

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. P. FALK..... | Surgeon. |
| Buda..... | Dr. A. G. EVERHART..... | Surgeon. |
| Chicago..... | Dr. K. L. ROPER..... | Eye Specialist. |
| Chicago..... | Dr. N. G. PARRY..... | Surgeon. |
| Chicago..... | Dr. F. W. MUNSON..... | Surgeon. |
| Chicago..... | Dr. M. M. CORBETT..... | Surgeon. |
| Chicago..... | Dr. M. S. CORBETT..... | Surgeon. |
| Western Avenue..... | Dr. L. PERTT..... | Surgeon and Examiner. |
| Downers Grove..... | Dr. B. L. RODKINSON..... | 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. |
| Galva..... | Dr. R. H. STEWART..... | Surgeon. |
| Hinckley..... | Dr. A. L. KEYES..... | Surgeon. |
| Hinsdale..... | Dr. L. C. CLOWES..... | Surgeon. |
| Kewanee..... | Dr. C. P. WHITE..... | Surgeon. |
| La Grange..... | Dr. J. C. CLARKE..... | Surgeon. |
| La Grange..... | Dr. T. C. McDOUGAL..... | Surgeon. |
| La Salle..... | Dr. O. BALENSIEFER..... | Surgeon. |
| Mendota..... | Dr. E. C. COOK..... | Surgeon and Examiner. |
| Morrison..... | Dr. I. VANDERMYDE..... | Surgeon. |
| Onida..... | Dr. R. J. BEDFORD..... | Surgeon. |
| Oregon..... | Dr. L. WARMOLTS..... | Surgeon. |
| Princeton..... | Dr. J. M. KOWALSKI..... | Surgeon. |
| Prophetstown..... | Dr. S. E. ROBINSON..... | 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. J. MUELLER..... | Surgeon and Examiner. |
| Streator..... | Dr. D. O. CONLEY..... | Surgeon and Examiner. |

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
34
CHICAGO AND AURORA
DIVISIONS
OF THE
EASTERN DISTRICT

No. 34

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

SUNDAY, SEPTEMBER 30, 1951

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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | |
|----------------------------|-------------------------------------|-----------------------|-------------------------|-------------------------------------|-----------------|-----------------------|-----------------------|-----------------------------------|----------------------|----------------------------|----------------------------|-----------------------|------------------|-----------------|
| Daily Ex. Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Sunday only Passenger | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Sunday only Passenger | | | | Daily Ex. Sunday Passenger | Daily Ex. Sunday Passenger | Sunday only Passenger | Daily Passenger | Daily Passenger |
| 9 | 107 | 109 | 211 | 213 | 19 | 215 | | | | 111 | 217 | 113 | 11 | 49 |
| A.M. L 8.50 | A.M. L 9.20 | A.M. L 9.55 | A.M. L 10.00 | A.M. L 10.20 | A.M. L 11.00 | A.M. L 11.10 | 0. | CHICAGO UNION STATION. | 37.76 | A.M. L 11.20 | P.M. L 12.20 | P.M. L 12.20 | P.M. L 12.30 | P.M. L 1.00 |
| | s 9.25 | s 10.00 | s 10.05 | | | s 11.15 | 1.72 | HALSTED STREET | 36.04 | s 11.25 | s 12.25 | s 12.25 | | |
| | s 9.28 | s 10.03 | s 10.08 | | | s 11.18 | 3.72 | WESTERN AVENUE | 34.04 | s 11.28 | s 12.28 | s 12.28 | | |
| | s 9.33 | s 10.08 | s 10.13 | | | s 11.23 | 6.88 | CICERO | 30.88 | s 11.33 | s 12.33 | s 12.33 | | |
| | s 9.35 | s 10.10 | s 10.14 | | | s 11.25 | 7.46 | MORTON PARK | 30.30 | s 11.35 | | s 12.35 | | |
| | s 9.37 | s 10.12 | s 10.16 | c 10.31 | | s 11.27 | 8.47 | CLYDE | 29.29 | s 11.37 | c 12.35 | s 12.37 | | |
| 9.04 | s 9.39 | s 10.14 | s 10.18 | | 11.12 | s 11.29 | 9.03 | LA VERGNE | 28.73 | s 11.39 | | s 12.39 | 12.42 | 1.12 |
| | s 9.41 | s 10.16 | s 10.20 | s 10.33 | | s 11.31 | 9.57 | BERWYN | 28.19 | s 11.41 | s 12.38 | s 12.41 | | |
| | s 9.42 | s 10.17 | s 10.21 | | | s 11.32 | 10.05 | HARLEM AVENUE | 27.71 | s 11.42 | | s 12.42 | | |
| | s 9.44 | s 10.19 | s 10.23 | s 10.37 | | s 11.34 | 11.01 | RIVERSIDE | 26.75 | s 11.44 | s 12.41 | s 12.44 | | |
| | s 9.46 | s 10.21 | s 10.25 | s 10.39 | | s 11.36 | 11.74 | HOLLYWOOD | 26.02 | s 11.46 | | s 12.46 | | |
| | s 9.48 | s 10.23 | s 10.27 | s 10.41 | | s 11.38 | 12.27 | BROOKFIELD | 25.49 | s 11.48 | s 12.44 | s 12.48 | | |
| | s 9.50 | s 10.25 | s 10.29 | | | s 11.40 | 13.02 | CONGRESS PARK | 24.74 | s 11.50 | | s 12.50 | | |
| | s 9.52 | s 10.27 | s 10.31 | s 10.44 | | s 11.42 | 13.75 | LA GRANGE | 24.01 | s 11.52 | s 12.47 | s 12.52 | | |
| | s 9.54 | s 10.29 | s 10.32 | s 10.45 | | s 11.44 | 14.14 | STONE AVENUE | 23.62 | s 11.54 | s 12.48 | s 12.54 | | |
| | s 9.57 | s 10.32 | s 10.35 | s 10.48 | | s 11.47 | 15.38 | WESTERN SPRINGS | 22.38 | s 11.57 | s 12.51 | s 12.57 | | |
| | s 9.59 | s 10.34 | s 10.37 | | | s 11.49 | 16.30 | HIGHLANDS | 21.46 | s 11.59 | | s 12.59 | | |
| | s 10.01 | s 10.36 | s 10.39 | s 10.51 | | s 11.51 | 16.83 | HINSDALE | 20.93 | P.M. s 12.01 | s 12.54 | s 1.01 | | |
| | s 10.03 | s 10.38 | s 10.41 | | | s 11.53 | 17.76 | WEST HINSDALE | 20.00 | s 12.03 | | s 1.03 | | |
| | s 10.05 | s 10.40 | s 10.43 | s 10.54 | | s 11.54 | 18.24 | CLARENDON HILLS | 19.52 | s 12.05 | | s 1.05 | | |
| | s 10.07 | s 10.42 | s 10.45 | s 10.56 | | s 11.57 | 19.40 | WESTMONT | 18.36 | s 12.07 | s 12.58 | s 1.07 | | |
| | s 10.09 | s 10.44 | s 10.47 | | | s 11.59 | 20.30 | FAIRVIEW AVENUE | 17.46 | s 12.09 | | s 1.09 | | |
| 9.14 | A 10.12 - A.M. - | A 10.47 - A.M. - | s 10.49 | s 11.00 | 11.22 | s 12.01 | 21.12 | DOWNERS GROVE | 16.64 | A 12.12 - P.M. - | s 1.01 | A 1.12 - P.M. - | 12.52 | 1.22 |
| | | | s 10.52 | s 11.03 | | s 12.04 | 22.56 | BELMONT | 15.20 | | s 1.04 | | | |
| s 9.18 | | | s 10.55 | s 11.06 | | s 12.07 | 24.40 | LISLE | 13.36 | | s 1.08 | | | |
| s 9.23 | | | s 11.02 | s 11.13 | | s 12.14 | 28.44 | NAPERVILLE | 9.32 | | s 1.14 | | | |
| | | | | | | f 12.20 | 33.42 | EOLA | 4.34 | | f 1.20 | | | |
| | | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | |
| s 9.36 A | | | A 11.15 A.M. | A 11.26 A.M. | A 11.37 A.M. | A 12.27 P.M. | 37.76 | AURORA | 0. | A 1.27 P.M. | | c 1.07 A P.M. | c 1.36 A P.M. | |
| 0:46 49.2 | 0:52 24.4 | 0:52 24.4 | 1:15 30.2 | 1:06 34.3 | 0:37 61.2 | 1:17 29.4 | | SCHEDULE TIME | | 0:52 24.4 | 1:07 33.8 | 0:52 24.4 | 0:37 61.2 | 0:36 62.9 |
| | | | | | | | | AVERAGE MILES AN HOUR | | | | | | |

Nos. 213 and 217 will stop at Clyde on signal to receive Company employes for Aurora.

No. 217 will stop at Austin-Western M. P. 35.61 to discharge passengers.

No. 11 will stop at Aurora to receive revenue passengers for Omaha or beyond.

