6-27	s 7-19	s 7-27		11.01	.....RIVERSIDE	26.75	s 8-27		s 9-32		s 10-17
s 5-25	s 5-55	s 6-25	s 7-17	s 7-25		11.74	.....HOLLYWOOD	26.02	s 8-25		s 9-30		s 10-15
s 5-23	s 5-53	s 6-23	s 7-15	s 7-23		12.27	.....BROOKFIELD	25.49	s 8-23		s 9-28		s 10-13
s 5-21	s 5-51	s 6-21	s 7-12	s 7-21		13.02	.....CONGRESS PARK	24.74	s 8-21		s 9-26		s 10-11
s 5-19	s 5-49	s 6-19	s 7-10	s 7-19		13.75	.....LA GRANGE	24.01	s 8-19	9-06	s 9-24		s 10-09
s 5-17	s 5-47	s 6-17	s 7-05	s 7-17		14.14	.....STONE AVENUE	23.62	s 8-17		s 9-22		s 10-07
s 5-14	s 5-44	s 6-14	s 7-02	s 7-14		15.38	.....WESTERN SPRINGS	22.38	s 8-14		s 9-19		s 10-04
s 5-12	s 5-42	s 6-12	s 7-00	s 7-12		16.30	.....HIGHLANDS	21.46	s 8-12		s 9-17		s 10-02
s 5-10	s 5-40	s 6-10	s 6-58	s 7-10		16.83	.....HINSDALE	20.93	s 8-10		s 9-15		s 10-00
s 5-08	s 5-38	s 6-08	s 6-56	s 7-08		17.76	.....WEST HINSDALE	20.00	s 8-08		s 9-13		s 9-58
s 5-06	s 5-36	s 6-06	s 6-54	s 7-06		18.24	.....CLARENDON HILLS	19.52	s 8-06		s 9-11		s 9-56
s 5-04	s 5-34	s 6-04	s 6-51	s 7-04		19.40	.....WESTMONT	18.36	s 8-04		s 9-09		s 9-54
s 5-02	s 5-32	s 6-02	s 6-48	s 7-02		20.30	.....FAIRVIEW AVENUE	17.46	s 8-02		s 9-07		s 9-52
L 5-00 P.M. -	L 5-30 P.M. -	L 6-00 P.M. -	s 6-46	s 7-00	8-11	21.12	.....DOWNERS GROVE	16.64	L 8-00 P.M. -	8-56	L 9-05 P.M. -	9-50	s 9-50
			s 6-41	s 6-56		22.56	.....BELMONT	15.20					s 9-47
			s 6-37	s 6-52		24.40	.....LISLE	13.36					s 9-43
			s 6-30	s 6-45		28.44	.....NAPERVILLE	9.32					s 9-37
			s 6-22	s 6-37		33.42	.....EOLA	4.34					s 9-31
						35.27	.....WEST EOLA	2.49					
			L 6-15 P.M.	L 6-30 P.M.	L 7-57 P.M.	37.76	.....AURORA	0.		L 8-40 P.M.		L 9-37 P.M.	L 9-25 P.M.
Daily Ex. Sat. and Sunday	Sat. and Sunday only	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Sunday only	Daily				Daily Ex. Sunday	Daily	Daily	Daily	Daily
0:55 23.1	0:55 23.1	0:55 23.1	1:40 22.7	1:25 26.6	0:46 49.2		.....SCHEDULE TIME		0:55 23.1	0:50 45.4	0:55 23.1	0:38 59.6	1:20 28.4
							.....AVERAGE MILES AN HOUR						

No. 6 will stop at La Grange to discharge passengers from west of Aurora.
 No. 246 will stop at 14th Street Coach Yard to let off Company employes.

Aurora to Galesburg—Subdivision—Westward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS				Signs	Distance from Aurora	Distance from Chicago	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS					
	Daily Passenger	Daily Ex. Sunday Passenger						Sidings	Other Tracks		Daily Ex. Sunday Passenger	Daily Passenger				
	7	177									111	9				
	A.M. L 1.11			B.C.K.O. T.W.Y. Yd.	0.	37.76	..... AURORA 2.22		Yard	Continuous	L 7.10	L 9.51				
				Yd.	2.22	39.98	..... MONTGOMERY 5.50	Yard	Yard	Continuous	S A 7.15 A.M.—					
					7.72	45.48	..... BRISTOL 5.99	125	32	Continuous						
					13.71	51.47	..... PLANO 4.39	85	115	7:00 a.m. to 4:00 p.m.			s10.08			
					18.10	55.86	..... SANDWICH 3.35		138	No Office			s10.15			
					21.45	59.21	..... SOMONAUK 6.11	125	40	Continuous			s10.21			
					27.56	65.32	..... LELAND 6.73	82	70	8:00 a.m. to 5:00 p.m.			s10.29			
	1.41			W.Y.	34.34	72.10	..... EARLVILLE 0.25	125	61				s10.39			
					34.59	72.35	..... C. & N. W. Cross'g (Interlocked) 5.71			Continuous						
					40.30	78.06	..... MERIDEN 3.65		22	No Office						
					43.95	81.71	..... MS TOWER 0.94			Continuous						
	s 2.17			B.C.K. O.T.W. Yd.	44.89	82.65	..... MENDOTA 0.17	128	Yard				s10.55			
					45.06	82.82	..... I. C. Crossing (Interlocked) 4.74			Continuous						
					49.80	87.56	..... CLARION 3.85		11	No Office						
					53.65	91.41	..... ARLINGTON 3.86		68	7:30 a.m. to 4:30 p.m.			s11.04			
	2.30			B.K.W. Y.Yd.	57.53	95.29	..... ZEARING 3.14	125	Yard	Continuous			s11.10			
					60.67	98.43	..... MALDEN 5.75		47	7:30 a.m. to 4:30 p.m.			s11.16			
	s 2.43				66.42	104.18	..... PRINCETON 6.51	106	180	Continuous			s11.26			
					72.93	110.69	..... WYANET 5.87		64	7:00 a.m. to 4:00 p.m.			s11.35			
	2.57			B.K. T.W.Yd.	78.80	116.56	..... BUDA 6.41	82	Yard	Continuous			s11.44			
					85.21	122.97	..... NEPONSET 7.98	82	81	7:15 a.m. to 4:15 p.m.			s11.53			
	s 3.28			B.K.O. Yd.	93.19	130.95	..... KEWANEE 8.31	125	Yard	Continuous			— P.M. — s12.10			
	s 3.50	— A.M. — L10.10		K.T.W.	101.50	139.26	..... GALVA 0.26	56	146				s12.20			
					101.76	139.52	..... C.R.I. & P. Cross'g (Interlocked) 7.17			Continuous						
		s10.20		W.	108.93	146.69	..... ALTONA 4.08		89	6:45 a.m. to 3:45 p.m.						
		s10.27			113.01	150.77	..... ONEIDA 4.34	82	72	6:30 a.m. to 3:30 p.m.						
		s10.34			117.35	155.11	..... WATAGA 2.56		132	Continuous						
					119.91	157.67	..... BISHOP 4.56			No Office						
	A 4.20 A.M.	A10.45 A.M.		B.C.K.O. T.W.Y. Yd.	124.47	162.23	..... GALESBURG	Yard	Yard	Continuous			A 1.00 P.M.			
	Daily	Daily Ex. Sunday					..... SCHEDULE TIME AVERAGE MILES AN HOUR.....				Daily Ex. Sunday	Daily				
	3:09 39.4	0:35 39.3									0:05 26.6	3:09 39.5				

Conductors and engines of trains originating at Aurora or Mendota must have Clearance Form A.

O-S-A engines must not use first crossover west of I. C. Crossing, Mendota.

No. 7 will stop at Plano and Sandwich to discharge revenue passengers from Chicago.

No. 7 will reduce speed to 50 miles an hour at Wyanet to dispatch mail.

Trains using westward siding at Bristol and Earlville must move expecting to find cars on siding.

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

O engines must not use north storage track Wataga beyond a point 600 feet east of Tower.

Aurora to Galesburg—Subdivision—Westward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS						Distance from Aurora	Distance from Chicago	STATIONS	Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger					Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
19	11	17	133	33	5					1	55	15	3
P.M. L 12:07	P.M. L 1:21	P.M. L 4:06	P.M. L 4:10	P.M. L 4:13	P.M. L 5:14	0.	37.76	..... AURORA	Continuous	P.M. L 6:04	P.M. L 7:20	P.M. L 8:36	P.M. L 10:48
			S A 4:15 P.M.	S 4:16		2.22	39.98	..... MONTGOMERY	Continuous				
				S 4:24		7.72	45.48	..... BRISTOL	Continuous				
				S 4:33		13.71	51.47	..... PLANO	Closed				
				S 4:40	S 5:28	18.10	55.86	..... SANDWICH	No Office				
				S 4:45		21.45	59.21	..... SOMONAUK	Continuous				
				S 4:53		27.56	65.32	..... LELAND	9:30 a.m. to 11:30 a.m.				
12:33	1:46	4:31		S 5:02	5:44	34.34	72.10	..... EARLVILLE	Continuous	6:29	7:50	9:01	11:16
				S 5:09		40.30	78.06	..... C. & N. W. Cross'g (Interlocked)	Continuous				
				A 5:17 P.M.	S 5:54	44.89	82.65	..... MERIDEN	No Office				
12:42	1:55	4:40				45.06	82.82	..... MS TOWER	Continuous	6:39	S 8:04	9:10	S 11:26
						49.80	87.56	..... MENDOTA	Continuous				
						53.65	91.41	..... I. C. Crossing (Interlocked)	Continuous				
12:53	2:06	4:51			6:04	57.53	95.29	..... CLARION	No Office	6:48	8:20	9:21	11:40
						60.67	98.43	..... ARLINGTON	Closed				
					S 6:16	66.42	104.18	..... ZEARING	Continuous				
						72.93	110.69	..... MALDEN	Closed				
1:09	2:22	5:07			6:27	78.80	116.56	..... PRINCETON	Continuous		S 8:30		
						85.21	122.97	..... WYANET	Closed	7:05	S 8:50	9:37	11:59
						93.19	130.95	..... BUDA	Continuous				
1:23	S 2:34	5:18			S 6:43	101.50	139.26	..... NEPONSET	Closed				
						101.76	139.52	..... KEWANEE	Continuous		S 9:15		
					6:52	108.93	146.69	..... GALVA	Continuous	7:23	S 9:27	9:58	
						113.01	150.77	..... C.R.I. & P. Cross'g (Interlocked)	Continuous				
						117.35	155.11	..... ALTONA	Closed				
						119.91	157.67	..... ONEIDA	Closed				
A 1:53 P.M.	A 3:00 P.M.	A 5:45 P.M.			A 7:14 P.M.	124.47	162.23	..... WATAGA	Continuous	A 7:40 P.M.	A 9:58 P.M.	A 10:20 P.M.	A 12:45 A.M.
								..... BISHOP	No Office				
Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily			..... GALESBURG	Continuous	Daily	Daily	Daily	Daily
1:48 70.4	1:39 75.4	1:39 75.4	0:05 28.6	1:04 42.1	2:00 62.2			..... SCHEDULE TIME		1:36 77.8	2:38 47.2	1:44 72.4	1:57 63.8
								..... AVERAGE MILES AN HOUR					

Conductors and engineers of trains originating at Aurora or Mendota must have Clearance Form A.
O-5-A engines must not use first crossover west of I. C. Crossing, Mendota.

No. 19 will reduce speed to 30 miles an hour at Kewanee to dispatch first-class and newspaper mail.
No. 55 will stop at Wyanet and Neponset to discharge passengers from Chicago.

Galesburg to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS						Signs	Distance from Chicago	STATIONS	Distance from Galesburg	Capacity of		FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger					Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		
8	14	32	30	134	10							56	4	2	18		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	B.C.K.O. T.W.Yd.	37.76	..... AURORA	124.47		Yard	A 7:33	A 10:07	A 10:54	A 12:48	
A 5:00	A 6:10	A 5:33	A 7:11	A 6:44	A 7:55	Yd.	39.98	..... MONTGOMERY	122.25	Yard	Yard	f 10:03	s 9:55			
		f 5:28		L 6:39			45.48	..... BRISTOL	116.75		32	s 9:55				
		s 5:21					51.47	..... PLANO	110.76		115	s 9:46	s 10:34			
		s 5:11					55.86	..... SANDWICH	106.37		138	s 9:34				
		s 5:03					59.21	..... SOMONAUK	103.02	157	40	s 9:25				
		s 4:57					65.32	..... LELAND	96.91		70	s 9:15				
4:25		s 4:48				W.	72.10	..... EARLVILLE	90.13	78	61	7:01	s 9:05	10:14	12:22	
		s 4:39	6:39		7:30		72.35	..... C. & N. W. Cross'g (Interlocked)	89.88							
		s 4:31					78.06	..... MERIDEN	84.17		22					
							81.71	..... MS TOWER	80.52							
4:15	s 5:24	L 4:25	6:29		7:21	B.C.K. O.T.W. Yd.	82.65	..... MENDOTA	79.58	123	Yard	s 6:49	s 8:50	s 10:03	12:13	
		A.M.					82.82	..... I. C. Crossing (Interlocked)	79.41							
							87.56	..... CLARION	74.67		11					
							91.41	..... ARLINGTON	70.82		68		s 8:31			
4:00	5:11		6:16		7:10	B.K.W. Y.Yd.	95.29	..... ZEARING	66.94	133	Yard	6:33	s 8:22	9:52	12:01 P.M.	
							98.43	..... MALDEN	63.80		47		s 8:15			
	5:03						104.18	..... PRINCETON	58.05		180	s 6:22	s 8:08	s 9:45		
							110.69	..... WYANET	51.54		64		s 7:56			
3:40	4:49		5:56		6:55	B.K. T.W.Yd.	116.56	..... BUDA	45.67	90	Yard	6:09	s 7:46	9:34	11:44	
							122.97	..... NEPONSET	39.26	37	81		s 7:33			
	4:34				6:43	B.K.O. Yd.	130.95	..... KEWANEE	31.28	199	Yard	s 5:54	s 7:22	s 9:23	11:31	
3:15	s 4:22		5:34		6:37	K.T.W.	139.26	..... GALVA	22.97	54	146	5:43	s 7:08	s 9:12	11:24	
							139.52	..... C.R.I. & P. Cross'g (Interlocked)	22.71							
						W.	146.69	..... ALTONA	15.54		89		s 6:54			
							150.77	..... ONEIDA	11.46		72		s 6:48			
							155.11	..... WATAGA	7.12		132		s 6:41			
							157.67	..... BISHOP	4.56							
L 2:50	L 3:55		L 5:10		L 6:18	B.C.K.O. T.W.Y. Yd.	162.23	..... GALESBURG	0.	Yard	Yard	L 5:20	L 6:30	L 8:54	L 11:02	
A.M.	A.M.		A.M.		A.M.							A.M.	A.M.	A.M.	A.M.		
Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily							Daily	Daily	Daily	Daily		
2:10 57.4	2:15 55.3	1:08 39.6	2:01 61.7	0:05 26.8	1:37 77.0							2:13 56.1	3:37 34.4	2:00 62.2	1:46 70.4		
								SCHEDULE TIME.....									
								AVERAGE MILES AN HOUR.....									

No train order signal for passenger trains at Galesburg. Conductors and enginemen must have Clearance Form A.

Conductors and enginemen of eastward freight trains and light engines must receive Clearance Form A at Knox Street, Galesburg.

Conductors and enginemen of trains originating at Mendota or Earlville must have Clearance Form A.

O-5-A engines must not use first crossover west of I. C. Crossing, Mendota.

No. 14 will stop at Kewanee to discharge passengers from Omaha and beyond; will reduce speed to 25 miles an hour at Kewanee to dispatch mail; will stop at Buda to receive revenue passengers when notified at Kewanee; and will reduce speed to 40 miles an hour at Princeton to dispatch mail.

No. 8 will reduce speed to 15 miles an hour at Aurora to dispatch mail.

No. 56 will stop at Earlville, Sandwich and Plano on Sunday on signal to receive revenue passengers for Chicago.

No. 10 will stop at Aurora to discharge revenue passengers from Denver or beyond.

Trains using eastward siding at Galva must move expecting to find cars on siding.

Trains using eastward siding at Kewanee must move expecting to find cars on extension east of middle crossover.

Galesburg to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS					Distance from Chicago	STATIONS	Distance from Galesburg	FIRST CLASS						
				Daily Ex. Sunday Passenger				Daily Passenger	Daily Passenger					
				122				176						
				P.M.					P.M.	P.M.				
				A 3.30	37.76	.....	AURORA.....	124.47	A	P.M.	P.M.			
				L 3.25	39.98	.....	MONTGOMERY.....	122.25	S	8.35	A 7.57			
				P.M.	45.48	.....	BRISTOL.....	116.75						
					51.47	.....	PLANO.....	110.76						
					55.86	.....	SANDWICH.....	106.37	S	8.15				
					59.21	.....	SOMONAUK.....	103.02						
					65.32	.....	LELAND.....	96.91						
					72.10	.....	EARLVILLE.....	90.13		7.57	7.29			
					72.35	.....	C. & N. W. Cross'g (Interlocked)	89.88						
					78.06	.....	MERIDEN.....	84.17						
					81.71	.....	MS TOWER.....	80.52						
					82.65	.....	MENDOTA.....	79.58	S	7.45	7.19			
					82.82	.....	I. C. Crossing (Interlocked)	79.41						
					87.56	.....	CLARION.....	74.67						
					91.41	.....	ARLINGTON.....	70.82						
					95.29	.....	ZEARING.....	66.94		7.19	7.04			
					98.43	.....	MALDEN.....	63.80						
					104.18	.....	PRINCETON.....	58.05	S	7.11				
					110.69	.....	WYANET.....	51.54						
					116.56	.....	BUDA.....	45.67	S	6.53	6.47			
					122.97	.....	NEPONSET.....	39.26						
					130.95	.....	KEWANEE.....	31.28	S	6.36	6.33			
					139.26	.....	GALVA.....	22.97	P.M. —					
					139.52	.....	C.R.I. & P. Cross'g (Interlocked)	22.71	A 3.05	S 6.21	6.22			
					146.69	.....	ALTONA.....	15.54	S	2.55				
					150.77	.....	ONEIDA.....	11.46	S	2.48				
					155.11	.....	WATAGA.....	7.12	S	2.41				
					157.67	.....	BISHOP.....	4.56						
					162.23	.....	GALESBURG.....	0.	L 2.30	L 5.50	L 6.00			
				Daily Ex. Sunday					P.M.	P.M.	P.M.			
				0:05					Daily	Daily	Daily			
				26.6					Daily Ex. Sunday	Daily	Daily			
									0:35	2:45	1:57			
									39.3	45.3	63.8			

No train order signal for passenger trains at Galesburg. Conductors and enginemen must have Clearance Form A.
 Conductors and enginemen of eastward freight trains and light engines must receive Clearance Form A at Knox Street, Galesburg.
 Conductors and enginemen of trains originating at Mendota or Earlville must have Clearance Form A.

O-5-A engines must not use first crossover west of I. C. Crossing, Mendota.
 No. 12 will stop at Aurora to discharge revenue passengers; will not receive passengers.

Aurora to Savanna—Subdivision—Westward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS			Signs	Distance from Chicago	Distance from Aurora	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger						Sidings	Other Tracks		Daily Passenger	Daily Ex. Saturday Passenger	Daily Passenger	Daily Passenger
53	21	49									23	41	45	51
A.M. 12.03	A.M. 8.49	P.M. 1.36	B.C.K.O. R.T.W. Y.Yd.	37.76	0.	37.81	AURORA	72	Yard	Continuous	P.M. 4.34		P.M. 9.52	P.M. 11.48
12.11	8.55	1.43	F.	44.58	6.82	44.75	SUGAR GROVE	110	19	No Office	4.40		10.00	11.56 A.M.
12.16	8.59	1.51	F.	50.06	12.30	50.24	BIG ROCK	140	18	No Office	4.44		10.12	12.01
			F.	54.92	17.16	55.11	HINCKLEY	51	37	No Office			10.19	
12.23	9.05	1.58	F.	57.81	20.05	58.00	MORED	117		No Office	4.50		10.23	12.08
			F.	61.93	24.17	62.13	WATERMAN	45	36	No Office			10.29	
			F.	64.69	26.93	64.89	C.&N.W. Cross'g (Interlocked)							
12.34	9.12	2.03	F.W.	66.93	29.17	67.12	SHABBONA	215	102	No Office	4.56		10.37	12.19
			F.	71.34	33.58	71.60	LEE	26	19	No Office			10.44	
			F.	77.09	39.33	77.35	STEWARD	48	24	No Office			10.51	
12.45	9.20	2.12	F.	77.56	39.80	77.86	STEWARD JCT.			No Office	5.04		10.52	12.30
12.52	9.25	2.17	B.C. W.Yd.	83.00	45.24	83.25	ROCHELLE	78	Yard	Continuous	5.09	P.M. 11.20	11.06	12.37
			F.	83.45	45.69	83.71	C.&N.W. Cross'g (Interlocked)							
12.57	9.28	2.20	F.Y.	86.08	48.32	86.35	FLAG CENTER		25	No Office	5.12	A.M. 11.26	11.09	12.42
1.04	9.32	2.25	F.	92.16	54.40	92.43	CHANA	136	18	No Office	5.16	P.M.	11.19	12.49
			B.F.K. W.	98.17	60.41	98.43	OREGON	76	82	No Office	5.22		11.40	12.57
1.23	9.45	2.37	F.	106.61	68.85	107.43	STRATFORD	140	18	No Office	5.29		11.49	1.08
			F.	111.19	73.43	111.99	POLO	38	34	No Office			11.57	
			F.	115.20	77.44	116.00	CARTER	140		No Office	5.36		12.02	1.18
			F.	117.07	79.31	117.88	HAZELHURST		18	No Office			12.04	
1.40	9.58	2.50	F.	121.76	84.00	122.53	MILLEDGEVILLE	140	74	No Office	5.42		12.14	1.25
			F.	128.67	90.91	129.44	CHADWICK	140	26	No Office	5.47		12.28	1.32
1.59	10.12	3.05	F.	137.79	100.03	138.54	BURKE	140		No Office	5.56		12.41	1.44
			B.C.K.O. T.R.W. Yd.	142.94	105.18	143.68	SAVANNA TOWER		Yard	Continuous	6.01		12.48	1.51
				143.90	106.14	144.64	CMStP&P Cross'g (Inter'l)							
				144.10	106.34	144.85	CMStP&P Cross'g (Inter'l)							
A 2.11 A.M.	A 10.20 A.M.	A 3.15 P.M.	B.K.R. W.Yd.	144.89	107.13	145.64	SAVANNA			Continuous	A 6.05 P.M.		A 12.53 A.M.	A 1.56 A.M.
Daily	Daily	Daily									Daily	Daily Ex. Saturday	Daily	Daily
2:08 50.2	1:31 70.6	1:39 64.9					SCHEDULE TIME				1:31 70.6	0:06 30.0	3:01 35.5	2:08 50.2
							AVERAGE MILES AN HOUR							