No. 49 will stop at Aurora to receive revenue passengers.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | | |
|-------------------------|-------------------------------------|-----------------------|----------------------------|-------------------------|------------------------------|-----------------|-----------------------------------|----------|----------------------|----------------------------|------------------|-------------------------------------|-------------------------|-------------------------------------|--|
| Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Sunday only Passenger | Daily Ex. Sunday Passenger | Saturday only Passenger | Daily Ex. Saturday Passenger | Daily Passenger | | | | Daily Ex. Sunday Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | |
| 219 | 115 | 221 | 223 | 117 | 119 | 17 | | | | 33 | 23 | 225 | 227 | 121 | |
| P.M. L 1:10 | P.M. L 1:10 | P.M. L 1:50 | P.M. L 2:10 | P.M. L 2:45 | P.M. L 3:20 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. L 3:30 | P.M. L 3:50 | P.M. L 4:00 | P.M. L 4:20 | P.M. L 4:20 | P.M. L 4:38 | |
| s 1:15 | s 1:15 | s 1:55 | | s 2:50 | s 3:25 | 1.72 | HALSTED STREET | 36.04 | | s 3:55 | | s 4:25 | s 4:25 | s 4:43 | |
| s 1:18 | s 1:18 | s 1:58 | | s 2:53 | s 3:28 | 3.72 | WESTERN AVENUE | 34.04 | | s 3:59 | | s 4:29 | s 4:28 | s 4:47 | |
| s 1:23 | s 1:23 | s 2:03 | | s 2:58 | s 3:33 | 6.88 | CICERO | 30.88 | | | | s 4:34 | s 4:33 | s 4:52 | |
| s 1:25 | s 1:25 | s 2:05 | | s 3:00 | s 3:35 | 7.46 | MORTON PARK | 30.30 | | | | s 4:36 | s 4:35 | | |
| s 1:27 | s 1:27 | s 2:07 | c 2:20 | s 3:02 | s 3:37 | 8.47 | CLYDE | 29.29 | | | | s 4:38 | s 4:37 | | |
| s 1:29 | s 1:29 | s 2:09 | | s 3:04 | s 3:39 | 9.03 | LA VERGNE | 28.73 | 3:42 | | 4:11 | | s 4:39 | s 4:56 | |
| s 1:31 | s 1:31 | s 2:11 | s 2:23 | s 3:06 | s 3:41 | 9.57 | BERWYN | 28.19 | | s 4:06 | | s 4:41 | s 4:41 | s 4:58 | |
| s 1:32 | s 1:32 | s 2:12 | | s 3:07 | s 3:42 | 10.05 | HARLEM AVENUE | 27.71 | | | | | s 4:42 | s 5:00 | |
| s 1:34 | s 1:34 | s 2:14 | s 2:27 | s 3:09 | s 3:44 | 11.01 | RIVERSIDE | 26.75 | | s 4:09 | | s 4:44 | s 4:44 | | |
| s 1:36 | s 1:36 | s 2:16 | | s 3:11 | s 3:46 | 11.74 | HOLLYWOOD | 26.02 | | | | | s 4:46 | s 5:04 | |
| s 1:38 | s 1:38 | s 2:18 | s 2:30 | s 3:13 | s 3:48 | 12.27 | BROOKFIELD | 25.49 | | s 4:12 | | | s 4:48 | s 5:06 | |
| s 1:40 | s 1:40 | s 2:20 | | s 3:15 | s 3:50 | 13.02 | CONGRESS PARK | 24.74 | | | | | s 4:50 | s 5:08 | |
| s 1:42 | s 1:42 | s 2:22 | s 2:33 | s 3:17 | s 3:52 | 13.75 | LA GRANGE | 24.01 | | s 4:15 | | s 4:48 | s 4:52 | | |
| s 1:44 | s 1:44 | s 2:24 | s 2:34 | s 3:19 | s 3:54 | 14.14 | STONE AVENUE | 23.62 | | s 4:17 | | s 4:50 | s 4:54 | | |
| s 1:47 | s 1:47 | s 2:27 | s 2:37 | s 3:22 | s 3:57 | 15.38 | WESTERN SPRINGS | 22.38 | | s 4:20 | | | s 4:57 | s 5:13 | |
| s 1:49 | s 1:49 | s 2:29 | | s 3:24 | s 3:59 | 16.30 | HIGHLANDS | 21.46 | | | | | s 4:59 | s 5:15 | |
| s 1:51 | s 1:51 | s 2:31 | s 2:40 | s 3:26 | s 4:01 | 16.83 | HINSDALE | 20.93 | | s 4:23 | | s 4:55 | s 5:01 | | |
| s 1:53 | s 1:53 | s 2:33 | | s 3:28 | s 4:03 | 17.76 | WEST HINSDALE | 20.00 | | | | | s 5:03 | s 5:19 | |
| s 1:55 | s 1:55 | s 2:35 | s 2:43 | s 3:30 | s 4:05 | 18.24 | CLARENDON HILLS | 19.52 | | s 4:27 | | | s 5:05 | s 5:21 | |
| s 1:57 | s 1:57 | s 2:37 | s 2:45 | s 3:32 | s 4:07 | 19.40 | WESTMONT | 18.36 | | s 4:29 | | s 5:00 | s 5:07 | | |
| s 1:59 | s 1:59 | s 2:39 | | s 3:34 | s 4:09 | 20.30 | FAIRVIEW AVENUE | 17.46 | | | | | s 5:09 | s 5:25 | |
| s 2:01 | A 2:02 P.M. | s 2:41 | s 2:48 | A 3:37 P.M. | A 4:12 P.M. | 21.12 | DOWNERS GROVE | 16.64 | 3:52 | s 4:33 | 4:20 | s 5:04 | s 5:11 | A 5:28 P.M. | |
| s 2:04 | | s 2:44 | s 2:51 | | | 22.56 | BELMONT | 15.20 | | s 4:36 | | s 5:07 | s 5:14 | | |
| s 2:07 | | s 2:47 | s 2:54 | | | 24.40 | LISLE | 13.36 | | s 4:40 | | s 5:11 | s 5:17 | | |
| s 2:14 | | s 2:54 | s 3:01 | | | 28.44 | NAPERVILLE | 9.32 | | s 4:46 | | s 5:17 | s 5:24 | | |
| | | f 3:00 | f 3:07 | | | 33.42 | EOLA | 4.34 | | | | | f 5:30 | | |
| | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | | | |
| A 2:27 P.M. | | A 3:07 P.M. | A 3:15 P.M. | | | 37.76 | AURORA | 0. | c 4:06 A P.M. | A 5:00 P.M. | s 4:34 A P.M. | A 5:30 P.M. | A 5:37 P.M. | | |
| 1:17 29.4 | 0:52 24.4 | 1:17 29.4 | 1:05 34.9 | 0:52 24.4 | 0:52 24.4 | | SCHEDULE TIME | | 0:36 62.9 | 1:10 32.4 | 0:34 66.6 | 1:10 32.4 | 1:17 29.4 | 0:50 25.3 | |
| | | | | | | | AVERAGE MILES AN HOUR | | | | | | | | |

No. 223 will stop at Clyde on signal to receive Company employes for Aurora.

No. 17 will stop at Aurora to receive revenue passengers for Omaha or beyond.

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | |
|-----------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----------------|-------------------------|-------------------------------------|-----------------------|--|----------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----------------|
| Sunday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | | | | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | |
| 229 | 123 | 231 | 233 | 1 | 235 | 125 | | | | 237 | 239 | 127 | 241 | 129 |
| P.M. L 4:45 | P.M. L 4:51 | P.M. L 4:53 | P.M. L 4:58 | P.M. L 5:00 | P.M. L 5:01 | P.M. L 5:03 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. L 5:09 | P.M. L 5:17 | P.M. L 5:23 | P.M. L 5:28 | P.M. L 5:30 |
| s 4:50 | | s 4:58 | s 5:03 | | s 5:05 | s 5:08 | 1.72 | HALSTED STREET | 36.04 | s 5:14 | s 5:22 | s 5:28 | s 5:33 | |
| s 4:53 | | s 5:02 | s 5:07 | | s 5:09 | s 5:12 | 3.72 | WESTERN AVENUE | 34.04 | s 5:18 | | s 5:32 | s 5:37 | |
| s 4:58 | | s 5:08 | s 5:13 | | s 5:13 | s 5:18 | 6.88 | CICERO | 30.88 | s 5:24 | | s 5:37 | s 5:42 | |
| s 5:00 | | | | | | | 7.46 | MORTON PARK | 30.30 | | | | s 5:44 | |
| s 5:02 | | | | | | | 8.47 | CLYDE | 29.29 | | | | s 5:46 | |
| s 5:04 | | | | 5.11 | | | 9.03 | LA VERGNE | 28.73 | | | | s 5:48 | |
| s 5:06 | s 5:04 | | | | s 5:18 | | 9.57 | BERWYN | 28.19 | s 5:29 | | | s 5:50 | |
| s 5:07 | | | | | | | 10.05 | HARLEM AVENUE | 27.71 | | | s 5:43 | | |
| s 5:09 | s 5:08 | | | | s 5:21 | | 11.01 | RIVERSIDE | 26.75 | s 5:33 | | s 5:46 | | |
| s 5:11 | | | | | | | 11.74 | HOLLYWOOD | 26.02 | | | | s 5:54 | |
| s 5:13 | s 5:12 | | | | s 5:24 | | 12.27 | BROOKFIELD | 25.49 | s 5:37 | | s 5:49 | | |
| s 5:15 | | | | | | | 13.02 | CONGRESS PARK | 24.74 | | | s 5:52 | | |
| s 5:17 | s 5:15 | | | | s 5:27 | s 5:27 | 13.75 | LA GRANGE | 24.01 | | | | s 5:58 | s 5:48 |
| s 5:19 | s 5:17 | | | | s 5:29 | s 5:30 | 14.14 | STONE AVENUE | 23.62 | | s 5:38 | | s 6:00 | |
| s 5:22 | | | s 5:25 | | s 5:32 | | 15.38 | WESTERN SPRINGS | 22.38 | | s 5:42 | | s 6:03 | |
| s 5:24 | | | s 5:28 | | | | 16.30 | HIGHLANDS | 21.46 | | | s 5:57 | | |
| s 5:26 | s 5:23 | | | | s 5:35 | s 5:36 | 16.83 | HINSDALE | 20.93 | | | s 5:59 | | s 5:53 |
| s 5:28 | | | | | | | 17.76 | WEST HINSDALE | 20.00 | | s 5:47 | | s 6:07 | |
| s 5:30 | | | s 5:32 | | s 5:38 | | 18.24 | CLARENDON HILLS | 19.52 | | s 5:50 | | s 6:09 | |
| s 5:32 | s 5:28 | | | | s 5:40 | s 5:41 | 19.40 | WESTMONT | 18.36 | | | s 6:04 | | s 5:58 |
| s 5:34 | | | s 5:37 | | | | 20.30 | FAIRVIEW AVENUE | 17.46 | | s 5:54 | | s 6:12 | |
| s 5:36 | A 5:33 -P.M.- | | s 5:40 | 5.20 | s 5:43 | A 5:45 P.M.- | 21.12 | DOWNERS GROVE | 16.64 | | s 5:57 | A 6:08 -P.M.- | s 6:14 | A 6:03 P.M.- |
| s 5:39 | | s 5:27 | | | s 5:46 | | 22.56 | BELMONT | 15.20 | s 5:49 | | | s 6:17 | |
| s 5:42 | | s 5:31 | | | s 5:50 | | 24.40 | LISLE | 13.36 | s 5:53 | | | s 6:20 | |
| s 5:49 | | s 5:37 | | | s 5:57 | | 28.44 | NAPERVILLE | 9.32 | s 5:59 | | | s 6:26 | |
| f 5:55 | | | s 5:53 | | | | 33.42 | EOLA | 4.34 | | | | | |
| | | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | |
| A 6:02 P.M. | | A 5:50 P.M. | A 6:00 P.M. | A 5:34 P.M. | A 6:10 P.M. | | 37.76 | AURORA | 0. | A 6:12 P.M. | A 6:17 P.M. | | A 6:39 P.M. | |
| 1:17 29.4 | 0:42 30.1 | 0:57 39.7 | 1:02 36.5 | 0:34 66.6 | 1:09 32.8 | 0:42 30.1 | | SCHEDULE TIME | | 1:03 36.0 | 1:00 37.8 | 0:45 28.2 | 1:11 31.9 | 0:33 38.4 |
| | | | | | | | | AVERAGE MILES AN HOUR | | | | | | |

Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | |
|-------------------------|-------------------------------------|-----------------|-------------------------------------|-------------------------------------|-----------------------|----------------------------|-----------------------------------|----------|----------------------|-----------------|------------------------------|-------------------------|-----------------|--|
| Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Sunday only Passenger | Daily Ex. Sunday Passenger | | | | Daily Passenger | Daily Ex. Saturday Passenger | Saturday only Passenger | Daily Passenger | |
| 243 | 245 | 5 | 131 | 247 | 133 | 249 | | | | 55 | 251 | 135 | 15 | |
| P.M. L 5:30 | P.M. L 5:37 | P.M. L 5:42 | P.M. L 5:45 | P.M. L 5:52 | P.M. L 6:05 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. L 6:20 | P.M. L 6:30 | P.M. L 7:20 | P.M. L 7:20 | P.M. L 8:00 | |
| s 5:35 | | | s 5:50 | | s 6:10 | 1.72 | HALSTED STREET | 36.04 | s 6:25 | | s 7:25 | s 7:25 | | |
| s 5:38 | | | s 5:54 | s 5:59 | s 6:13 | 3.72 | WESTERN AVENUE | 34.04 | s 6:29 | | s 7:28 | s 7:28 | | |
| s 5:43 | | | | | s 6:18 | 6.88 | CICERO | 30.88 | s 6:34 | | s 7:33 | s 7:33 | | |
| s 5:45 | | | | | s 6:20 | 7.46 | MORTON PARK | 30.30 | s 6:36 | | s 7:35 | s 7:35 | | |
| s 5:47 | | | | | s 6:22 | 8.47 | CLYDE | 29.29 | s 6:38 | | s 7:37 | s 7:37 | | |
| s 5:49 | | 5:53 | | | s 6:24 | 9.03 | LA VERGNE | 28.73 | s 6:40 | 6:44 | s 7:39 | s 7:39 | 8:12 | |
| s 5:51 | | | | s 6:05 | s 6:26 | 9.57 | BERWYN | 28.19 | s 6:42 | | s 7:41 | s 7:41 | | |
| s 5:52 | | | | s 6:07 | s 6:27 | 10.05 | HARLEM AVENUE | 27.71 | s 6:44 | | s 7:42 | s 7:42 | | |
| s 5:54 | | | s 6:04 | | s 6:29 | 11.01 | RIVERSIDE | 26.75 | s 6:46 | | s 7:44 | s 7:44 | | |
| s 5:56 | | | | | s 6:31 | 11.74 | HOLLYWOOD | 26.02 | s 6:48 | | s 7:46 | s 7:46 | | |
| s 5:58 | | | s 6:07 | | s 6:33 | 12.27 | BROOKFIELD | 25.49 | s 6:50 | | s 7:48 | s 7:48 | | |
| s 6:00 | | | | | s 6:35 | 13.02 | CONGRESS PARK | 24.74 | s 6:52 | | s 7:50 | s 7:50 | | |
| s 6:02 | | | | s 6:14 | s 6:37 | 13.75 | LA GRANGE | 24.01 | s 6:54 | 6:50 | s 7:52 | s 7:52 | | |
| s 6:04 | | | | s 6:16 | s 6:39 | 14.14 | STONE AVENUE | 23.62 | s 6:56 | | s 7:54 | s 7:54 | | |
| s 6:07 | | | | s 6:19 | s 6:42 | 15.38 | WESTERN SPRINGS | 22.38 | s 6:59 | | s 7:57 | s 7:57 | | |
| s 6:09 | | | | s 6:22 | s 6:44 | 16.30 | HIGHLANDS | 21.46 | s 7:01 | | s 7:59 | s 7:59 | | |
| s 6:11 | | | s 6:14 | | s 6:46 | 16.83 | HINSDALE | 20.93 | s 7:03 | | s 8:01 | s 8:01 | | |
| s 6:13 | | | s 6:16 | | s 6:48 | 17.76 | WEST HINSDALE | 20.00 | s 7:05 | | s 8:03 | s 8:03 | | |
| s 6:15 | | | s 6:18 | | s 6:50 | 18.24 | CLARENDON HILLS | 19.52 | s 7:07 | | s 8:05 | s 8:05 | | |
| s 6:17 | | | s 6:21 | | s 6:52 | 19.40 | WESTMONT | 18.36 | s 7:09 | | s 8:07 | s 8:07 | | |
| s 6:19 | | | | s 6:28 | s 6:54 | 20.30 | FAIRVIEW AVENUE | 17.46 | s 7:11 | | s 8:09 | s 8:09 | | |
| s 6:21 | | 6:03 | A 6:25 P.M. | s 6:30 | A 6:57 P.M. | 21.12 | DOWNERS GROVE | 16.64 | s 7:13 | 7:00 | s 8:11 | A 8:12 P.M. | 8:22 | |
| s 6:24 | s 6:03 | | | s 6:33 | | 22.56 | BELMONT | 15.20 | s 7:16 | | s 8:14 | | | |
| s 6:27 | s 6:07 | | | s 6:37 | | 24.40 | LISLE | 13.36 | s 7:20 | | s 8:17 | | | |
| s 6:34 | s 6:13 | | | s 6:43 | | 28.44 | NAPERVILLE | 9.32 | s 7:26 | | s 8:24 | | | |
| | | | | | | 33.42 | EOLA | 4.34 | f 7:32 | | | | | |
| | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | | |
| A 6:47 P.M. | A 6:26 P.M. | A 6:15 P.M. | | A 6:56 P.M. | | 37.76 | AURORA | 0. | A 7:40 P.M. | s 7:16 P.M. | A 8:37 P.M. | | A 8:36 P.M. | |
| 1:17 29.4 | 0:49 46.2 | 0:33 68.7 | 0:40 31.7 | 1:04 35.4 | 0:52 24.4 | | SCHEDULE TIME | | 1:20 28.4 | 0:46 49.2 | 1:17 29.4 | 0:52 24.4 | 0:38 62.9 | |
| | | | | | | | AVERAGE MILES AN HOUR | | | | | | | |