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN SOUTH RIVER STREET AURORA AND SAVANNA TOWER.

Single Track between South River Street Aurora and Steward Jct.; Flag Center and Savanna Tower.

Double Track between Steward Jct. and Flag Center; Savanna Tower and Savanna.

Controlled sidings at Aurora, Sugar Grove, Big Rock, Mored, Shabbona, Chana, Oregon, Stratford, Carter, Milledgeville, Chadwick and Burke.

Rule 93 in effect at Rochelle.

Automatic Block System in effect between Savanna Tower and Savanna.

Rules D-251, D-252 and D-254 in effect between Savanna Tower and Savanna.

Movement of trains or engines against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.

No train order signal at Aurora. Conductors and enginemen of passenger trains must have Clearance Form A.

Rockford branch trains will register and receive Clearance Form A at Rochelle.

No. 53 will stop at Rochelle for sleeping car passengers for La Crosse or beyond.

No. 45 will stop at Hazelhurst if any parcel post mail to dispatch.

Honey Creek is located at M.P. 95.63.

Savanna to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

FIRST CLASS				Distance from Chicago	Mile Post Location	STATIONS	Distance from Savanna	Capacity of		Office Open Sundays	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger
50	54	42	52								44	22	24
A.M.	A.M.		A.M.								P.M.	P.M.	P.M.
A s 6:54	A s 7:23		A s 8:40	37.76	37.81	..... AURORA	107.13	72	Yard	Continuous	A s 1:18	A s 2:02	A s 9:37
6:45	7:14		s 8:28	44.58	44.75	..... SUGAR GROVE	100.31	110	19	No Office	1:10	1:55	9:30
6:39	7:07		s 8:19	50.06	50.24	..... BIG ROCK	94.83	140	18	No Office	1:05	1:51	9:26
			s 8:09	54.92	55.11	..... HINCKLEY	89.97	51	37	No Office			
6:29	6:58		8:05	57.81	58.00	..... MORED	87.09	117		No Office	12:58	1:45	9:20
			s 8:00	61.93	62.13	..... WATERMAN	82.96	45	36	No Office			
				64.69	64.89	..... C.&N.W. Cross'g (Interlocked)	80.20						
6:18	6:44		s 7:50	66.93	67.12	..... SHABBONA	77.96	215	102	No Office	12:51	1:38	9:13
			s 7:41	71.34	71.60	..... LEE	73.55	26	19	No Office			
			s 7:32	77.09	77.35	..... STEWARD	67.80	48	24	No Office			
6:05	6:30	A.M.	7:29	77.56	77.86	..... STEWARD JCT.	67.33			No Office	12:40	1:28	9:03
s 5:58	6:22	A 7:05	s 7:22	83.00	83.25	..... ROCHELLE	61.80	78	Yard	Continuous	12:34	1:23	8:58
				83.45	83.71	..... C.&N.W. Cross'g (Interlocked)	61.44						
5:51	6:15	L 7:01	7:08	86.08	86.35	..... FLAG CENTER	58.81		25	No Office	12:30	1:20	8:55
5:42	6:06	A.M.	s 6:59	92.16	92.43	..... CHANA	52.73	136	18	No Office	12:25	1:15	8:50
5:34	5:58		s 6:49	98.17	98.43	..... OREGON	46.72	76	82	No Office	12:19	s 1:09	s 8:44
5:22	5:46		f 6:31	106.61	107.43	..... STRATFORD	38.28	140	18	No Office	12:10	1:01	8:36
			s 6:20	111.19	111.99	..... POLO	33.70	38	34	No Office			
5:11	5:35		6:09	115.20	116.00	..... CARTER	29.77	140		No Office	12:03	12:55	8:30
			s 6:06	117.07	117.88	..... HAZELHURST	27.82		18	No Office	P.M.		
5:02	5:26		s 5:55	121.76	122.54	..... MILLEDGEVILLE	23.13	140	74	No Office	11:55	12:50	8:25
4:53	5:17		s 5:42	128.67	129.44	..... CHADWICK	16.22	140	26	No Office	11:51	12:45	8:20
4:42	5:06		5:29	137.79	138.54	..... BURKE	7.10	140		No Office	11:42	12:37	8:12
4:35	4:59		5:20	142.94	143.68	..... SAVANNA TOWER	1.95	Yard		Continuous	11:37	12:33	8:08
				143.90	144.64	..... CMSTP&P Cross'g (Inter'l) .....	.99						
				144.10	144.85	..... CMSTP&P Cross'g (Inter'l)	0.79						
L 4:30	L 4:54		L 5:15	144.89	145.64	..... SAVANNA	0.			Continuous	L 11:32	L 12:29	L 8:04
A.M.	A.M.		A.M.								A.M.	P.M.	P.M.
Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily
2:24 44.6	2:29 43.1	0:04 46.2	3:25 31.3			..... SCHEDULE TIME					1:46 60.6	1:33 69.0	1:33 69.0
						..... AVERAGE MILES AN HOUR							

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN SAVANNA TOWER AND SOUTH RIVER STREET AURORA.

Single Track between Savanna Tower and Flag Center; Steward Jct. and South River Street Aurora.

Double Track between Savanna and Savanna Tower; Flag Center and Steward Jct.

Automatic Block System in effect between Savanna and Savanna Tower.

Rules D-251, D-252 and D-254 in effect between Savanna and Savanna Tower.

Movement of trains or engines against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.

No eastward train order signal at Savanna depot. Conductors and enginemen must have Clearance Form A.

No train order signal at Savanna Tower. Conductors and enginemen of trains originating at Savanna Yard must have Clearance Form A.

Controlled sidings at Aurora, Sugar Grove, Big Rock, Mored, Shabbona, Chana, Oregon, Stratford, Carter, Milledgeville, Chadwick and Burke.

Rockford branch trains will register by ticket at Rochelle.

Rule 93 in effect at Rochelle.

No. 54 will stop at Rochelle to discharge passengers from west of Minneapolis.

No. 50 will stop at Oregon to receive passengers when notified at Savanna.

No. 44 will stop at Aurora to discharge passengers from Spokane or beyond.

No. 52 will stop on signal at White Pines State Park M.P. 105.65 for revenue passengers.

Honey Creek is located at M.P. 95.63.

Montgomery and Streator—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

SOUTHWARD					Office Open Week Days	Signs	Distance from Aurora	Distance from Chicago	STATIONS			Capacity of		NORTHWARD				
SECOND CLASS		FIRST CLASS										Distance from Streator	Sidings	Other Tracks	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	Daily Ex. Sunday Streator Stock and Mdse.	
85		133	111										134	122	86			
A.M.		P.M.	A.M.										A.M.	P.M.	P.M.			
L 12.45		L 4.15	L 7.15		Continuous	R.Yd.	2.22	39.98	.....	MONTGOMERY	57.59	Yard	Yard	S A 6.39	S A 3.25	S A 11.30	
12.55		s 4.20	s 7.23		7:15 a.m. to 4:30 p.m.		5.56	43.32	.....	OSWEGO	54.25	50	27	s 6.31	s 3.17	11.15	
		f 4.23	f 7.26		No Office.	F.	8.50	46.26	.....	YAGAN PIT	51.31	62	72	f 6.25	f 3.11		
1.10		s 4.30	s 7.33		7:15 a.m. to 4:30 p.m.	W.	11.65	49.41	.....	YORKVILLE	48.16		22	s 6.19	s 3.05	11.00	
1.20		f 4.36	f 7.39		No Office.		14.79	52.55	.....	FOX	45.02		21	f 6.12	f 2.58	10.40	
1.30		s 4.42	s 7.45		No Office.	F.	18.28	56.04	.....	MILLBROOK	41.53		18	s 6.07	s 2.52	10.30	
1.40		s 4.47	s 7.52		6:00 a.m. to 3:00 p.m.		21.80	59.56	.....	MILLINGTON	38.01	20	35	s 5.59	s 2.45	10.20	
1.55		s 4.55	s 8.00		6:00 a.m. to 3:00 p.m.		26.62	64.38	.....	SHERIDAN	33.19		49	s 5.51	s 2.36	10.00	
2.05		s 4.59	s 8.04		No Office.	F.R.Y.	28.79	66.55	.....	BURGESS JCT.	31.02	85	4	s 5.45	s 2.31	9.45	
2.15		s 5.04	s 8.08		8:30 a.m. to 5:30 p.m.		31.13	68.89	.....	SERENA	28.68	88	28	s 5.40	s 2.26	9.40	
2.35		s 5.12	s 8.17		7:00 a.m. to 9:00 p.m.	W.Yd.	35.07	72.83	.....	WEDRON	24.74	92	132	s 5.32	s 2.17	9.20	
2.45		s 5.19	s 8.24		No Office.		38.84	76.60	.....	DAYTON	20.97		20	s 5.25	s 2.10	9.10	
		5.25	8.29		No Office.	Yd.	41.83	79.59	.....	NORTH OTTAWA	17.98		Yard	5.20	2.05		
					6:00 a.m. to 3:00 p.m.	B.K.O. W.Yd.	42.68	80.44	.....	C.R.I.&P. Cross'g (Auto Interl)	17.13						
3.15		s 5.32	s 8.35		No Office.	Yd.	43.18	80.94	.....	OTTAWA	16.63		Yard	s 5.17	s 2.01	8.55	
					No Office.	Yd.	43.74	81.50	.....	SOUTH OTTAWA	16.07		Yard				
3.30		f 5.38	f 8.40		No Office.	Yd.	45.76	83.52	.....	HITT	14.05		26	f 5.09	f 1.53	8.00	
4.02		s 5.48	s 8.50		7:00 a.m. to 4:00 p.m.		51.85	89.61	.....	GRAND RIDGE	7.96	21	21	s 5.03	s 1.44	7.45	
4.15			f 8.56		No Office.		55.85	93.61	.....	RICHARDS	3.96		9	f 4.57	f 1.38	7.30	
							59.53	97.29	.....	N. Y. C. Crossing (Grade)	0.28						
							59.64	97.40	.....	G. M. & O. Crossing (Grade)	0.17						
A 4.40		A 6.10	A 9.10		Continuous.	B.C.K. O.R.Y. Yd.	59.81	97.57	.....	STREATOR	0.	Yard	Yard	L 4.50	L 1.30	L 7.10	
Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday											Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
3:55 14.6		1:55 30.1	1:55 30.1							.....	SCHEDULE TIME			1:49 31.7	1:55 30.0	4:20 13.3	
										AVERAGE MILES AN HOUR							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