No. 65 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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | | |
|-------------------------|------------------------------|-----------------|-------------------------------------|--------------------------------|-----------------------|----------------------------------|----------------------|------------------|-------------------------------------|------------------|--------------------------------|------------------|-------------------------------------|
| Saturday only Passenger | Daily Ex. Saturday Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Sat. and Sunday only Passenger | | | | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Sat. and Sunday only Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger |
| 253 | 137 | 45 | 255 | 257 | | | | 3 | 139 | 51 | 259 | 53 | 261 |
| P.M. L 8.25 | P.M. L 8.25 | P.M. L 9.00 | P.M. L 9.25 | P.M. L 9.40 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. L10.00 | P.M. L10.25 | P.M. L11.00 | P.M. L11.05 | P.M. L11.15 | P.M. L11.25 |
| s 8.30 | s 8.30 | | s 9.30 | s 9.45 | 1.72 | HALSTED STREET..... | 36.04 | | s10.30 | | s11.10 | | s11.30 |
| s 8.33 | s 8.33 | | s 9.33 | s 9.48 | 3.72 | WESTERN AVENUE..... | 34.04 | | s10.33 | | s11.13 | | s11.33 |
| s 8.38 | s 8.38 | | s 9.38 | s 9.53 | 6.88 | CICERO..... | 30.88 | | s10.38 | | s11.18 | | s11.38 |
| s 8.40 | s 8.40 | | s 9.40 | s 9.54 | 7.46 | MORTON PARK..... | 30.30 | | s10.40 | | s11.20 | | s11.40 |
| s 8.42 | s 8.42 | | s 9.42 | s 9.56 | 8.47 | CLYDE..... | 29.29 | | s10.42 | | s11.22 | | s11.42 |
| s 8.44 | s 8.44 | 9.14 | s 9.44 | s 9.58 | 9.03 | LA VERGNE..... | 28.73 | 10.14 | s10.44 | 11.14 | s11.24 | 11.29 | s11.44 |
| s 8.46 | s 8.46 | | s 9.46 | s10.00 | 9.57 | BERWYN..... | 28.19 | | s10.46 | | s11.26 | | s11.46 |
| s 8.47 | s 8.47 | | s 9.47 | s10.01 | 10.05 | HARLEM AVENUE..... | 27.71 | | s10.47 | | s11.27 | | s11.47 |
| s 8.49 | s 8.49 | | s 9.49 | s10.03 | 11.01 | RIVERSIDE..... | 26.75 | | s10.49 | | s11.29 | | s11.49 |
| s 8.51 | s 8.51 | | s 9.51 | s10.05 | 11.74 | HOLLYWOOD..... | 26.02 | | s10.51 | | s11.31 | | s11.51 |
| s 8.53 | s 8.53 | | s 9.53 | s10.07 | 12.27 | BROOKFIELD..... | 25.49 | | s10.53 | | s11.33 | | s11.53 |
| s 8.55 | s 8.55 | | s 9.55 | s10.09 | 13.02 | CONGRESS PARK..... | 24.74 | | s10.55 | | s11.35 | | s11.55 |
| s 8.57 | s 8.57 | | s 9.57 | s10.11 | 13.75 | LA GRANGE..... | 24.01 | c10.19 | s10.57 | | s11.37 | c11.35 | s11.57 |
| s 8.59 | s 8.59 | | s 9.59 | s10.12 | 14.14 | STONE AVENUE..... | 23.62 | | s10.59 | | s11.39 | | s11.59 A.M. |
| s 9.02 | s 9.02 | | s10.02 | s10.15 | 15.38 | WESTERN SPRINGS..... | 22.38 | | s11.02 | | s11.42 | | s12.02 |
| s 9.04 | s 9.04 | | s10.04 | s10.17 | 16.30 | HIGHLANDS..... | 21.46 | | s11.04 | | s11.44 | | s12.04 |
| s 9.06 | s 9.06 | | s10.06 | s10.19 | 16.83 | HINSDALE..... | 20.93 | | s11.06 | | s11.46 | | s12.06 |
| s 9.08 | s 9.08 | | s10.08 | s10.21 | 17.76 | WEST HINSDALE..... | 20.00 | | s11.08 | | s11.48 | | s12.08 |
| s 9.10 | s 9.10 | | s10.10 | s10.23 | 18.24 | CLARENDON HILLS..... | 19.52 | | s11.10 | | s11.50 | | s12.10 |
| s 9.12 | s 9.12 | | s10.12 | s10.25 | 19.40 | WESTMONT..... | 18.36 | | s11.12 | | s11.52 | | s12.12 |
| s 9.14 | s 9.14 | | s10.14 | s10.27 | 20.30 | FAIRVIEW AVENUE..... | 17.46 | | s11.14 | | s11.54 | | s12.14 |
| s 9.16 | A 9.17 P.M. | 9.24 | s10.16 | s10.29 | 21.12 | DOWNERS GROVE..... | 16.64 | 10.28 | A11.17 P.M. | 11.30 | s11.56 | 11.45 | s12.16 |
| s 9.19 | | | s10.19 | s10.32 | 22.56 | BELMONT..... | 15.20 | | | | s11.59 A.M. | | s12.19 |
| s 9.22 | | | s10.22 | s10.35 | 24.40 | LISLE..... | 13.36 | | | | s12.02 | | s12.22 |
| s 9.28 | | s 9.32 | s10.28 | s10.42 | 28.44 | NAPERVILLE..... | 9.32 | | | | s12.08 | | s12.28 |
| | | | | f10.48 | 33.42 | EOLA..... | 4.34 | | | | | | f12.34 |
| | | | | | 35.27 | WEST EOLA..... | 2.49 | | | | | | |
| A 9.40 P.M. | | | s 9.42 A P.M. | A10.40 P.M. | A10.55 P.M. | AURORA..... | 0. | s10.43 A P.M. | | s11.47 A P.M. | A12.20 A.M. | s12.02 A A.M. | A12.42 A.M. |
| 1:15 30.2 | 0:52 24.4 | 0:42 53.9 | 1:15 30.2 | 1:15 30.2 | | SCHEDULE TIME..... | | 0:43 52.7 | 0:52 24.4 | 0:47 48.2 | 1:15 30.2 | 0:47 48.2 | 1:17 29.4 |
| | | | | | | AVERAGE MILES AN HOUR..... | | | | | | | |

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

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

Nos. 259 and 261 will stop at 14th Street Coach Yard to receive Company employes.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | STATIONS | FIRST CLASS | | | | | | | |
|-----------------|-------------------------------------|-------------------------------------|-------------------------------------|-----------------|----------------------------|---------------------------|-----------------------|----------------------|------------------|-------------------------------------|-------------------------|-------------------------------------|-------------------------------------|-----------------|
| Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Daily Ex. Sunday Passenger | | Distance from Chicago | Distance from Aurora | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger |
| 50 | 106 | 108 | 110 | 54 | 32 | | | | 30 | 112 | 114 | 212 | 214 | 56 |
| A.M. A 7:45 | A.M. A 7:48 | A.M. A 7:53 | A.M. A 7:58 | A.M. A 8:03 | A.M. A 8:07 | 0. | 37.76 | A.M. A 8:10 | A.M. A 8:15 | A.M. A 8:19 | A.M. A 8:22 | A.M. A 8:25 | A.M. A 8:27 | |
| | s 7:42 | s 7:47 | s 7:52 | | s 8:01 | 1.72 | 36.04 | | s 8:09 | s 8:13 | s 8:16 | | | |
| | s 7:38 | s 7:43 | s 7:48 | | s 7:57 | 3.72 | 34.04 | | s 8:05 | s 8:09 | s 8:12 | | | |
| | s 7:33 | s 7:38 | s 7:43 | | s 7:52 | 6.88 | 30.88 | | s 8:00 | s 8:04 | s 8:07 | | | |
| | | s 7:34 | | | | 7.46 | 30.30 | | | s 8:01 | | | | |
| | s 7:28 | | | | | 8.47 | 29.29 | | s 7:55 | s 7:59 | | | | |
| 7:27 | | | | 7:46 | s 7:46 | 9.03 | 28.73 | 7:54 | | s 7:57 | | | 8:12 | |
| | s 7:25 | | | | s 7:44 | 9.57 | 28.19 | | | | s 8:00 | | | |
| | s 7:23 | | | | s 7:42 | 10.05 | 27.71 | | | | | | | |
| | | s 7:28 | | | s 7:39 | 11.01 | 26.75 | | | | s 7:57 | | | |
| | | | s 7:33 | | | 11.74 | 26.02 | | | s 7:52 | s 7:55 | | | |
| | | s 7:24 | | | | 12.27 | 25.49 | | s 7:49 | s 7:50 | | | | |
| | | | s 7:30 | | | 13.02 | 24.74 | | | s 7:48 | | | | |
| | s 7:16 | | s 7:28 | c 7:38 | c 7:35 | 13.75 | 24.01 | c 7:46 | | | s 7:51 | | c 8:07 | |
| | s 7:14 | | s 7:26 | | | 14.14 | 23.62 | | s 7:45 | s 7:45 | | s 8:05 | | |
| | | s 7:19 | | | | 15.38 | 22.38 | | s 7:42 | s 7:42 | | | | |
| | | s 7:17 | | | | 16.30 | 21.46 | | s 7:39 | s 7:40 | | | | |
| | | s 7:15 | | | s 7:31 | 16.83 | 20.93 | | | | s 7:46 | s 8:00 | | |
| | | s 7:13 | | | | 17.76 | 20.00 | | s 7:36 | s 7:37 | | | | |
| | s 7:07 | | | | s 7:27 | 18.24 | 19.52 | | | | | | | |
| | s 7:04 | | s 7:18 | | | 19.40 | 18.36 | | | s 7:34 | s 7:41 | | | |
| | s 7:02 | | s 7:15 | | | 20.30 | 17.46 | | | s 7:32 | s 7:38 | | | |
| 7:11 | L 7:00 A.M. — | L 7:07 A.M. — | L 7:13 A.M. — | 7:29 | c 7:23 | 21.12 | 16.64 | 7:37 | L 7:30 A.M. — | L 7:30 A.M. — | s 7:36 | | 7:57 | |
| | | | | | s 7:21 | 22.56 | 15.20 | | | | | | | |
| | | | | | s 7:17 | 24.40 | 13.36 | | | | | | | |
| | | | | | s 7:11 | 28.44 | 9.32 | | | | s 7:27 | s 7:47 | | |
| | | | | | | 33.42 | 4.34 | | | | | | | |
| | | | | | | 35.27 | 2.49 | | | | | | | |
| L 6:55 A.M. | | | | L 7:14 A.M. | L 6:59 A.M. | 37.76 | 0. | L 7:22 A.M. | | | L 7:15 A.M. | L 7:35 A.M. | L 7:40 A.M. | |
| 0:50 45.4 | 0:48 26.4 | 0:46 27.5 | 0:45 28.2 | 0:49 46.2 | 1:08 33.3 | | | 0:48 47.2 | 0:45 28.2 | 0:49 25.9 | 1:07 33.7 | 0:50 45.4 | 0:47 48.2 | |
| | | | | | | SCHEDULE TIME..... | | | | | | | | |
| | | | | | | AVERAGE MILES AN HOUR.... | | | | | | | | |

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

No. 32 will stop at Downers Grove and La Grange on Saturday.

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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| 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 | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | | | | Saturday only Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Sunday only Passenger | Saturday only Passenger |
| 216 | 116 | 118 | 218 | 220 | 10 | 222 | | | | 120 | 52 | 224 | 226 | 228 |
| A 8:29 | A 8:36 | A 8:40 | A 8:42 | A 8:42 | A 9:05 | A 9:10 | 0. | CHICAGO UNION STATION. | 37.76 | A 9:20 | A 9:30 | A 9:50 | A 10:10 | A 10:30 |
| s 8:23 | | s 8:34 | s 8:36 | | | s 9:04 | 1.72 | HALSTED STREET | 36.04 | s 9:14 | | s 9:44 | s 10:04 | s 10:24 |
| s 8:19 | | s 8:30 | s 8:32 | | | s 9:00 | 3.72 | WESTERN AVENUE | 34.04 | s 9:10 | | s 9:40 | s 10:00 | s 10:20 |
| s 8:14 | | s 8:25 | | | | | 6.88 | CICERO | 30.88 | s 9:05 | | s 9:35 | s 9:55 | s 10:15 |
| s 8:11 | | s 8:22 | | | | | 7.46 | MORTON PARK | 30.30 | s 9:02 | | s 9:32 | s 9:52 | s 10:12 |
| s 8:09 | | s 8:20 | | | | | 8.47 | CLYDE | 29.29 | s 9:00 | | s 9:30 | s 9:50 | s 10:10 |
| s 8:07 | | s 8:18 | | | 8:50 | | 9.03 | LA VERGNE | 28.73 | s 8:58 | 9:15 | s 9:28 | s 9:48 | s 10:08 |
| | | s 8:16 | s 8:22 | s 8:27 | | s 8:50 | 9.57 | BERWYN | 28.19 | s 8:56 | | s 9:26 | s 9:46 | s 10:06 |
| | s 8:21 | s 8:15 | s 8:20 | | | | 10.05 | HARLEM AVENUE | 27.71 | s 8:54 | | s 9:24 | s 9:45 | s 10:05 |
| | s 8:18 | s 8:13 | s 8:18 | | | s 8:47 | 11.01 | RIVERSIDE | 26.75 | s 8:52 | | s 9:22 | s 9:43 | s 10:03 |
| | | s 8:11 | s 8:16 | s 8:23 | | | 11.74 | HOLLYWOOD | 26.02 | s 8:50 | | s 9:20 | s 9:41 | s 10:01 |
| s 8:01 | | s 8:09 | s 8:14 | s 8:21 | | s 8:44 | 12.27 | BROOKFIELD | 25.49 | s 8:48 | | s 9:18 | s 9:39 | s 9:59 |
| s 7:59 | | s 8:07 | | s 8:19 | | | 13.02 | CONGRESS PARK | 24.74 | s 8:46 | | s 9:16 | s 9:37 | s 9:57 |
| | s 8:14 | s 8:05 | s 8:11 | | | s 8:41 | 13.75 | LA GRANGE | 24.01 | s 8:44 | | s 9:14 | s 9:35 | s 9:55 |
| s 7:56 | | s 8:03 | s 8:09 | | | s 8:39 | 14.14 | STONE AVENUE | 23.62 | s 8:42 | | s 9:12 | s 9:33 | s 9:53 |
| s 7:53 | | s 8:00 | s 8:06 | s 8:14 | | s 8:36 | 15.38 | WESTERN SPRINGS | 22.38 | s 8:39 | | s 9:09 | s 9:30 | s 9:50 |
| | s 8:09 | s 7:58 | s 8:04 | | | | 16.30 | HIGHLANDS | 21.46 | s 8:37 | | s 9:07 | s 9:28 | s 9:48 |
| | | s 7:57 | s 8:02 | | | s 8:33 | 16.83 | HINSDALE | 20.93 | s 8:35 | | s 9:05 | s 9:26 | s 9:46 |
| | s 8:06 | s 7:55 | | | | s 8:31 | 17.76 | WEST HINSDALE | 20.00 | s 8:33 | | s 9:03 | s 9:24 | s 9:44 |
| s 7:48 | | s 7:54 | s 7:59 | s 8:10 | | s 8:30 | 18.24 | CLARENDON HILLS | 19.52 | s 8:31 | | s 9:01 | s 9:23 | s 9:43 |
| | | s 7:52 | s 7:57 | s 8:07 | | s 8:28 | 19.40 | WESTMONT | 18.36 | s 8:29 | | s 8:59 | s 9:21 | s 9:41 |
| | s 8:02 | s 7:50 | s 7:55 | | | s 8:26 | 20.30 | FAIRVIEW AVENUE | 17.46 | s 8:27 | | s 8:57 | s 9:19 | s 9:39 |
| s 7:44 | L 8:00 | L 7:48 | s 7:53 | | 8:39 | s 8:24 | 21.12 | DOWNERS GROVE | 16.64 | L 8:25 | 8:59 | s 8:55 | s 9:17 | s 9:37 |
| s 7:41 | A.M. | A.M. | s 7:50 | s 8:02 | | s 8:21 | 22.56 | BELMONT | 15.20 | A.M. | | s 8:52 | s 9:14 | s 9:34 |
| s 7:37 | | | s 7:46 | s 7:58 | | s 8:18 | 24.40 | LISLE | 13.36 | | | s 8:48 | s 9:11 | s 9:31 |
| | | | s 7:40 | | | s 8:12 | 28.44 | NAPERVILLE | 9.32 | | | s 8:42 | s 9:05 | s 9:25 |
| | | | | | | | 33.42 | EOLA | 4.34 | | | f 8:59 | f 9:19 | |
| | | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | |
| L 7:23 | | | L 7:28 | L 7:43 | L 8:25 | L 8:00 | 37.76 | AURORA | 0. | L 8:44 | L 8:30 | L 8:53 | L 9:13 | |
| A.M. | | | A.M. | A.M. | A.M. | A.M. | | | | A.M. | A.M. | A.M. | A.M. | |
| 1:06 34.3 | 0:36 35.2 | 0:52 24.4 | 1:14 30.6 | 0:59 38.4 | 0:40 56.6 | 1:10 32.4 | | SCHEDULE TIME | | 0:55 23.1 | 0:46 49.2 | 1:20 28.4 | 1:17 29.4 | 1:17 29.4 |
| | | | | | | | | AVERAGE MILES AN HOUR | | | | | | |

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | | |
|-------------------------------------|----------------------------|------------------------------|-----------------|-------------------------|-------------------------------------|-----------------------|----------------------------------|----------------------|-----------------------|-------------------------|-----------------|-------------------------------------|-----------------|-----------------------|
| Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sunday Passenger | Daily Ex. Saturday Passenger | Daily Passenger | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | | | | Sunday only Passenger | Saturday only Passenger | Daily Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Sunday only Passenger |
| 230 | 4 | 122 | 2 | 232 | 234 | | | | 236 | 238 | 18 | 124 | 44 | 126 |
| A.M. 10:35 | A.M. 11:20 | A.M. 11:30 | A.M. 11:35 | A.M. 11:45 | A.M. 12:35 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. 12:50 | P.M. 1:05 | P.M. 1:30 | P.M. 1:35 | P.M. 2:00 | P.M. 2:05 |
| | | s11.24 | | | | 1.72 | HALSTED STREET..... | 36.04 | s12.44 | s12.59 | | s 1.29 | | s 1.59 |
| | | s11.20 | | | | 2.00 | WESTERN AVENUE..... | 34.04 | s12.40 | s12.55 | | s 1.25 | | s 1.55 |
| | | s11.15 | | | | 3.16 | CICERO..... | 30.88 | s12.35 | s12.50 | | s 1.20 | | s 1.50 |
| | | s11.12 | | | | 4.58 | MORTON PARK..... | 30.30 | s12.32 | s12.47 | | s 1.17 | | s 1.47 |
| | | s11.10 | | | s12.19 | 6.01 | CLYDE..... | 29.29 | s12.30 | s12.45 | | s 1.15 | | s 1.45 |
| | 11.05 | s11.08 | 11.20 | | | 7.56 | LA VERGNE..... | 28.73 | s12.28 | s12.43 | 1.11 | s 1.13 | 1.44 | s 1.43 |
| s10.19 | | s11.06 | | s11.29 | s12.16 | 8.54 | BERWYN..... | 28.19 | s12.26 | s12.41 | | s 1.11 | | s 1.41 |
| | | s11.05 | | | s12.14 | 9.48 | HARLEM AVENUE..... | 27.71 | s12.25 | s12.40 | | s 1.10 | | s 1.40 |
| s10.16 | | s11.03 | | s11.26 | s12.12 | 10.96 | RIVERSIDE..... | 26.75 | s12.23 | s12.38 | | s 1.08 | | s 1.38 |
| | | s11.01 | | | s12.10 | 11.73 | HOLLYWOOD..... | 26.02 | s12.21 | s12.36 | | s 1.06 | | s 1.36 |
| s10.13 | | s10.59 | | s11.23 | s12.08 | 12.53 | BROOKFIELD..... | 25.49 | s12.19 | s12.34 | | s 1.04 | | s 1.34 |
| | | s10.57 | | | | 13.75 | CONGRESS PARK..... | 24.74 | s12.17 | s12.32 | | s 1.02 | | s 1.32 |
| s10.10 | | s10.55 | | s11.20 | s12.05 | 14.53 | LA GRANGE..... | 24.01 | s12.15 | s12.30 | | s12.59 | | s 1.30 |
| s10.08 | | s10.53 | | s11.18 | s12.03 | 15.39 | STONE AVENUE..... | 23.62 | s12.13 | s12.28 | | s12.58 | | s 1.28 |
| s10.06 | | s10.50 | | s11.16 | P.M. 11:59 | 16.30 | WESTERN SPRINGS..... | 22.38 | s12.10 | s12.25 | | s12.55 | | s 1.25 |
| | | s10.48 | | | | 17.16 | HIGHLANDS..... | 21.46 | s12.08 | s12.23 | | s12.53 | | s 1.23 |
| s10.03 | | s10.47 | | s11.13 | s11.57 | 18.03 | HINSDALE..... | 20.93 | s12.06 | s12.21 | | s12.52 | | s 1.22 |
| | | s10.45 | | | | 18.93 | WEST HINSDALE..... | 20.00 | s12.04 | s12.19 | | s12.50 | | s 1.20 |
| s10.00 | | s10.44 | | s11.10 | s11.54 | 19.82 | CLARENDON HILLS..... | 19.52 | s12.03 | s12.18 | | s12.49 | | s 1.19 |
| s 9.58 | | s10.42 | | s11.08 | s11.52 | 20.72 | WESTMONT..... | 18.36 | s12.01 | s12.16 | | s12.47 | | s 1.17 |
| | | s10.40 | | | | 21.62 | FAIRVIEW AVENUE..... | 17.46 | P.M. 11:59 | s12.14 | | s12.45 | | s 1.15 |
| s 9.55 | 10.51 | L10.38 | 11.09 | s11.05 | s11.49 | 22.52 | DOWNERS GROVE..... | 16.64 | s11.57 | s12.12 | 12.59 | L12.43 | 1.33 | L 1.13 |
| s 9.52 | | A.M. — | | s11.02 | s11.46 | 23.42 | BELMONT..... | 15.20 | s11.54 | s12.09 | | | | P.M. — |
| s 9.48 | s10.47 | | | s10.58 | s11.42 | 24.32 | LISLE..... | 13.36 | s11.51 | s12.05 | | | | |
| s 9.42 | s10.43 | | | s10.52 | s11.36 | 25.22 | NAPERVILLE..... | 9.32 | s11.45 | s11.59 | | | | |
| f 9.36 | | | | | | 26.12 | EOLA..... | 4.34 | | | | | | |
| | | | | | | 27.02 | WEST EOLA..... | 2.49 | | | | | | |
| L 9.30 | L10.32 | L10.55 | L10.40 | L11.25 | | 37.76 | AURORA..... | 0. | L11.33 | L11.48 | L12.44 | L 1.18 | | |
| A.M. | A.M. | A.M. | A.M. | A.M. | | | | | A.M. | A.M. | P.M. | P.M. | | |
| 1:05 34.9 | 0:48 47.2 | 0:52 24.4 | 0:40 56.6 | 1:05 34.9 | 1:10 32.4 | | SCHEDULE TIME..... | | 1:17 29.4 | 1:17 29.4 | 0:46 49.2 | 0:52 24.4 | 0:42 53.9 | 0:52 24.4 |
| | | | | | | | AVERAGE MILES AN HOUR..... | | | | | | | |