RULES 318 (B) AND 907 IN EFFECT.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

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

Trains will register by ticket at Montgomery.

Nos. 111, 133 and 122 will register at Sieberling Spur Switch, Ottawa.

No. 133 will register at switch leading to north side of Illinois-Owens Bottle Co. plant at Streator.

No offices open Sunday except Montgomery and Streator.

Glen Park M.P. 65.40 is a flag stop for Nos. 122, 134, 111 and 133.

No. 134 will register at Ottawa depot.

Trains taking siding at Burgess Jct., Serena and Wedron must move expecting to find cars on siding.

Nos. 111, 133, 134 and 122 will stop at M.P. 48.50, 1.36 miles north of Yorkville, to receive or discharge passengers.

Trains must stop at the crossings of the N. Y. C. and G. M. & O. at Streator, and be governed by position of gates at G. M. & O. Crossing.

Drawbridge 81.45 over Illinois River at Ottawa not interlocked. See special instruction 21.

O-3 engines must not go beyond frog on Canal track at Ottawa.

Trains have no time table superiority between Streator depot and north wye switch on the Montgomery and Streator Subdivision, between Streator depot and west wye switch on the Streator and Kasbeer Subdivision, and on the leg of the wye between the west wye switch and the north wye switch. All trains and engines must move at restricted speed.

West Eola and West Chicago—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

NORTHWARD					Office Open Week Days	Signs	Distance from West Eola	Distance from Chicago	STATIONS			Distance from West Chicago	Capacity of Other Tracks	SOUTHWARD						
SECOND CLASS									SECOND CLASS											
				Daily Ex. Sunday Freight															Daily Ex. Sunday Freight	
				83														84		
				A.M. L 9.15	Continuous.	B.C.K. O.R.T. W.Y.Yd.	0.00	35.27	..... WEST EOLA	13.09	Yard	P.M. A 12.01							
				s 9.30	No Office.	Yd.	4.39	39.66	..... NORTH AURORA	8.70	25	P.M. s 11.30							
				s 9.45	8:00 a.m. to 5:00 p.m.		7.57	42.84	..... BATAVIA	5.52	43	s 11.05							
				A 10.15 A.M.	No Office.	R.	12.97	48.24	E.J. & E. Cross'g (Interlocked).	0.12									L 10.30 A.M.	
				Daily Ex. Sunday			13.09	48.36	..... WEST CHICAGO	0.	18	Daily Ex. Sunday							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
 RULES 318 (B) AND 907 IN EFFECT.
 Clearance Form A will not be required at West Chicago.

No train order signal at West Eola. Conductors and enginemen must have Clearance Form A.
 Batavia closed Sunday.

Aurora and West Batavia—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

NORTHWARD					Office Open Week Days	Signs	Distance from Aurora	Distance from West Batavia	STATIONS			Capacity of Other Tracks	SOUTHWARD						
SECOND CLASS									SECOND CLASS										
				Daily Ex. Sunday Freight															Daily Ex. Sunday Freight
				95															98
				A.M. L 6.15	Continuous.	Yd.	0.00	8.36	..... AURORA	8.36		A.M. A 8.15							
					No Office.	Yd.	1.27	7.09	C. M. St. P. & P. Cross'g (Grade)	7.09									
					No Office.	Yd.	4.90	3.46	..... NIFA	3.46	28								
					No Office.	Yd.	6.52	1.84	..... MOOSEHEART	1.84	4								
				A 7.00 A.M.	No Office.	Yd.	8.36	0.	..... WEST BATAVIA	0.	23	L 7.15 A.M.							
				Daily Ex. Sunday								Daily Ex. Sunday							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
 RULES 318 (B) AND 907 IN EFFECT.
 Clearance Form A will not be required at West Batavia.

Trains in both directions must stop at C. M. St. P. & P. Crossing.
 Trains and engines enroute to West Batavia branch will report to the operator at Aurora Tower on the telephone as soon as they are clear and will get his permission over the telephone before again occupying siding.

Mendota and Denrock—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

WESTWARD				Office Open Week Days	Signs	Distance from Mendota	Mile Post Location	STATIONS			Capacity of		EASTWARD			
SECOND CLASS								Distance from Denrock	Sidings	Other Tracks	SECOND CLASS					
Daily Ex. Sunday Tri-City Mdse.	Daily Ex. Sunday Mixed	69	91								Daily Ex. Sunday Mixed	Daily Ex. Sunday Tri-City Mdse.	92	64		
A.M. L12.10	A.M. L11.00	Continuous.	B.C.K. O.R.T. W.Yd.	0.	82.85	.....MENDOTA.....	48.70	Yard	Yard	P.M. A 5.25	P.M. A11.10				
		No Office.		5.21	5.04	.....I. C. Crossing (Interlocked) ..	48.53								
12.30	s11.20	7:30 a.m. to 4:30 p.m.	F.	8.96	8.73	.....WENDEL.....	43.51		13			s 5.05	10.50		
12.40	s11.35	7:30 a.m. to 4:30 p.m.		12.99	12.82	.....LA MOILLE.....	39.74	69	36			s 4.50	10.40		
12.55	s11.50	7:30 a.m. to 4:30 p.m.		18.81	18.64	.....VAN ORIN.....	35.71		22			s 4.35	10.25		
1.10	s12.20	8:30 a.m. to 5:30 p.m.	F.	25.79	25.62	.....OHIO.....	29.89	85	23			s 4.20	10.10		
				29.26	29.08	.....WALNUT.....	22.91	76	43						
1.28	s12.40	8:30 a.m. to 5:30 p.m.	W.	32.06	31.89	.....C. & N. W. Cross'g (Auto Interl.)	19.44								
1.40	s12.55	7:30 a.m. to 4:30 p.m.		37.25	37.08	.....DEER GROVE.....	16.64		18			s 3.50	9.50		
1.58	s 1.35	7:30 a.m. to 4:30 p.m.		45.45	45.28	.....TAMPICO.....	11.45	50	32			s 3.20	9.40		
A 2.10	A 1.45	Continuous.	B.R.W. Y.Yd.	48.70	48.54	.....PROPHETSTOWN.....	3.25		84			s 3.00	9.25		
Daily Ex. Sunday	Daily Ex. Sunday					.....DENROCK.....	0.	Yard	Yard	L 2.10	L 9.10				
2:00	2:45									P.M.	P.M.					
24.3	17.6									Daily Ex. Sunday	Daily Ex. Sunday					
						.....SCHEDULE TIME.....				3:15	2:00				
						.....AVERAGE MILES AN HOUR....				14.9	24.3				

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

RULES 318 (B) AND 907 IN EFFECT.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal at Mendota or Denrock. Conductors and enginemen must have Clearance Form A.

No offices open Sunday except Mendota and Denrock.

Normal position of Sterling branch junction switch at Denrock is for Mendota and Denrock Subdivision.

Burgess Junction and Sterling—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

WESTWARD					Office Open Week Days	Signs	Mile Post Location	Distance from Burgess Jct.	STATIONS			Distance from Sterling	Capacity of		EASTWARD			
SECOND CLASS									Sidelings	Other Tracks	SECOND CLASS							
			Monday Wed. Friday	93							Tuesday Thursday Saturday		94					A.M. 10:20
					No Office.	F.R.Y.	19.13	0.	.....	BURGESS JCT.	59.38	85	4				
					No Office.		13.41	5.67	.....	BAKER	53.71		22				
				P.M. 11:50	Continuous.	R.W.Y.	6.92	12.19	.....	EARLVILLE	47.19		61				
					No Office.		6.67	12.99	.....	C. & N. W. Junction	46.39						
				S 1:00	No Office.		3.79	15.87	.....	RADLEY	43.51		16				S 10:00
							0.											
				S 1:15	8:00 a.m. to 5:00 p.m.		8.46	20.11	.....	PAW PAW	39.27		57				S 9:45
							11.86	23.51	.....	C.M.St.P. & P. Cross'g (Grade)	35.87						
				S 1:40	8:15 a.m. to 5:15 p.m.		13.85	25.50	.....	COMPTON	33.88		25				S 9:30
				S 2:00	No Office.		17.02	28.67	.....	WEST BROOKLYN	30.71		31				S 9:16
				S 2:15	No Office.		21.86	33.51	.....	SHAWS	25.87		18				S 8:55
				S 2:50	7:00 a.m. to 4:00 p.m.	W.Y.	26.97	38.62	.....	AMBOY	20.76		42				S 8:40
							27.38	39.03	.....	I. C. Crossing (Interlocked)							
				S 3:10	No Office.		32.73	44.38	.....	WALTON	15.00		16				S 8:10
				S 3:40	7:00 a.m. to 4:00 p.m.		38.84	50.48	.....	HARMON	8.90		42				S 7:55
							42.23	53.88	.....	C. & N.W. Cross'g (Auto Interl.)	5.51						
				S 4:00	No Office.	B.C.O. T.W.Yd.	47.07	58.71	.....	ROCK FALLS	0.67	Yard					S 7:30
							47.44	59.08	.....	C. & N. W. Cross'g (Interlocked)							
				A 4:15 P.M.	8:30 a.m. to 5:30 p.m.	B.K.R. Yd.	47.68	59.38	.....	STERLING	0.	Yard					L 7:15 A.M.
				Monday Wed. Friday													Tuesday Thursday Saturday	
				3:25 13.7													3:05 15.2	
											SCHEDULE TIME.....							
											AVERAGE 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 Earlville, Rock Falls or Sterling. Conductors and enginemen must have Clearance Form A when operator on duty.