No. 234 will stop at Austin-Western M.P. 35.61 to receive passengers.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | |
|-------------------------------|--|--------------------|---|--|--|-----------------------------|--------------------------|-----------------------------------|-------------------------|-------------------------------|--|---|--|--|
| Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Sat. and Sunday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger | Sunday only Passenger | | | | Saturday only Passenger | Daily Ex. Sat. and Sunday Passenger | Sat. and Sunday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Ex. Sat. and Sunday Passenger |
| 128 | 240 | 22 | 242 | 130 | 244 | 132 | | | | 246 | 134 | 248 | 250 | 136 |
| P.M. A 2.20 | P.M. A 2.35 | P.M. A 2.40 | P.M. A 3.35 | P.M. A 3.35 | P.M. A 4.30 | P.M. A 4.45 | 0. | .CHICAGO UNION STATION..... | 37.76 | P.M. A 4.50 | P.M. A 5.30 | P.M. A 6.05 | P.M. A 6.15 | P.M. A 7.30 |
| s 2.14 | s 2.29 | | s 3.29 | s 3.29 | s 4.24 | s 4.39 | 1.72 | HALSTED STREET | 36.04 | s 4.44 | s 5.24 | s 5.59 | | s 7.24 |
| s 2.10 | s 2.25 | | s 3.25 | s 3.25 | s 4.20 | s 4.35 | 3.72 | WESTERN AVENUE | 34.04 | s 4.40 | s 5.20 | s 5.55 | | s 7.20 |
| s 2.05 | s 2.20 | | s 3.20 | s 3.20 | s 4.15 | s 4.30 | 6.88 | CICERO | 30.88 | s 4.35 | s 5.15 | s 5.50 | | s 7.15 |
| s 2.02 | s 2.17 | | s 3.17 | s 3.17 | s 4.12 | s 4.27 | 7.46 | MORTON PARK | 30.30 | s 4.32 | s 5.12 | s 5.47 | | s 7.12 |
| s 2.00 | s 2.15 | | s 3.15 | s 3.15 | s 4.10 | s 4.25 | 8.47 | CLYDE | 29.29 | s 4.30 | s 5.10 | s 5.45 | | s 7.10 |
| s 1.58 | s 2.13 | 2.25 | s 3.13 | s 3.13 | s 4.08 | s 4.23 | 9.03 | LA VERGNE | 28.73 | s 4.28 | s 5.08 | s 5.43 | | s 7.08 |
| s 1.56 | s 2.11 | | s 3.11 | s 3.11 | s 4.06 | s 4.21 | 9.57 | BERWYN | 28.19 | s 4.26 | s 5.06 | s 5.41 | s 5.45 | s 7.06 |
| s 1.55 | s 2.10 | | s 3.10 | s 3.10 | s 4.05 | s 4.20 | 10.05 | HARLEM AVENUE | 27.71 | s 4.25 | s 5.05 | s 5.40 | | s 7.05 |
| s 1.53 | s 2.08 | | s 3.08 | s 3.08 | s 4.03 | s 4.18 | 11.01 | RIVERSIDE | 26.75 | s 4.23 | s 5.03 | s 5.38 | s 5.42 | s 7.03 |
| s 1.51 | s 2.06 | | s 3.06 | s 3.06 | s 4.01 | s 4.16 | 11.74 | HOLLYWOOD | 26.02 | s 4.21 | s 5.01 | s 5.36 | | s 7.01 |
| s 1.49 | s 2.04 | | s 3.04 | s 3.04 | s 3.59 | s 4.14 | 12.27 | BROOKFIELD | 25.49 | s 4.19 | s 4.59 | s 5.34 | s 5.38 | s 6.59 |
| s 1.47 | s 2.02 | | s 3.02 | s 3.02 | s 3.57 | s 4.12 | 13.02 | CONGRESS PARK | 24.74 | s 4.17 | s 4.57 | s 5.32 | | s 6.57 |
| s 1.45 | s 2.00 | | s 3.00 | s 3.00 | s 3.55 | s 4.10 | 13.75 | LA GRANGE | 24.01 | s 4.15 | s 4.55 | s 5.30 | s 5.33 | s 6.55 |
| s 1.43 | s 1.58 | | s 2.58 | s 2.58 | s 3.53 | s 4.08 | 14.14 | STONE AVENUE | 23.62 | s 4.13 | s 4.53 | s 5.28 | | s 6.53 |
| s 1.40 | s 1.55 | | s 2.55 | s 2.55 | s 3.50 | s 4.05 | 15.38 | WESTERN SPRINGS | 22.38 | s 4.10 | s 4.50 | s 5.25 | s 5.25 | s 6.50 |
| s 1.38 | s 1.53 | | s 2.53 | s 2.53 | s 3.48 | s 4.03 | 16.30 | HIGHLANDS | 21.46 | s 4.08 | s 4.48 | s 5.23 | | s 6.48 |
| s 1.37 | s 1.51 | | s 2.51 | s 2.52 | s 3.46 | s 4.02 | 16.83 | HINSDALE | 20.93 | s 4.06 | s 4.47 | s 5.21 | s 5.20 | s 6.47 |
| s 1.35 | s 1.49 | | s 2.49 | s 2.50 | s 3.44 | s 4.00 | 17.76 | WEST HINSDALE | 20.00 | s 4.04 | s 4.45 | s 5.19 | | s 6.45 |
| s 1.34 | s 1.48 | | s 2.48 | s 2.49 | s 3.43 | s 3.59 | 18.24 | CLARENDON HILLS | 19.52 | s 4.03 | s 4.44 | s 5.18 | s 5.14 | s 6.44 |
| s 1.32 | s 1.46 | | s 2.46 | s 2.47 | s 3.41 | s 3.57 | 19.40 | WESTMONT | 18.36 | s 4.01 | s 4.42 | s 5.16 | s 5.10 | s 6.42 |
| s 1.30 | s 1.44 | | s 2.44 | s 2.45 | s 3.39 | s 3.55 | 20.30 | FAIRVIEW AVENUE | 17.46 | s 3.59 | s 4.40 | s 5.14 | | s 6.40 |
| L 1.28 P.M. - | s 1.42 | 2.15 | s 2.42 | L 2.43 P.M. - | s 3.37 | L 3.53 P.M. - | 21.12 | DOWNERS GROVE | 16.64 | s 3.57 | L 4.38 P.M. - | s 5.12 | s 5.07 | L 6.38 P.M. - |
| | s 1.39 | | s 2.39 | | s 3.34 | | 22.56 | BELMONT | 15.20 | s 3.54 | | s 5.09 | s 5.03 | |
| | s 1.36 | | s 2.36 | | s 3.31 | | 24.40 | LISLE | 13.36 | s 3.50 | | s 5.06 | s 5.00 | |
| | s 1.30 | | s 2.30 | | s 3.25 | | 28.44 | NAPERVILLE | 9.32 | s 3.44 | | s 5.00 | s 4.54 | |
| | | | f 2.24 | | f 3.19 | | 33.42 | EOLA | 4.34 | | f 4.54 | f 4.46 | | |
| | | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | |
| | L 1.18 P.M. | L 2.02 P.M. | L 2.18 P.M. | | L 3.13 P.M. | | 37.76 | AURORA | 0. | L 3.33 P.M. | | L 4.48 P.M. | L 4.40 P.M. | |
| 0:52 24.4 | 1:17 29.4 | 0:38 69.6 | 1:17 29.4 | 0:52 24.4 | 1:17 29.4 | 0:52 24.4 | | SCHEDULE TIME | | 1:17 29.4 | 0:52 24.4 | 1:17 29.4 | 1:35 23.8 | 0:52 24.4 |
| | | | | | | | | AVERAGE MILES AN HOUR | | | | | | |

Nos. 248 and 250 will stop at Austin-Western M. P. 35.61 to receive passengers.

Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | | | Distance from Chicago | STATIONS | Distance from Aurora | FIRST CLASS | | | | |
|-----------------------|----------------------------|-----------------|-----------------------|-------------------------------------|-----------------|--------------------------------|-----------------------|-----------------------------------|----------------------|-------------------------------------|-----------------|-------------------------|-----------------|--------------|
| Sunday only Passenger | Daily Ex. Sunday Passenger | Daily Passenger | Sunday only Passenger | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Sat. and Sunday only Passenger | | | | Daily Ex. Sat. and Sunday Passenger | Daily Passenger | Saturday only Passenger | Daily Passenger | |
| 138 | 252 | 12 | 254 | 140 | 6 | 256 | | | | 258 | 24 | 142 | 260 | 262 |
| P.M. A 7:35 | P.M. A 8:30 | P.M. A 8:43 | P.M. A 8:55 | P.M. A 9:28 | P.M. A 9:30 | P.M. A 10:15 | 0. | CHICAGO UNION STATION. | 37.76 | P.M. A 10:30 | P.M. A 10:45 | P.M. A 11:30 | P.M. A 11:30 | A.M. A 12:35 |
| s 7:29 | s 8:24 | | s 8:49 | s 9:23 | | s 10:09 | 1.72 | HALSTED STREET | 36.04 | s 10:24 | | s 11:24 | s 11:24 | s 12:29 |
| s 7:25 | s 8:20 | | s 8:45 | s 9:19 | | s 10:05 | 3.72 | WESTERN AVENUE | 34.04 | s 10:20 | | s 11:20 | s 11:20 | s 12:25 |
| s 7:20 | | | s 8:40 | s 9:14 | | s 10:00 | 6.88 | CICERO | 30.88 | s 10:15 | | s 11:15 | s 11:15 | s 12:20 |
| s 7:17 | s 8:14 | | s 8:37 | s 9:12 | | s 9:57 | 7.46 | MORTON PARK | 30.30 | s 10:12 | | s 11:12 | s 11:12 | s 12:17 |
| s 7:15 | s 8:12 | | s 8:35 | s 9:10 | | s 9:55 | 8.47 | CLYDE | 29.29 | s 10:10 | | s 11:10 | s 11:10 | s 12:15 |
| s 7:13 | | 8:26 | s 8:33 | s 9:08 | 9:13 | s 9:53 | 9.03 | LA VERGNE | 28.73 | s 10:08 | 10:30 | s 11:08 | s 11:08 | s 12:13 |
| s 7:11 | s 8:09 | | s 8:31 | s 9:06 | | s 9:51 | 9.57 | BERWYN | 28.19 | s 10:06 | | s 11:06 | s 11:06 | s 12:11 |
| s 7:10 | | | s 8:30 | s 9:05 | | s 9:50 | 10.05 | HARLEM AVENUE | 27.71 | s 10:05 | | s 11:05 | s 11:05 | s 12:10 |
| s 7:08 | s 8:06 | | s 8:28 | s 9:03 | | s 9:48 | 11.01 | RIVERSIDE | 26.75 | s 10:03 | | s 11:03 | s 11:03 | s 12:08 |
| s 7:06 | | | s 8:26 | s 9:01 | | s 9:46 | 11.74 | HOLLYWOOD | 26.02 | s 10:01 | | s 11:01 | s 11:01 | s 12:06 |
| s 7:04 | s 8:03 | | s 8:24 | s 8:59 | | s 9:44 | 12.27 | BROOKFIELD | 25.49 | s 9:59 | | s 10:59 | s 10:59 | s 12:04 |
| s 7:02 | | | s 8:22 | s 8:57 | | s 9:42 | 13.02 | CONGRESS PARK | 24.74 | s 9:57 | | s 10:57 | s 10:57 | s 12:02 |
| s 7:00 | s 8:00 | | s 8:20 | s 8:55 | c 9:06 | s 9:40 | 13.75 | LA GRANGE | 24.01 | s 9:55 | | s 10:55 | s 10:55 | s 11:59 |
| s 6:58 | | | s 8:18 | s 8:53 | | s 9:38 | 14.14 | STONE AVENUE | 23.62 | s 9:53 | | s 10:53 | s 10:53 | s 11:58 |
| s 6:55 | s 7:56 | | s 8:15 | s 8:50 | | s 9:35 | 15.38 | WESTERN SPRINGS | 22.38 | s 9:50 | | s 10:50 | s 10:50 | s 11:55 |
| s 6:53 | | | s 8:13 | s 8:48 | | s 9:33 | 16.30 | HIGHLANDS | 21.46 | s 9:48 | | s 10:48 | s 10:48 | s 11:53 |
| s 6:52 | s 7:53 | | s 8:11 | s 8:47 | | s 9:31 | 16.83 | HINSDALE | 20.93 | s 9:46 | | s 10:47 | s 10:47 | s 11:51 |
| s 6:50 | | | s 8:09 | s 8:45 | | s 9:29 | 17.76 | WEST HINSDALE | 20.00 | s 9:44 | | s 10:45 | s 10:45 | s 11:49 |
| s 6:49 | s 7:50 | | s 8:08 | s 8:44 | | s 9:28 | 18.24 | CLARENDON HILLS | 19.52 | s 9:43 | | s 10:44 | s 10:44 | s 11:48 |
| s 6:47 | s 7:48 | | s 8:06 | s 8:42 | | s 9:26 | 19.40 | WESTMONT | 18.36 | s 9:41 | | s 10:42 | s 10:42 | s 11:46 |
| s 6:45 | | | s 8:04 | s 8:40 | | s 9:24 | 20.30 | FAIRVIEW AVENUE | 17.46 | s 9:39 | | s 10:40 | s 10:40 | s 11:44 |
| L 6:43 P.M. | s 7:45 | 8:11 | s 8:02 | L 8:38 P.M. | 8:56 | s 9:22 | 21.12 | DOWNERS GROVE | 16.64 | s 9:37 | 10:20 | L 10:38 P.M. | s 10:38 | s 11:42 |
| | s 7:42 | | s 7:59 | | | s 9:19 | 22.56 | BELMONT | 15.20 | s 9:34 | | | s 10:35 | s 11:39 |
| | s 7:38 | | s 7:56 | | | s 9:16 | 24.40 | LISLE | 13.36 | s 9:31 | | | s 10:32 | s 11:36 |
| | s 7:32 | | s 7:50 | | | s 9:10 | 28.44 | NAPERVILLE | 9.32 | s 9:25 | | | s 10:26 | s 11:30 |
| | | | f 7:44 | | | | 33.42 | EOLA | 4.34 | | | | | s 11:24 |
| | | | | | | | 35.27 | WEST EOLA | 2.49 | | | | | |
| | L 7:20 P.M. | L 7:57 P.M. | L 7:38 P.M. | | L 8:40 P.M. | L 8:58 P.M. | 37.76 | AURORA | 0. | L 9:13 P.M. | L 10:07 P.M. | | L 10:15 P.M. | L 11:18 P.M. |
| 0:52 24.4 | 1:10 32.4 | 0:46 49.2 | 1:17 29.4 | 0:50 25.3 | 0:50 45.4 | 1:17 29.4 | | SCHEDULE TIME | | 1:17 29.4 | 0:38 59.6 | 0:52 24.4 | 1:15 30.2 | 1:17 29.4 |
| | | | | | | | | AVERAGE MILES AN HOUR | | | | | | |

No. 6 will stop at La Grange to discharge passengers from west of Aurora.

Nos. 142 and 260 will stop at 14th Street Coach Yard to let off Company employees.

Aurora to Galesburg—Subdivision—Westward

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | Signs | Distance from Aurora | Distance from Chicago | STATIONS | Capacity of | | Office Open Week Days, except Saturday | FIRST CLASS | | | | |
|-----------------|----------------------------|----------------------------|---------------------------|----------------------|-----------------------|---|-------------|--------------|--|----------------------------|-----------------|--|--|--|
| Daily Passenger | Daily Ex. Sunday Passenger | Daily Ex. Sunday Passenger | | | | | Siding | Other Tracks | | Daily Ex. Sunday Passenger | | | | |
| 7 | 133 | 177 | | | | | | | | 9 | | | | |
| A.M. L 1:11 | A.M. L 7:30 | | B.C.K.O. T.W.Y. Yd. | 0. | 37.76 | AURORA 2.22 | | Yard | Continuous | A.M. L 9:41 | | | | |
| | S A 7:35 A.M.— | | Yd. | 2.22 | 39.98 | MONTGOMERY 5.50 | | Yard | Yard | Continuous | | | | |
| | | | | 7.72 | 45.48 | BRISTOL 5.99 | 125 | 32 | 8:30 a.m. to 5:30 p.m. | | | | | |
| c | | | | 13.71 | 51.47 | PLANO 4.39 | 85 | 115 | 7:00 a.m. to 4:00 p.m. | S 9:58 | | | | |
| c | | | | 18.10 | 55.86 | SANDWICH 3.35 | | 138 | No Office | S 10:05 | | | | |
| | | | | 21.45 | 59.21 | SOMONAUK 5.11 | 125 | 40 | Continuous | S 10:11 | | | | |
| | | | | 27.56 | 65.32 | LELAND 6.78 | 82 | 70 | 8:00 a.m. to 5:00 p.m. | S 10:19 | | | | |
| 1:41 | | | W.Y. | 34.34 | 72.10 | EARLVILLE 0.25 | 125 | 61 | | S 10:29 | | | | |
| | | | | 34.59 | 72.35 | C. & N. W. Cross'g (Interlocked) 5.71 | | | Continuous | | | | | |
| | | | | 40.30 | 78.06 | MERIDEN 3.65 | | 22 | No Office | | | | | |
| | | | B.C.K. O.T.W. Yd. | 43.95 | 81.71 | M.S. TOWER 0.94 | | | Continuous | | | | | |
| S 2:17 | | | | 44.89 | 82.65 | MENDOTA 0.17 | 128 | Yard | | S 10:45 | | | | |
| | | | | 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 3.88 | | 68 | 7:30 a.m. to 4:30 p.m. | S 10:54 | | | | |
| 2:30 | | | B.K.W. Y.Yd. | 57.53 | 95.29 | ZEARING 3.14 | 125 | Yard | Continuous | S 11:00 | | | | |
| | | | | 60.67 | 98.43 | MALDEN 5.75 | | 47 | 7:30 a.m. to 4:30 p.m. | S 11:06 | | | | |
| S 2:43 | | | | 66.42 | 104.18 | PRINCETON 6.51 | 106 | 180 | Continuous | S 11:16 | | | | |
| | | | | 72.93 | 110.69 | WYANET 5.87 | | 64 | 7:00 a.m. to 4:00 p.m. | S 11:25 | | | | |
| 2:57 | | | B.K. T.W. | 78.80 | 116.56 | BUDA 6.41 | 82 | Yard | Continuous | S 11:34 | | | | |
| | | | | 85.21 | 122.97 | NEPONSET 7.98 | 82 | 81 | 7:15 a.m. to 4:15 p.m. | S 11:43 | | | | |
| S 3:28 | | | B.K.O. Yd. | 93.19 | 130.95 | KEWANEE 8.31 | 125 | Yard | Continuous | — P.M. S 12:01 | | | | |
| S 3:50 | | | K.T.W. | 101.50 | 139.26 | GALVA 0.26 | 56 | 146 | | S 12:11 | | | | |
| | | | | 101.76 | 139.52 | C.R.I. & P. Cross'g (Interlocked) 7.17 | | | Continuous | | | | | |
| | | S 10:20 | | 108.93 | 146.69 | ALTONA 4.08 | | 89 | 6:45 a.m. to 3:45 p.m. | | | | | |
| | | S 10:27 | | 113.01 | 150.77 | ONEIDA 4.34 | 82 | 72 | 6:30 a.m. to 3:30 p.m. | | | | | |
| | | S 10:34 | | 117.35 | 155.11 | WATAGA 2.56 | | 132 | Continuous | | | | | |
| | | | | 119.91 | 157.67 | BISHOP 4.56 | | | No Office | | | | | |
| A 4:20 A.M. | | A 10:45 A.M. | B.C.K.O. T.W.Y. Yd. | 124.47 | 162.23 | GALESBURG SCHEDULE TIME AVERAGE MILES AN HOUR | | Yard | Yard | Continuous | A 12:50 P.M. | | | |
| 3:09 39.4 | 0:05 28.6 | 0:35 39.3 | | | | | | | | 3:09 39.5 | | | | |

Interlocking stations at Aurora, Montgomery, Bristol, Somonauk, Earlville, M. S. Tower, I. C. Crossing Mendota, Galva, Wataga, Bishop and Galesburg. Conductors and engineers of trains originating at Aurora or Mendota must have Clearance Form A.

O-5-A and M-4-A engines must not use first crossover west of I. C. Crossing, Mendota.

M-4-A engines must not be turned at Earlville or Zearing.

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

No. 7 will reduce speed to 50 M.P.H. at Wyanet to dispatch mail.