No offices open Sunday except Earlville.

Overhead bridges between factory buildings of International Harvester Company at Rock Falls will not clear a man standing on top of car.

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.

Trains will approach Burgess Jct., at restricted speed, expecting to find main track occupied.

Way freight extra leaves Mandota 1:00 P.M. daily, except Sunday, to Ottawa and return via Earlville and Burgess Jct.

C. & N. W. main track between wye switches north of Earlville Tower and C. & N. W. Junction 3130 feet north thereof is used jointly by C. B. & Q. and C. & N. W. trains.

Eastward trains must stop to clear C. & N. W. main track at C. & N. W. Junction and get permission from the operator at Earlville Tower over the telephone before proceeding.

Westward trains will get permission from operator at Earlville Tower before entering C. & N. W. main track, and will also telephone 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.

At C. & N. W. Crossing, Sterling, no leverman on duty between 5:00 P. M. and 8:00 A. M. Call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movement.

Nos. 93 and 94 will carry passengers.

Streator and Kasbeer—Subdivision

AURORA DIVISION.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

WESTWARD				Office Open Week Days	Signs	Distance from Streator	Mile Post Location	STATIONS			Capacity of		EASTWARD			
SECOND CLASS		FIRST CLASS						Distance from Kasbeer	Sidings	Other Tracks	FIRST CLASS		SECOND CLASS			
Daily N. Y. C. Freight	193	Daily Ex. Sunday Passenger	19								Daily Ex. Sunday Passenger	14	Daily N. Y. C. Freight	190		
			A.M. L 9:35	Continuous.	BCKOR W.Yd.	0.00	0.30	..... STREATOR	51.77	Yard	Yard	P.M. A12:50				
			f 9:42	No Office.		3.46	3.77	..... KANGLEY	48.31			f12:40				
			f 9:47	No Office.		6.78	7.08	..... WILSMAN	44.99		14	f12:34				
			s 9:52	7:30 a.m. to 4:30 p.m.		9.69	9.99	..... LEONORE	42.08		23	s12:29				
				No Office.		10.72	11.02	..... L. & S. JUNCTION	41.05							
			f10:00	No Office.		14.08	14.38	..... TICONA	37.69		2	f12:20				
			f10:11	No Office.	Yd.	19.79	20.09	..... DICKINSON	31.98		Yard	f12:11				
			s10:13	No Office.	Yd.	20.77	21.06	..... VROMAN	31.00		Yard	f12:08				
				7:00 a.m. to 4:00 p.m.	B.K.O.T. W.Yd.	25.36	25.65	..... C. R. I. & P. Crossing (Grade)	26.41							
			s10:27	No Office.	Yd.	25.53	25.83	..... LA SALLE	26.24	Yard	Yard	s12:01				
			s10:32	No Office.	Yd.	26.91	27.17	..... PERU	24.86		Yard	s11:53				
				7:00 a.m. to 4:00 p.m.		27.49	27.77	..... C.R.I.&P. Cross'g (Auto Interl.)	24.28							
			s10:42	No Office.		30.67	30.94	..... SPRING VALLEY	21.10	21	51	s11:45				
			s10:47	No Office.		33.04	33.31	..... DALZELL	18.73			s11:39				
				No Office.		34.27	34.51	..... HEGELER	17.50							
			s10:54	No Office.	Yd.	36.36	36.63	..... LADD	15.41	42	49	s11:34				
				Continuous.	K.R.	36.57	36.84	..... N. Y. C. Crossing (Grade)	15.20							
			f10:56	No Office.		37.00	37.31	..... N. Y. C. JCT.	14.77			f11:31			A 1:20	
				Continuous.	BKRW Y Yd.	42.89	43.19	..... ZEARING	8.88		Yard	L11:20			L 1:00	
				No Office.		48.06	48.33	..... GREEN OAK	3.71		22	A.M.			A.M.	
				No Office.		51.77	52.04	..... KASBEER	0.		29					
			Daily									Daily Ex. Sunday			Daily	
			0:20 18.3									1:30 28.6			0:20 18.3	
SCHEDULE TIME																
AVERAGE MILES AN HOUR																

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

RULE 318 (B) IN EFFECT.

Rule 907 in effect between Streator and N. Y. C. Jct., and between Zearing and Kasbeer.

Trains or engines using spur track between L. & S. Junction and Lowell must move at restricted speed only as track is seen or known to be clear.

No train order signal at Streator or Zearing. Conductors and enginemen must have Clearance Form A.

Clearance Form A will not be required at Kasbeer.

No offices open Sunday except Streator, N. Y. C. Crossing and Zearing.

Normal position of the junction switch at N. Y. C. Jct. is for the Streator and Kasbeer Subdivision.

Normal position of the junction switch at Streator is for the Aurora and Streator Subdivision.

Trains must stop at crossings of N. Y. C. and G. M. & O. at Streator and be governed by position of gates at G. M. & O. Crossing.

Drawbridge 24.83 over Illinois River at La Salle, not interlocked. See special Instruction 21.

Trains have no time table superiority between Streator depot and north wye switch on the Montgomery and Streator Subdivision, between Streator depot and west wye switch on the Streator and Kasbeer Subdivision, and on the leg of the wye between the west wye switch and the north wye switch. All trains and engines must move at restricted speed.

O engines must not go on Illinois River Bridge 24.83 at La Salle, or Bridge 25.50 over Illinois-Michigan Canal, east end La Salle Yard.

Trains taking siding at Spring Valley and Ladd must move expecting to find cars on siding.

Dickinson, La Salle and Peru Yards extend from yard limit board at M.P. 18 to Yard limit board at M.P. 28.60.

Trains have no time table superiority on both legs of the wye, and on the Streator and Kasbeer Subdivision main track between the wye switches at Zearing. All trains and engines must move at restricted speed.

Way freight extra leaves Streator 7:30 A. M. daily, except Sunday, for Zearing and return.

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at "restricted speed" until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured prepared to stop and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A. M. and 6:30 P. M. and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

Diesel and gas-electric motor trains and engines must not pass through water, if the water is more than three inches above top of rail, and when passing through water the speed must not exceed three miles an hour to prevent damage to traction motors.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas-electric motor cars 60 M. P. H.

Diesel-electric power units 75 M. P. H.

Diesel-electric switch engines 40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Restricted Speed	Restricted Speed
All crossovers and turnouts not otherwise specified....	10	10
Handling clam shells, pile drivers, steam shovels		
Main line.....		30
Branch line.....		20
See special instruction 13.		
Handling scale test cars (must be handled next to way car with air coupled)		
Main line.....		25
Branch line.....		20
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible. Main Line.....		35
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam, disconnected on one side with main rod down:		
Main line.....	25	25
Branch line.....	20	20

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204376	150 Ton Wrecking Derrick	Other Steam Derricks under 150 Tons
Chicago—Galesburg.....	30 MPH	30 MPH	30 MPH
Aurora—Savanna.....	30 MPH	30 MPH	30 MPH
Mendota—Denrock.....	25 MPH	25 MPH	25 MPH
Flag Center—Rockford.....	25 MPH	25 MPH	25 MPH
Montgomery—Streator.....	20 MPH	20 MPH	20 MPH
Burgess Jct.—Earlville.....	20 MPH	20 MPH	20 MPH
West Eola—West Chicago.....	Must not operate.	10 MPH	20 MPH
Aurora—West Batavia.....	Must not operate.	10 MPH	20 MPH
Oregon—Mt. Morris.....	Must not operate.	Must not operate.	20 MPH
La Salle—Kasbeer.....	Must not operate.	15 MPH	20 MPH
Streator—La Salle.....	Must not operate.	15 MPH	20 MPH
Bridge 2.16, 24.83, 25.39 and 25.50.....	Must not operate.	10 MPH	10 MPH
Earlville—Sterling.....	Must not operate.	15 MPH	20 MPH
Bridge 26.03.....	Must not operate.	6 MPH	6 MPH

In addition to the speed restrictions shown above over Bridges 2.16, 24.83, 25.39 and 25.50 between Streator and La Salle and over Bridge 26.03 near Amboy, derrick must be separated from road engine by at least one light car when passing over these bridges.

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 1, 2, 5, 10, 11, 12, 17, 18, 21, 22, 23, 24, 44 and 49 when consisting of all light weight cars handled by Diesel engines. See Class B, Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4 or S-4-A engines.

E—Freight trains when handled by other freight engines.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Steam engines running backward must not exceed 20 miles an hour.

TRACK 1

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—Roosevelt Road—M. P. 1.50.....	25	25	25	Yd.	Yd.
UNION AVENUE INTERLOCKING:					
Crossover 1 to 2 east of Union Ave.....	25	25	25	20	20
ZONE—M.P. 1.50—M.P. 7.15.....	60	60	50	Yd.	Yd.
KEDZIE AVENUE INTERLOCKING:					
Crossover 1 to 2 westward.....	25	25	25	25	25
ZONE—M.P. 7.15—M.P. 32.72.....	75	75	70	40	40
LA VERGNE INTERLOCKING:					
Crossovers 1 to 2.....	25	25	25	25	25
CONGRESS PARK INTERLOCKING:					
Crossovers 1 to 2.....	50	40	40	35	35
DOWNERS GROVE INTERLOCKING:					
Crossovers 1 to 2.....	50	40	40	35	35
ZONE—M.P. 32.72—M.P. 35.00.....	75	75	70	Yd.	Yd.
EOLA INTERLOCKING:					
Crossovers 1 to 2.....	25	25	25	25	25
ZONE—M. P. 35.00—M. P. 39.00.....	70	65	60	Yd.	Yd.
WEST EOLA INTERLOCKING:					
Crossovers 1 to 2.....	25	25	25	25	25
Aurora—Spring Street to North Avenue.....	35	35	35	15	15
AURORA INTERLOCKING:					
Crossovers 1 to 2.....	25	25	25	15	15

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION—Continued

TRACK 2

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—Roosevelt Road—M.P. 1.50	25	25	25	Yd.	Yd.
UNION AVENUE INTERLOCKING:					
Crossover 2 to 1 west of Canal Street	20	15	15	15	15
ZONE—M.P. 1.50—M.P. 7.15	60	60	50	Yd.	Yd.
KEDZIE AVENUE INTERLOCKING:					
Crossover 2 to 1 westward	15	15	15	15	15
Crossover 2 to 3 westward	25	25	25	25	25
Crossover 2 to 3 eastward	15	15	15	15	15
CICERO INTERLOCKING:					
Crossover 2 to 1 westward	25	25	25	25	25
TURNOUT 27 WEST OF CICERO AVENUE:					
2 to 2 westward	60	50	50	35	35
2 to 2 eastward	50	50	50	35	35
2 to 3 eastward	35	35	35	25	25
ZONE—M.P. 7.15—M.P. 32.72	75	75	70	40	40
LA VERGNE INTERLOCKING:					
Crossover 2 to 1	25	25	25	25	25
Crossover 2 to 3	25	25	25	25	25
CONGRESS PARK INTERLOCKING:					
Crossover 2 to 1	50	40	40	35	35
Crossover 2 to 3	50	40	40	35	35
DOWNERS GROVE INTERLOCKING:					
Crossover 2 to 1	50	40	40	35	35
Crossover 2 to 3	50	40	40	35	35
ZONE—M.P. 32.72—M.P. 35.00	75	75	70	Yd.	Yd.
EOLA INTERLOCKING					
Crossovers 2 to 1	25	25	25	25	25
Crossovers 2 to 3	25	25	25	25	25
ZONE—M.P. 35.00—M.P. 39.00	70	65	60	Yd.	Yd.
WEST EOLA INTERLOCKING:					
Crossovers 2 to 1	25	25	25	25	25
Crossovers 2 to 3	25	25	25	25	25
Aurora—Spring Street to North Avenue	35	35	35	15	15
AURORA INTERLOCKING:					
Crossovers 2 to 1	25	25	25	15	15
Crossovers 2 to 3	25	25	25	15	15

Trains on track 2 handling U. S. Mail must stop so mail can be dispatched safely.

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION—Concluded

TRACK 3

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 1.50—M.P. 7.15	35	35	35	Yd.	Yd.
KEDZIE AVENUE INTERLOCKING:					
Crossover 3 to 2 eastward	25	25	25	25	25
Crossover 3 to 4 westward	25	25	25	25	25
CICERO INTERLOCKING:					
Crossover 3 to 2 eastward	25	25	25	25	25
Crossover 3 to 3 eastward	25	25	25	25	25
Crossover 3 to 2 westward	35	35	35	25	25
ZONE—M.P. 7.15—M.P. 32.72	70	70	60	40	40
LA VERGNE INTERLOCKING:					
Crossovers 3 to 2	25	25	25	25	25
CONGRESS PARK INTERLOCKING:					
Crossovers 3 to 2	50	40	40	35	35
DOWNERS GROVE INTERLOCKING:					
Crossover 3 to 2 eastward	50	40	40	35	35
ZONE—M.P. 32.72—M.P. 35.00	70	65	60	Yd.	Yd.
EOLA INTERLOCKING:					
Crossovers 3 to 2	25	25	25	25	25
ZONE—M.P. 35.00—M.P. 39.00	70	65	60	Yd.	Yd.
WEST EOLA INTERLOCKING:					
Crossovers 3 to 2	25	25	25	25	25
Aurora—Spring Street to North Avenue	35	35	35	15	15
AURORA INTERLOCKING:					
Crossovers 3 to 2	25	25	25	15	15
Crossover 3 to 2 Hurds Island	40	25	25	25	25

TRACK 4

	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
KEDZIE AVENUE INTERLOCKING:					
Crossover 4 to 3 eastward	25	25	25	25	25
ZONE	25	25	25	Yd.	Yd.
CICERO INTERLOCKING:					
Crossover 4 to 3 eastward east of Cicero Avenue	25	25	25	25	25

SPEED RESTRICTIONS—Continued.

AURORA AND GALESBURG SUBDIVISION

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 1, 2, 5, 10, 11, 12, 17 and 18, when consisting of all light weight cars handled by Diesel engines. See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4 or S-4-A engines.

E—Freight trains when handled by other freight engines.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 miles an hour.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Steam engines running backward must not exceed 20 miles an hour.

O-5-A engines may turn at Earlville but must not exceed 5 miles an hour on wye.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 39.00—M.P. 40.44.....	75	70	65	Yd.	Yd.
ZONE—M.P. 40.44—M.P. 80.29.....	90	79	75	50	50
SOMONAUK INTERLOCKING:					
Crossovers between main tracks.....	50	40	40	35	35
EARLVILLE INTERLOCKING:					
Crossovers between main tracks.....	50	40	40	35	35
Through turn out east end of eastward siding and east end of westward siding.....	25	25	25	25	25
ZONE—M.P. 80.29—M.P. 82.00.....	90	79	75	Yd.	Yd.
M.P. 80.50, crossover between main tracks and turnout at east end advance track.....	40	25	25	25	25
M. S. TOWER INTERLOCKING:					
East crossover between main tracks.....	40	25	25	25	25
Middle crossover between main tracks.....	40	25	25	25	25
East crossover between eastward track and advance track.....	40	25	25	25	25
ZONE—M.P. 82.00—M.P. 83.88.....	50	50	50	Yd.	Yd.
Curve M.P. 82.85.....	30	20	20	20	20
Curve M.P. 83.01.....	30	20	20	20	20
ZONE—M.P. 83.88—M.P. 94.43.....	90	79	75	50	50
ZONE—M.P. 94.43—M.P. 96.96.....	90	79	75	Yd.	Yd.
Zearing, crossovers between main tracks.....	50	40	40	35	35
Zearing, through turnouts of eastward and westward sidings.....	25	25	25	25	25
ZONE—M.P. 96.96—M.P. 110.50.....	90	79	75	50	50
Curve M.P. 104.20.....	70	60	50	50	50
Curve M.P. 104.50.....	70	60	50	50	50
Curve M.P. 106.20.....	80	70	70	50	50
ZONE—M.P. 110.50—M.P. 115.18.....	90	79	75	50	50
ZONE—M.P. 115.18—M.P. 118.15.....	90	79	75	Yd.	Yd.
M.P. 116.50 to M.P. 113.50 eastward trains on westward track.....	60	60	60	40	40
Curve M.P. 116.20.....	80	70	70	Yd.	Yd.
Buda, turnout east end of eastward siding.....	40	25	25	25	25
Buda, west crossover between main tracks at depot.....	40	25	25	25	25
Buda, turnouts of westward siding.....	25	25	25	25	25
Curve M.P. 117.00.....	80	70	70	Yd.	Yd.

SPEED RESTRICTIONS—Continued.

AURORA AND GALESBURG SUBDIVISION—Concluded

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 118.15—M.P. 129.32	90	79	75	50	50
ZONE—M.P. 129.32—M.P. 133.35	90	79	75	Yd.	Yd.
Kewanee, between Tremont and West Streets	30	30	15	10	10
Kewanee, turnouts east end of westward siding and west end eastward siding	25	25	25	25	25
Kewanee Cabin, two crossovers between main tracks	50	40	40	35	35
ZONE—M.P. 133.35—M.P. 161.45	90	79	75	50	50
Galva, two crossovers between main tracks	50	40	40	35	35
Wataga, two crossovers between main tracks	50	40	40	35	35
Bishop, turnout track 3 to track 2	40	25	25	25	25
M.P. 157.67 (Bishop) to M.P. 161.45, track 3	45	45	45	30	30
ZONE—M.P. 161.45—M.P. 162.00, tracks 1 and 2	60	60	60	Yd.	Yd.
ZONE—M.P. 161.45—M.P. 162.00, track 3	45	45	45	Yd.	Yd.
ZONE—M.P. 162.00—M.P. 162.14, tracks 1 and 2	30	25	25	Yd.	Yd.
ZONE—M.P. 162.00—M.P. 162.14, track 3	25	25	25	Yd.	Yd.
ZONE—M.P. 162.14—M.P. 162.23, all tracks	15	15	15	Yd.	Yd.

SPEED RESTRICTIONS—Continued.

AURORA AND SAVANNA SUBDIVISION

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 21, 22, 23, 24, 44 and 49 when consisting of all light weight cars handled by Diesel engines. See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4 or S-4-A engines.

E—Freight trains handled by other freight engines.

Nos. 44 and 49 must not exceed 85 miles an hour. All restrictions below this maximum will govern.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 miles an hour.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes. The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Trains must not exceed 25 miles an hour through turnouts of controlled sidings in Centralized Traffic Control Limits.

Trains must not exceed 10 miles an hour on controlled sidings over highway crossings in Centralized Traffic Control Limits.

Steam engines running backward must not exceed 20 miles an hour.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
Junction Switch, South River Street Aurora	40	25	25	25	25
ZONE—M.P. 39.00—M.P. 40.00	75	70	65	45	40
ZONE—M.P. 40.00—M.P. 81.41	90	79	70	50	50
Curve M.P. 77.50	60	50	50	30	30
Crossover Stewart Jct., end of double track	40	25	25	25	25
ZONE—M.P. 81.41—M.P. 84.41	70	70	70	Yd.	Yd.
Curve M.P. 83.80	45	35	35	35	35
ZONE—M.P. 84.41—M.P. 95.75	90	79	70	50	50
Flag Center, turnout end of double track	50	40	40	40	40
ZONE—M.P. 95.75—M.P. 97.93	75	75	70	50	50
ZONE—M.P. 97.93—M.P. 102.25	75	75	50	45	45
Curve M.P. 101.60	60	55	50	45	45
Curve M.P. 102.10	60	55	50	45	45
ZONE—M.P. 102.25—M.P. 141.75	90	79	60	50	50
ZONE—M.P. 141.75—M.P. 143.51	70	70	60	50	50
ZONE—M.P. 143.51—M.P. 144.50	70	70	60	Yd.	Yd.
SAVANNA TOWER INTERLOCKING					
Crossover, end of double track	40	25	25	25	25
ZONE—M.P. 144.50—Savanna Depot	25	25	25	Yd.	Yd.
C. M. St. P. & P. Crossing, Savanna	20	20	20	20	20