Trains using westward siding at Bristol, Plano, Leland, Earlville, Neponset and Oneida 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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | Distance from Aurora | Distance from Chicago | STATIONS | Office Open Saturday and Sunday | FIRST CLASS | | | |
|-----------------|-----------------|-----------------|----------------------------|-----------------|----------------------|-----------------------|---|---------------------------------|-----------------|-----------------|-----------------|---------------------|
| Daily Passenger | Daily Passenger | Daily Passenger | Daily Ex. Sunday Passenger | Daily Passenger | | | | | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger |
| 19 | 11 | 17 | 33 | 1 | | | | | 5 | 55 | 15 | 3 |
| A.M. L 11:37 | P.M. L 1:07 | P.M. L 4:06 | P.M. L 5:13 | P.M. L 5:34 | | | | | P.M. L 6:15 | P.M. L 7:20 | P.M. L 8:36 | P.M. L 10:45 |
| | | | | | 0. | 37.76 |AURORA..... 2.22 | Continuous | | | | |
| | | | s 5.16 | | 2.22 | 39.98 |MONTGOMERY..... 5.50 | Continuous | | | | |
| | | | s 5.24 | | 7.72 | 45.48 |BRISTOL..... 5.99 | See Footnote | | | | |
| | | | s 5.33 | | 13.71 | 51.47 |PLANO..... 4.39 | Closed | s 6.27 | | | |
| | | | s 5.40 | | 18.10 | 55.86 |SANDWICH..... 3.35 | No Office | s 6.32 | | | |
| | | | s 5.45 | | 21.45 | 59.21 |SOMONAUK..... 6.11 | Continuous | | | | |
| | | | s 5.53 | | 27.56 | 65.32 |LELAND..... 6.78 | Closed | | | | |
| P.M. 12:03 | 1.34 | 4.31 | s 6.02 | 5.57 | 34.34 | 72.10 |EARLVILLE..... 0.25 | | 6.47 | 7.50 | 9.01 | 11.14 |
| | | | s 6.09 | | 34.59 | 72.35 | C. & N. W. Cross'g (Interlocked) 5.71 | Continuous | | | | |
| | | | | | 40.30 | 78.06 |MERIDEN..... 3.65 | No Office | | | | |
| | | | | | 43.95 | 81.71 |MS TOWER..... 0.94 | Continuous | | | | |
| | | | | | 44.89 | 82.65 |MENDOTA..... 0.17 | | s 6.58 | s 8.04 | 9.10 | s 11.25 |
| 12.12 | 1.44 | 4.40 | A 6.17 P.M. | 6.06 | 45.06 | 82.82 |I. C. Crossing (Interlocked).. 4.74 | Continuous | | | | |
| | | | | | 49.80 | 87.56 |CLARION..... 3.85 | No Office | | | | |
| | | | | | 53.65 | 91.41 |ARLINGTON..... 3.89 | Closed | | | | |
| | | | | | 57.53 | 95.29 |ZEARING..... 3.14 | Continuous | 7.08 | 8.20 | 9.21 | 11.39 |
| | | | | | 60.67 | 98.43 |MALDEN..... 5.75 | Closed | | | | |
| | | | | | 66.42 | 104.18 |PRINCETON..... 6.51 | Continuous | s 7.17 | s 8.30 | | |
| | | | | | 72.93 | 110.69 |WYANET..... 5.87 | Closed | | c | | |
| | | | | | 78.80 | 116.56 |BUDA..... 6.41 | Continuous | 7.28 | s 8.50 | 9.37 | 11.58 |
| 12.39 | 2.13 | 5.07 | | 6.31 | 85.21 | 122.97 |NEPONSET..... 7.98 | Closed | | c | | |
| | | | | | 93.19 | 130.95 |KEWANEE..... 8.31 | Continuous | s 7.43 | s 9.15 | | - A.M. - s 12.14 |
| | | | | | 101.50 | 139.26 |GALVA..... 0.26 | Continuous | 7.52 | s 9.27 | 9.58 | |
| | | | | | 101.76 | 139.52 | C.R.I. & P. Cross'g (Interlocked) 7.17 | | | | | |
| | | | | | 108.93 | 146.69 |ALTONA..... 4.08 | Closed | | | | |
| | | | | | 113.01 | 150.77 |ONEIDA..... 4.34 | Closed | | | | |
| | | | | | 117.35 | 155.11 |WATAGA..... 2.56 | Continuous | | | | |
| | | | | | 119.91 | 157.67 |BISHOP..... 4.56 | No Office | | | | |
| A 1.23 P.M. | A 2.55 P.M. | A 5.45 P.M. | | A 7.07 P.M. | 124.47 | 162.23 |GALESBURG..... | Continuous | A 8.16 P.M. | A 9.58 P.M. | A 10.20 P.M. | A 12.45 A.M. |
| 1:48 70.4 | 1:48 69.5 | 1:39 76.4 | 1:04 42.1 | 1:33 80.2 | | |SCHEDULE TIME..... | | 2:01 81.7 | 2:38 47.2 | 1:44 72.4 | 2:00 62.2 |
| | | | | | | |AVERAGE MILES AN HOUR.... | | | | | |

Conductors and engineers of trains originating at Aurora or Mendota must have Clearance Form A.
 O-5-A and M-4-A engines must not use first crossover west of I. C. Crossing, Mendota.
 M-4-A engines must not be turned at Earlville or Zearing.

No. 19 will reduce speed to 30 M.P.H. at Kewanee to dispatch first-class and newspaper mail.
 No. 17 will stop at Aurora to receive revenue passengers for Omaha or beyond.
 No. 55 will stop at Wyanet and Neponset to discharge revenue passengers from Chicago.
 Bristol: Saturday open 7:30 a.m. to 4:30 p.m. Sunday closed.

Galesburg to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | | | Stgns | Distance from Chicago | STATIONS | Distance from Galesburg | Capacity of | | FIRST CLASS | | | | |
|-----------------|-----------------|----------------------------|-----------------|-----------------|---------------------------|--|----------|-------------------------|-------------|--------------|-----------------|----------------------------|-----------------|-----------------|--|
| Daily Passenger | Daily Passenger | Daily Ex. Sunday Passenger | Daily Passenger | Daily Passenger | | | | | Sidings | Other Tracks | Daily Passenger | Daily Ex. Sunday Passenger | Daily Passenger | Daily Passenger | |
| 8 | 14 | 32 | 30 | 56 | | | | | | | 10 | 4 | 2 | 18 | |
| A.M. | A.M. | A.M. | A.M. | A.M. | B.C.K.O. T.W.Yd. |AURORA..... | 124.47 | | Yard | | A.M. | A.M. | A.M. | P.M. | |
| A 5:00 | A S 6:10 | A S 6:29 | A S 7:17 | A S 7:33 | Yd. |MONTGOMERY..... | 122.25 | Yard | Yard | | A c 8:25 | A S 10:27 | A S 10:54 | A c 12:44 | |
| | | f 6:24 | | | |BRISTOL..... | 116.75 | | | 32 | | | | | |
| | | S 6:17 | | | |PLANO..... | 110.76 | | | 115 | | | | | |
| | 5:49 | S 6:09 | | c | |SANDWICH..... | 106.37 | | | 138 | | | | | |
| | 5:41 | S 6:02 | | c | |SOMONAUK..... | 103.02 | 157 | | 40 | | | | | |
| | 5:34 | S 5:56 | | | |LELAND..... | 96.91 | | | 70 | | | | | |
| | 5:24 | S 5:47 | | | |EARLVILLE..... | 90.13 | 78 | 61 | | | | | | |
| 4:25 | 5:15 | S 5:38 | 6:42 | c 7:01 | W. | C. & N. W. Cross'g (Interlocked) | 89.88 | | | | 8:00 | S 9:25 | 10:13 | 12:18 | |
| | | S 5:31 | | | |MERIDEN..... | 84.17 | | | 22 | | | | | |
| | | | | | |MS TOWER..... | 80.52 | | | | | | | | |
| 4:15 | S 5:02 | L 5:25 A.M. | 6:32 | S 6:49 | B.C.K. O.T.W. Yd. |MENDOTA..... | 79.58 | 123 | Yard | | 7:51 | S 9:10 | S 10:03 | 12:09 P.M. | |
| | | | | | |I. C. Crossing (Interlocked)..... | 79.41 | | | | | | | | |
| | | | | | |CLARION..... | 74.67 | | | 11 | | | | | |
| | | | | | |ARLINGTON..... | 70.82 | | | 68 | | | | | |
| 4:00 | 4:44 | | 6:19 | 6:33 | B.K.W. Y.Yd. |ZEARING..... | 66.94 | 133 | Yard | | 7:40 | S 8:51 | | | |
| | | | | | |MALDEN..... | 63.80 | | | 47 | | | | | |
| | 4:36 | | | S 6:22 | |PRINCETON..... | 58.05 | | | 180 | | | | | |
| | | | | | |WYANET..... | 51.54 | | | 64 | | | | | |
| 3:40 | 4:26 | | 6:00 | 6:09 | B.K. T.W. |BUDA..... | 45.67 | 90 | Yard | | 7:25 | S 8:42 | 9:52 | 11:57 | |
| | | | | | |NEPONSET..... | 39.26 | 37 | 81 | | | | | | |
| | 4:12 | | | S 5:54 | B.K.O. Yd. |KEWANEE..... | 31.28 | 199 | Yard | | 7:13 | S 8:35 | | | |
| | | | | | |GALVA..... | 22.97 | 54 | 146 | | | | | | |
| 3:15 | S 4:02 | | 5:39 | 5:43 | K.T.W. | C.R.I. & P. Cross'g (Interlocked) | 22.71 | | | | 7:07 | S 8:28 | S 9:45 | 11:27 | |
| | | | | | |ALTONA..... | 15.54 | | | 89 | | | | | |
| | | | | | |ONEIDA..... | 11.46 | | | 72 | | | | | |
| | | | | | |WATAGA..... | 7.12 | | | 132 | | | | | |
| | | | | | |BISHOP..... | 4.56 | | | | | | | | |
| L 2:50 A.M. | L 3:35 A.M. | | L 5:15 A.M. | L 5:20 A.M. | B.C.K.O. T.W.Y. Yd. |GALESBURG..... | 0. | Yard | Yard | | L 6:48 A.M. | L 6:50 A.M. | L 8:53 A.M. | L 10:58 A.M. | |
| 2:10 67.4 | 2:35 48.2 | 1:04 42.1 | 2:02 61.3 | 2:13 66.1 | |SCHEDULE TIME..... | | | | | 1:37 77.0 | 3:37 34.4 | 2:01 61.7 | 1:46 70.4 | |
| | | | | | |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 and M-4-A engines must not use first crossover west of I. C. Crossing, Mendota.
 M-4-A engines must not be turned at Earlville or Zearing.
 No. 14 will stop at Kewanee to discharge passengers from Omaha or beyond; will reduce speed to 25 M.P.H. at Kewanee to dispatch mail; and will reduce speed to 40 M.P.H. at Princeton to dispatch mail.

No. 8 will reduce speed to 15 M.P.H. 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.
 No. 4 will stop at Meriden to unload and load express when notified at Mendota.
 No. 18 will stop at Aurora to discharge revenue passengers from west of Denver. Trains using eastward siding at Galva and Earlville 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.

Aurora to Savanna—Subdivision—Westward

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | Signs | Distance from Chicago | Distance from Aurora | Mile Post Location | STATIONS | Capacity of | | Office Open | FIRST CLASS | | |
|-----------------|-----------------|-----------------|-----------------------------|-----------------------|----------------------|--------------------|---------------------------------|-------------|--------------|-------------|-----------------|-----------------|-----------------|
| Daily Passenger | Daily Passenger | Daily Passenger | | | | | | Sidings | Other Tracks | | Daily Passenger | Daily Passenger | Daily Passenger |
| 53 | 21 | 49 | | | | | | | | 23 | 45 | 51 | |
| A.M. 12:03 | A.M. 9:19 | P.M. 1:36 | B.C.K.O. R.T.W. Y.Yd. | 37.76 | 0. | 37.81 |AURORA..... | 72 | Yard | Continuous | P.M. L 4:34 | P.M. L 9:47 | P.M. L 11:48 |
| | | | F. | 44.58 | 6.82 | 44.75 |SUGAR GROVE..... | 110 | 19 | No Office | s 9:58 | | |
| 12:16 | 9:29 | 1:51 | F. | 50.06 | 12.30 | 50.24 |BIG ROCK..... | 140 | 18 | No Office | 4:44 | s 10:07 | A.M. 12:01 |
| | | | F. | 54.92 | 17.16 | 55.11 |HINCKLEY..... | 51 | 37 | No Office | | s 10:16 | |
| | | | F. | 57.81 | 20.05 | 58.00 |MORÉ..... | 117 | | No Office | | | |
| | | | F. | 61.93 | 24.17 | 62.13 |WATERMAN..... | 45 | 36 | No Office | | s 10:26 | |
| | | | F. | 64.69 | 26.93 | 64.89 | C.&N.W. Cross'g (Interlocked) | | | | | | |
| 12:34 | 9:42 | 2:03 | F.W. | 66.93 | 29.17 | 67.12 |SHABBONA..... | 215 | 102 | No Office | 4:57 | s 10:36 | 12:19 |
| | | | F. | 71.34 | 33.58 | 71.60 |LEE..... | 26 | 19 | No Office | | s 10:43 | |
| | | | F. | 77.09 | 39.33 | 77.35 |STEWART..... | 48 | 24 | No Office | | s 10:52 | |
| | | | F. | 77.56 | 39.80 | 77.86 |STEWART JCT..... | | | No Office | | | |
| 12:52 | 9:55 | 2:17 | B.C. W. | 83.00 | 45.24 | 83.25 |ROCHELLE..... | 78 | Yard | No Office | 5:10 | s 11:06 | 12:37 |
| | | | F. | 83.45 | 45.69 | 83.71 | C.&N.W. Cross'g (Interlocked) | | | | | | |
| | | | F.Y. | 86.08 | 48.32 | 86.35 |FLAG CENTER..... | | 25 | No Office | | | |
| | | | F. | 92.16 | 54.40 | 92.43 |CHANA..... | 136 | 18 | No Office | | f 11:19 | |
| 1:12 | s 10:09 | 2:30 | B.F.K. W. | 98.17 | 60.41 | 98.43 |OREGON..... | 76 | 82 | No Office | s 5:24 | s 11:40 | 12:57 |
| | | | F. | 106.61 | 68.85 | 107.43 |STRATFORD..... | 140 | 18 | No Office | | f 11:49 | |
| | | | F. | 111.19 | 73.43 | 111.99 |POLO..... | 38 | 34 | No Office | | | |
| 1:33 | 10:23 | 2:44 | F. | 115.20 | 77.44 | 116.00 |CARTER..... | 140 | | No Office | | s 11:57 | |
| | | | F. | 117.07 | 79.31 | 117.88 |HAZELHURST..... | | 18 | No Office | 5:38 | A.M. 12:02 | 1:18 |
| | | | F. | 121.76 | 84.00 | 122.53 |MILLEDGEVILLE..... | 140 | 74 | No Office | | f 12:04 | |
| 1:47 | 10:34 | 2:55 | F. | 128.67 | 90.91 | 129.44 |CHADWICK..... | 140 | 26 | No Office | 5:49 | s 12:28 | 1:32 |
| | | | F. | 137.79 | 100.03 | 138.54 |BURKE..... | 140 | 2 | No Office | | | |
| 2:06 | 10:46 | 3:10 | 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 10:50 | A 3:15 | B.K.R. W.Yd. | 144.89 | 107.13 | 145.64 |SAVANNA..... | | | Continuous | A 6:05 | A 12:53 | A 1:56 |
| 2:08 | 1:31 | 1:39 | | | | |SCHEDULE TIME..... | | | | P.M. | A.M. | A.M. |
| 50.2 | 70.6 | 64.9 | | | | |AVERAGE MILES AN HOUR..... | | | | 1:31 | 3:06 | 2:08 |
| | | | | | | | | | | | 70.6 | 34.6 | 50.2 |