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.			
MONTGOMERY AND STREATOR SUBDIVISION			MENDOTA AND DENROCK SUBDIVISION					
Maximum speed	45	30	Maximum Speed	50	35			
O engines between Montgomery and Wedron, Richards and Streator		30	With O-5-A engines	45	30			
O engines between Wedron and Richards		25	Mendota, over I. C. Crossing	15	15			
Between M. P. 40.75 and M. P. 41.75	20	20	Over U. S. Route Highway 92 at M. P. 25.87	15				
Fox River Bridge 65.33, south of Sheridan, S-4, S-4-A, O-3, O-5-A engines	15	15	Between eastward and westward home signal at C. & N. W. Crossing, M. P. 29.08	35	35			
Over crossing north end North Ottawa yard	10	10	Over Bridge 31.15 east of Deer Grove, S-4 and S-4-A engines	40	35			
Ottawa, over Columbus Street (Route 23)	10	10	Over Bridge 31.15 east of Deer Grove, O-5-A engines	25	25			
Ottawa, over LaSalle Street and C. R. I. & P. crossing	10	10	Over Bridge 32.78 west of Deer Grove, O-5-A engines	35	30			
Ottawa, over Third Street (Route 6)	5	5	Steam engines running backward	20	20			
Ottawa, between 7:30 A. M. and 7:30 P. M. before crossing Madison Street, Stop and protect movement	Stop	Stop	BURGESS JCT. AND STERLING SUBDIVISION					
Illinois River Bridge, south of Ottawa, O engines	6	6	Maximum Speed					
Other engines	10	10	Between Burgess Jct. and M. P. 28.00	40	30			
Between M. P. 95.76 and M. P. 96.58	30	10	Between M. P. 28.00 and Rock Falls	30	25			
Between north end of North Yard and Streator		10	Bridge 26.03 east of Amboy	10	10			
Streator, before crossing Mildred Street and First Street on north lead to Owens-Illinois Glass Works, Stop and protect movement		Stop	Between eastward and westward home signals I. C. Crossing M. P. 27.38 Amboy	10	10			
Streator, before crossing Hickory Street or Main Street, Stop and protect movement	Stop	Stop	Over C. & N. W. Crossing, east of M. P. 42.23	20	20			
Steam engines running backward	15	15	Rock Falls between 7:00 A. M. and 7:00 P. M., before crossing Second Street	Stop	Stop			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series		25	Rock River Bridge, Sterling	15	15			
STREATOR AND KASBEER SUBDIVISION			Sterling, before crossing First Avenue	Stop	Stop			
Between Streator and M. P. 3.25	25	20	Steam engines running backward	15	15			
Streator, over Park Street crossing	8	8	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series		20			
Streator, over Bloomington Street crossing	8	8	WEST EOLA AND WEST CHICAGO SUBDIVISION					
Vermillion River Bridge M. P. 1.81	15	15	Maximum Speed	30	30			
Between M. P. 3.25 and M. P. 18.00	35	25	Steam engines running backward	20	20			
L. & S. Junction and Lowell	20	20	AURORA AND WEST BATAVIA SUBDIVISION					
Between M. P. 18.00 and M. P. 27.90	20	20	Maximum Speed	30	30			
Passing Cement Works between M. P. 19.90 and M. P. 20.30	5	5	Steam engines running backward	20	20			
Between M. P. 22.66 and M. P. 23.00	10	10	OREGON AND MT. MORRIS SUBDIVISION					
Highway Crossing M. P. 23.68	10	10	Maximum Speed	30	30			
Over Illinois River Bridge 24.83	10	10	Steam engines running backward	20	20			
Over Illinois-Michigan Canal Bridge 25.50	10	10	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series		20			
Plow Company crossing M. P. 25.98	5	5	SPEED OF TRAINS:					
Over C. R. I. & P. crossing M. P. 27.80	20	20						
Between M. P. 27.90 and M. P. 36.63	35	25	Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
Over Slides between M. P. 29.42 and M. P. 31.02	10	10		Minutes	Seconds		Minutes	Seconds
Curve M. P. 31.47	20	20	5	12	0	55	1	5
Between M. P. 36.63 and M. P. 52.04	45	30	10	6	0	60	1	0
Steam engines running backward	15	15	15	4	0	65	0	55
Loaded tank cars and loaded air dump cars in 202800- 202849 series		25	20	3	0	70	0	51
ROCKFORD AND FLAG CENTER SUBDIVISION			25	2	24	75	0	48
Maximum Speed	45	30	30	2	0	80	0	45
Rockford, through City Limits	25	25	35	1	43	85	0	42
Rockford, over 15th Avenue (second street south of I. C. crossing)	5	5	40	1	30	90	0	40
Rockford, over I. C. Crossing	20	15	45	1	20	95	0	38
On curve at Flag Center	15	15	50	1	12	100	0	36
Steam engines running backward	20	20						
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series		25						

SPECIAL INSTRUCTIONS.

Master Mechanic.....	E. J. Cyr, Chicago
Master Mechanic.....	L. E. Quirin, Chicago Terminal
Assistant Master Mechanic.....	W. O. Milar, Chicago
Trainmaster.....	R. W. Allen, Chicago
Trainmaster.....	R. L. Clayton, Chicago
Trainmaster.....	J. J. Carbone, Chicago
Road Foreman.....	R. E. Visney, Chicago
Trainmaster.....	H. A. Benedetto, Aurora
Road Foreman.....	R. L. Glaser, Aurora
Road Foreman.....	R. D. Woley, Aurora
Trainmaster.....	C. J. Miller, Galesburg
Road Foreman.....	A. W. Swanson, Galesburg
Road Foreman.....	R. M. Lindblom, Galesburg
Chief Dispatcher.....	Paige Miller, Aurora
Night Chief Dispatcher.....	M. F. Schwamberger, Aurora
Night Chief Dispatcher.....	J. M. Stoneberg, Aurora

DISPATCHERS—Aurora

C. E. Brown	A. J. Boyle	C. W. Thurow	F. J. DuSell
H. W. Silverstein	L. A. Howard	G. H. Chambers	H. G. Cornwell
B. E. Jones	N. K. Coit	F. E. Wood	R. A. Molitor

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

Freight trains carrying passengers, caretakers or occupied company service cars will be handled the same as passenger trains, except in automatic signal territory, or where otherwise stated in footnotes, or on subdivisions where Rule 907 is in effect. Conductors will advise train dispatcher when 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. Conductor 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 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."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

Telephones connected direct with nearest interlocking tower for communicating with operator are located adjacent to stop signals.

2. The following instructions will govern back-up movements of passenger trains, in both directions, between 14th Street Passenger Yard and Chicago Union Station. They are supplementary to and do not in any way modify the requirements of Chicago Union Station Company Rules of the Operating Department.

Before leaving 14th Street Passenger Yard, an air brake test must be made as prescribed in Rules 1304 to 1308 inclusive and in Rule 1346.

A pilot or qualified trainman must control back-up movements.

Where movement is to be controlled with a back-up hose, the brake pipe hose must be blown out before coupled onto the back-up hose.

When a train is ready for back-up movement, a qualified employe must first identify himself to the engineman. Before movement is started an air brake test must be made as prescribed in Rule 1346 by applying the brakes in emergency from the back-up hose or valve. It must be known that the brakes are working properly, back-up signal must be given by communicating signal from the rear car, followed by back-up hand or lamp signal, then another back-up signal by communicating signal. In the absence of any of these signals, the engineman

must not move without a thorough understanding with the employe who is to handle the back-up movement.

A running test must be made with the back-up hose or valve after starting out of 14th Street Passenger Yard and Chicago Union Station, or any other point from where back-up movement is made. If the running test is not made within 300 feet, the engineman must stop the train and ascertain the cause.

After starting train in back-up movement, the engineman must carry the handle of the automatic brake valve in running position and work steam sufficiently to keep slack of train bunched.

To reduce speed of the train, the back-up valve should be opened gradually until brakes are felt to hold and speed is reduced, then closed. When stopping the train, the valve should be opened gradually until brakes are felt to hold and left open until train is stopped. In case of an emergency, the valve should be moved quickly to the wide open position and left open until the train stops.

3. USE OF TRACK. Rules of the Union Station Company govern operation of trains and engines using the Chicago Union Station Company tracks and tracks under its jurisdiction between 22nd Street on the south and Western Avenue on the north.

Automatic Block System Rules in effect between Roosevelt Road and Galesburg.

Between Roosevelt Road and South River Street, Aurora, and between Wataga and Galesburg, tracks will be designated by number and will be numbered from the north.

Between Roosevelt Road and South River Street, Aurora; between M. P. 80.40 and M. P. 85.20, Mendota; and between Wataga and Galesburg, if stop signal does not clear, trains may proceed on authority of operator, complying with Rule 509-B, except that if the signals designated below do not clear and there are no train orders in effect that would conflict, trains will be governed by Rule 509.

Signal at M. P. 9.11, located on west home bridge, La Vergne, which governs westward trains on track No. 1.

Signal at M. P. 13.3, located on west home bridge, Congress Park, which governs westward trains on track No. 1.

Signal at M. P. 13.0, located on east home bridge, Congress Park, which governs eastward trains on track No. 3.

Between Roosevelt Road and Union Avenue Tower M. P. 1.71 there are two main tracks.

No. 1 is an eastward and westward track.

No. 2 is an eastward and westward track.

On tracks 1 and 2 movement of trains in either direction will be governed by signal indication, regardless of superiority.

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 M. P. 1.71 and Kedzie Tower M. P. 4.83 there are three main tracks.

No. 1 is a westward track.

No. 2 is an eastward and westward track.

No. 3 is an eastward and westward track.

On track 1, Rules D-251, D-252 and D-254 in effect.

On tracks 2 and 3 movement of trains, in either direction will be governed by signal indications, regardless of superiority.

Between Kedzie Tower M. P. 4.83 and Cicero Tower there are four main tracks.

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 1, Rules D-251, D-252 and D-254 in effect.

On tracks 2, 3 and 4 movement of trains in either direction will be governed by signal indications, regardless of superiority.

Between Cicero Tower and Downers Grove there are three main tracks.

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 and D-254 in effect.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

SPECIAL INSTRUCTIONS—Continued.

On track 2 movement of trains in either direction will be governed by signal indications, regardless of superiority.

Between Downers Grove and Eola there are three main tracks.

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 and D-254 in effect.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

On tracks 1 and 2 movement of trains in either direction will be governed by signal indications, regardless of superiority.

Quarry track at Naperville not safe for engines larger than O-1-A.

Between Eola and South River Street, Aurora, there are three main tracks.

No. 1 is an eastward and westward track.

No. 2 is an eastward and westward track.

No. 3 is an eastward and westward track.

On tracks 1, 2 and 3 movement of trains in either direction will be governed by signal indications, regardless of superiority.

Between South River Street, Aurora, and Wataga, there are two main tracks used as double track. Rules D-251, D-252, D-254, D-261, D-262, D-263, D-264 in effect.

Crossover movements will be governed by signal indications at Aurora, Montgomery, Bristol, Somonauk, Earlville, MS Tower, Mendota, Zearing, Princeton, Buda, Kewanee, Galva, Oneida and Wataga.

When a crossover movement has been authorized, movements from Plano, Sandwich, Leland, Meriden, Arlington, Malden, Wyanot, Neponset and Altona will be authorized by train order. Movements against the current of traffic from these stations will be authorized by Form D-R train order and a copy of the order will be delivered to train completing reverse movement unless movement is controlled by signal indication.

At crossover points where movement is controlled by signal indication between South River Street, Aurora, and Wataga, where Rules D-261, D-262, D-263 and D-264 are in effect, except between M. P. 80.40 and M. P. 85.20, Mendota, the following instructions will govern movement of trains both with and against current of traffic if stop signal does not clear.

Operator must first make inspection of switches within limits of crossover signals and determine if possible cause of signal failing to clear. After operator has assured himself that switches are in proper position, he will then report to dispatcher who may then instruct operator to advance the train and operator will deliver to the train as required by Rules 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 the track upon which train is to be moved has been cleared of opposing trains. This order must be issued at the point where signals are affected. These instructions do not relieve operators of proper operation and use of the check lock system.

Trains have no time table superiority on Mendota and Denrock Subdivision between the IC Tower switch M. P. 0.00 and M. P. 1.00 west of the east switch of the advance siding.

All trains and engines between M. P. 0.00 and M. P. 1.00 on Mendota and Denrock Subdivision will move at restricted speed. Normal position of east switch of advance siding west of Mendota is for Mendota and Denrock Subdivision and trains and engines using this siding must open and close hand-throw switches.

Between Wataga and Bishop there are two main tracks, and between Bishop and Galesburg three main tracks.

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 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

On tracks 1 and 2 movement of trains in either direction will be governed by signal indications, regardless of superiority.

BETWEEN EOLA AND GALESBURG:

When a train clears the main track, it must not re-enter main track without permission from signalman, or by signal indication, where signals are provided for such movements.

Trains stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at restricted speed until indication of governing signal can be determined.

A train entering a block between signals must be protected as required by the rules and proceed at restricted speed to the next governing signal.

The following will govern movements through Seminary Street interlocking Galesburg.

When signals protecting switches are in stop position, train, yard or enginemen will promptly communicate with the leverman and when so instructed, may pass stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

One long and three short blasts of interlocking horn is signal for train, yard or enginemen to come to telephone.

Before entering interlocking limits at Waterman (south end Galesburg Yard), trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard R must stop clear of the bonded track section unless it is known that switches are properly lined for their movement.

These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

On crossover No. 42 light indication for switches is yellow when lined for the straight track and red when lined for the crossover.

4. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

Freight and passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

5. Trains must be identified at meeting or waiting points.

6. When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

7. RECALL SIGNALS.—Between Roosevelt Road, Chicago, and South River Street, Aurora, and between Bishop and Galesburg, the following recall signals for flagman will govern:

No. 1 track from west 1 short, 4 long

No. 1 track from east 1 short, 5 long

No. 2 track from west 2 short, 4 long

No. 2 track from east 2 short, 5 long

No. 3 track from west 4 long, 1 short

No. 3 track from east 5 long, 1 short

No. 4 track from west 4 long, 2 short

No. 4 track from east 5 long, 2 short

8. Spring Switches are designated by a round target bearing the letter "S".

Facing point movements over spring switches are protected by automatic home 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. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employs handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

9. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

10. When under Rule 951 operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

SPECIAL INSTRUCTIONS—Continued.

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

12. 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 baggageman in addition to conductor and engineman.

13. 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.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

14. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

15. 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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

16. TRAIN ORDER SIGNALS. At Eola there are two eastward train order signals located on bracket poles. Outside signal as seen from approaching eastward trains governs trains on track 3. Inside signal governs trains on tracks 1 and 2.

17. Extra trains will not display classification signals between Chicago Union Station and Galesburg; Aurora and Savanna.

18. C. R. I. & P. crossings at Ottawa, west of Peru, and C. & N. W. crossings between Walnut and Deer Grove and between Harmon and Rock Falls are protected by 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.

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

20. Eastward trains and engines enroute to the Stock Yards or Western Avenue Yard must approach the wye switch at Rockwell Street at restricted speed, prepared to stop clear of the switch, unless signal to proceed is received from 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 approach the junction switch located just east of Rockwell Street at restricted speed, prepared to stop clear of the switch, unless signal to proceed is received from the switchtender located on the 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).

21. Before proceeding over drawbridge 24.83 over Illinois River at La Salle or drawbridge 81.45 over Illinois River at Ottawa, all trains, engines or motor cars must come to a full stop and then be governed by yellow hand signals from the bridge tender.

At Ottawa, between the hours of 11:00 P. M. and 3:00 A. M., the drawbridge will be in open position.

At La Salle, between the hours of 2:00 A. M. and 6:00 A. M., the drawbridge will be in open position.

22. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

23. Rule 914 of the Book of Rules of the Operating Department is modified to read as follows:

"A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

"A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end."

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

24. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 509 A or 509 B.

25. The use of cupola lights has been discontinued and that part of Rule D-19 Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track", is abolished.

26. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

27. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

28. The night signals to be used under Rule 906 are modified as follows:

Hot journals Stop signal followed by lamp swung in small vertical circle.

Brakes sticking . . . Stop signal followed by lamp in sliding movement out from body.

SPECIAL INSTRUCTIONS—Concluded.

29. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, engineman will keep sharp lookout for track cars and use whistle freely.

30. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel Electric motors.

On gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919, so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading: "Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

31. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

32. Rule 916 of the Book of Rules of the Operating Department is abolished.

33. Rule 1078 of the Book of Rules of the Operating Department is modified to read as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

34. Rule 1047 of the Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station remain at the steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use stop boxes where necessary."

35. The headlight of Diesel and gas-electric engines must be burned dim during daylight hours when in road service.

36. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

37. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

38. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The oscillating emergency red rear end light will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

On the Empire Builder and Oriental Limited the oscillating emergency red rear end light will be controlled manually between Chicago and South River Street, Aurora. Between South River Street, Aurora, and Savanna, the master switch will be placed in automatic control position and the oscillating emergency red rear end light will work automatically. If the automatic feature fails, the flagman must promptly cut out the master switch and operate the rear end light manually with emergency switches. On the Empire Builder and Oriental Limited the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

39. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for Class "B" trains. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Class "A" trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

40. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter "C" on door of case.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in time table or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train Dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Freight Trains—Westward (Information Only)

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 28.

EFFECTIVE APRIL 24, 1949.

STATIONS	Daily Ex. Sunday Illinois Mdse.	Tuesday Thursday Saturday Way Frt.	Daily Omaha and Denver Freight	Daily Chgo. Denver Mdse.	Daily Galesburg Dead Frt.	Daily Ex. Sunday Burlington Mdse.	Daily Galesburg Time Frt.	Daily Ex. Sunday Omaha and Denver Mdse.	Daily Ex. Saturday Tri-City Mdse.	Daily Kansas City Mdse.	Daily St. Paul Mdse.	Daily Ex. Sunday Rockford and Savanna Mdse.	Daily St. Paul Mdse.	Daily Ex. Saturday Streator Mdse.
	75A	95	67	C.D.	79	73	73A	61	69	75	97	83	81	85
..... CLYDE	A.M. L12:30		A.M. L 9:00	A.M. L11:00	P.M. L 1:30	P.M. L 7:00		P.M. L10:00	P.M. L 8:00	P.M. L 9:00	A.M. L10:00	P.M. L10:45	P.M. L10:15	P.M. L 9:30
..... EOLA							P.M. L 9:00		9:40					
..... MONTGOMERY														A12:45 -A.M.-
..... MENDOTA	5:30	A.M. L 7:25							A11:30 -P.M.-					
..... GALESBURG	A 9:30 -A.M.-	A 3:25 -P.M.-	A 2:00 -P.M.-	A 3:30 -P.M.-	A 9:30 -P.M.-	A 1:45 -A.M.-	A 3:00 -A.M.-	A 2:00 -A.M.-		A 1:30 -A.M.-				
..... SAVANNA											A 4:00 -P.M.-	A 5:30 -A.M.-	A 4:00 -A.M.-	

Freight Trains—Eastward (Information Only)

STATIONS	Daily Eola Time Frt.	Denver Time Frt.	Monday Wednesday Friday Way Frt.	Daily Omaha Kansas City St. Joe Meat	Daily Chicago Time Frt.	Daily Denver Fruit	Daily Ex. Sunday Kewanee Zearing Pick Up	Daily Council Bluffs Omaha Time Frt.	Daily Kansas City St. Joe Time Frt.	Daily Ottumwa Meat	Daily St. Paul Mdse.	Minnesota and Dakota Time Frt.	Daily Ex. Sunday Tri-City Mdse.	Daily Ex. Saturday Streator Stock and Mdse.
	78	62	96	LC	72	68	76	68A	74	74A	82	88	64	86
..... SAVANNA											A.M. L 7:30	P.M. L 7:15		
..... GALESBURG	L 1:30	L 4:30	L 6:35	L 8:00	L 1:30	L 2:00	L 6:00	L 7:00	L 8:30	L11:00				
..... ZEARING										2:00				
..... MENDOTA			A 2:35 -P.M.-				10:00						-A.M.- L12:30	
..... MONTGOMERY														-P.M.- L11:30
..... EOLA	A 7:30 -A.M.-										11:15		2:30	
..... CONGRESS PARK		9:00		1:00		7:00	4:00	11:30	12:30	4:00	12:01	1:00	3:30	4:00
..... CLYDE		A 9:30 -A.M.-		A 1:30 -P.M.-	A 9:30 -P.M.-	A 7:30 -P.M.-	A 4:30 -A.M.-	A11:59 -P.M.-	A 1:00 -A.M.-	A 4:30 -A.M.-	A12:30 -P.M.-	A 1:30 -A.M.-	A 4:00 -A.M.-	A 4:30 -A.M.-

Stock pick up extra leaves Galesburg 5:00 P. M. Mondays, Wednesdays and Thursdays; picks up stock between Galesburg and Mendota.

Way-freight extra leaves Eola 9:00 A. M. Monday, Wednesday and Friday for Rock Falls.

Way-freight extra leaves Earlville about 11:00 A. M. Tuesday, Thursday and Saturday for Eola.

Way-freight extra leaves Eola 8:15 A. M. daily except Sunday for Oregon.

Way-freight extra leaves Oregon 3:50 P. M. daily except Sunday for Eola.

Way-freight extra leaves Rochelle 3:00 A. M. daily except Monday for Rockford.

Way-freight extra leaves Rockford 10:00 P. M. daily except Sunday for Rochelle.

Way-freight extra leaves Eola 5:30 A. M. daily except Sunday to Congress Park and return.

Way-freight extra leaves Eola 5:00 A. M. daily except Sunday for Wedron or Ottawa and return.

J. C. GRISINGER,
General Manager, Chicago.

H. E. HINSHAW,
General Superintendent, Galesburg.

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

E. G. WESSON,
Superintendent Aurora Division, Aurora.

J. C. STARBUCK,
Assistant Superintendent Chicago Division, Chicago.

E. A. REDISKE,
Assistant Superintendent Aurora Division, Aurora.

F. E. SPERRY,
General Superintendent Transportation, Chicago.