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

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

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

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

First class trains will register by ticket at Savanna Tower.

Automatic Block System in effect between Savanna Tower and Savanna.

Rules D-251, D-252, D-253 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.

Honey Creek is located at M.P. 95.63.

Savanna to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| FIRST CLASS | | | Distance from Chicago | Mile Post Location | STATIONS | Distance from Savanna | Capacity of | | FIRST CLASS | | | | | |
|-----------------|-----------------|-----------------|-----------------------|--------------------|---|-----------------------|-------------|--------------|-----------------|-----------------|-----------------|--|--|--|
| Daily Passenger | Daily Passenger | Daily Passenger | | | | | Sidings | Other Tracks | Daily Passenger | Daily Passenger | Daily Passenger | | | |
| 50 | 54 | 52 | | | | | | | 44 | 22 | 24 | | | |
| A.M. | A.M. | A.M. | | | | | | | P.M. | P.M. | P.M. | | | |
| A 6:50 | A 7:10 | A 8:40 | 37.76 | 37.81 |AURORA..... | 107.13 | 72 | Yard | A 1:18 | A 2:02 | A 10:07 | | | |
| | | S 8:28 | 44.58 | 44.75 |SUGAR GROVE..... | 100.31 | 110 | 19 | | | | | | |
| 6:34 | 6:53 | S 8:19 | 50.06 | 50.24 |BIG ROCK..... | 94.83 | 140 | 18 | 1:05 | 1:51 | 9:56 | | | |
| | | S 8:09 | 54.92 | 55.11 |HINCKLEY..... | 89.97 | 51 | 37 | | | | | | |
| | | S 8:00 | 57.81 | 58.00 |MORED..... | 87.09 | 117 | | | | | | | |
| | | S 7:50 | 61.93 | 62.13 |WATERMAN..... | 82.96 | 45 | 36 | | | | | | |
| 6:11 | 6:33 | S 7:41 | 64.69 | 64.89 |C.&N.W. Cross'g (Interlocked)..... | 80.20 | | | | | | | | |
| | | S 7:32 | 66.93 | 67.12 |SHABBONA..... | 77.96 | 215 | 102 | 12:51 | 1:38 | 9:43 | | | |
| | | S 7:22 | 71.34 | 71.60 |LEE..... | 73.55 | 26 | 19 | | | | | | |
| | | S 7:22 | 77.09 | 77.35 |STEWARD..... | 67.80 | 48 | 24 | | | | | | |
| | | S 7:22 | 77.56 | 77.86 |STEWARD JCT..... | 67.33 | | | | | | | | |
| S 5:49 | C 6:13 | S 7:22 | 83.00 | 83.25 |ROCHELLE..... | 61.80 | 78 | Yard | 12:34 | 1:23 | 9:28 | | | |
| | | S 6:59 | 83.45 | 83.71 |C.&N.W. Cross'g (Interlocked)..... | 61.44 | | | | | | | | |
| | | S 6:59 | 86.08 | 86.35 |FLAG CENTER..... | 58.81 | | 25 | | | | | | |
| | | S 6:49 | 92.16 | 92.43 |CHANA..... | 52.73 | 136 | 18 | | | | | | |
| S 5:28 | C 5:52 | S 6:49 | 98.17 | 98.43 |OREGON..... | 46.72 | 76 | 82 | 12:19 | S 1:09 | S 9:14 | | | |
| | | F 6:31 | 106.61 | 107.43 |STRATFORD..... | 38.28 | 140 | 18 | | | | | | |
| | | S 6:20 | 111.19 | 111.99 |POLO..... | 33.70 | 38 | 34 | | | | | | |
| 5:07 | 5:31 | S 6:09 | 115.20 | 116.00 |CARTER..... | 29.77 | 140 | | 12:03 | 12:55 | 9:00 | | | |
| | | S 6:06 | 117.07 | 117.88 |HAZELHURST..... | 27.82 | | 18 | P.M. | | | | | |
| | | S 5:55 | 121.76 | 122.54 |MILLEDGEVILLE..... | 23.13 | 140 | 74 | | | | | | |
| 4:51 | 5:16 | S 5:42 | 128.67 | 129.44 |CHADWICK..... | 16.22 | 140 | 26 | 11:51 | 12:45 | 8:50 | | | |
| | | S 5:20 | 137.79 | 138.54 |BURKE..... | 7.10 | 140 | 2 | | | | | | |
| 4:35 | 5:00 | S 5:20 | 142.94 | 143.68 |SAVANNA TOWER..... | 1.95 | Yard | | 11:37 | 12:33 | 8:38 | | | |
| | | S 5:15 | 143.90 | 144.64 |CMStP&P Cross'g (Inter'l)..... | .99 | | | | | | | | |
| | | S 5:15 | 144.10 | 144.85 |CMStP&P Cross'g (Inter'l)..... | 0.79 | | | | | | | | |
| L 4:30 | L 4:55 | L 5:15 | 144.89 | 145.64 |SAVANNA..... | 0. | | | L 11:32 | L 12:29 | L 8:34 | | | |
| A.M. | A.M. | A.M. | | | | | | | A.M. | P.M. | P.M. | | | |
| 2:20 45.9 | 2:15 47.6 | 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, D-253 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.

First class trains will register by ticket at Savanna Tower.

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.

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

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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| SOUTHWARD | | | | Office Open Week Days, except Saturday | Signs | Distance from Aurora | Distance from Chicago | STATIONS | | | Distance from Streator | Capacity of | | NORTHWARD | | | |
|--------------|-----|--------------|----|--|-------------------------|-------------------------|--------------------------|-----------------------------------|----------------------------------|----------|---------------------------|----------------|--------------|----------------|--|--------------|--|
| SECOND CLASS | | FIRST CLASS | | | | | | Daily Ex. Sunday Freight | Daily Ex. Sunday Passenger | Stations | | Slidings | Other Tracks | FIRST CLASS | | SECOND CLASS | |
| 85 | 133 | 134 | 86 | | | | | | | | | | | | | | |
| A.M. | | A.M. | | Continuous | R.Yd. | 2.22 | 39.98 |MONTGOMERY..... | 57.59 | Yard | Yard | P.M. | | P.M. | | | |
| 12.45 | | L 7.35 | | 7:30 a.m. to 4:30 p.m. | | 5.56 | 43.32 |OSWEGO..... | 54.25 | 50 | 27 | S 3.30 | | A 11.30 | | | |
| 12.55 | | s 7.43 | | No Office. | F.Yd. | 8.50 | 46.26 |YAGAN PIT..... | 51.31 | 62 | 72 | f 3.16 | | | | | |
| 1.10 | | f 7.46 | | 6:45 a.m. to 3:45 p.m. | W. | 11.65 | 49.41 |YORKVILLE..... | 48.16 | | 22 | s 3.10 | | 11.00 | | | |
| 1.20 | | s 7.54 | | No Office. | | 14.79 | 52.55 |FOX..... | 45.02 | | 21 | f 3.03 | | 10.40 | | | |
| 1.30 | | f 8.00 | | No Office. | F. | 18.28 | 56.04 |MILLBROOK..... | 41.53 | | 18 | s 2.57 | | 10.30 | | | |
| 1.40 | | s 8.06 | | 7:00 a.m. to 4:00 p.m. | | 21.80 | 59.56 |MILLINGTON..... | 38.01 | 20 | 35 | s 2.50 | | 10.20 | | | |
| 1.55 | | f 8.13 | | 7:00 a.m. to 4:00 p.m. | | 26.62 | 64.38 |SHERIDAN..... | 33.19 | | 49 | s 2.41 | | 10.00 | | | |
| 2.05 | | s 8.23 | | No Office. | F.R.Y. | 28.79 | 66.55 |BURGESS JCT..... | 31.02 | 85 | 4 | s 2.36 | | 9.45 | | | |
| 2.15 | | f 8.26 | | 7:30 a.m. to 4:30 p.m. | | 31.13 | 68.89 |SERENA..... | 28.68 | 88 | 28 | s 2.30 | | 9.40 | | | |
| 2.35 | | s 8.34 | | 6:30 a.m. to 3:30 p.m. | W.Yd. | 35.07 | 72.83 |WEDRON..... | 24.74 | 92 | 132 | s 2.20 | | 9.20 | | | |
| 2.45 | | f 8.43 | | No Office. | | 38.84 | 76.60 |DAYTON..... | 20.97 | | 20 | s 2.12 | | 9.10 | | | |
| | | s 8.50 | | No Office. | Yd. | 41.83 | 79.59 |NORTH OTTAWA..... | 17.98 | | Yard | 2.06 | | 8.55 | | | |
| | | f 9.01 | | 7:00 a.m. to 4:00 p.m. | B.K.O. W.Yd. | 42.68 | 80.44 | C.R.I.&P. Cross'g (Auto Interl) | 17.13 | | | | | | | | |
| | | s 9.06 | | No Office. | Yd. | 43.18 | 80.94 |OTTAWA..... | 16.63 | | Yard | s 2.02 | | | | | |
| | | f 9.17 | | No Office. | Yd. | 43.74 | 81.50 |SOUTH OTTAWA..... | 16.07 | | Yard | | | | | | |
| 3.30 | | s 9.23 | | No Office. | Yd. | 45.76 | 83.52 |HITT..... | 14.05 | | 26 | f 1.53 | | | | | |
| 4.02 | | f 9.06 | | 7:00 a.m. to 4:00 p.m. | | 51.85 | 89.61 |GRAND RIDGE..... | 7.96 | 21 | 21 | s 1.45 | | 7.45 | | | |
| 4.15 | | s 9.17 | | No Office. | | 55.85 | 93.61 |RICHARDS..... | 3.96 | | 9 | f 1.39 | | 7.30 | | | |
| | | f 9.23 | | | | 59.53 | 97.29 | ... N. Y. C. Crossing (Grade) ... | 0.28 | | | | | | | | |
| | | A 9.40 | | Continuous. | B.C.K. O.R.Y. Yd. | 59.81 | 97.57 |STREATOR..... | 0. | Yard | Yard | L 1.30 P.M. | | L 7.10 P.M. | | | |
| 3:55 14.8 | | 2:05 27.6 | | | | | |SCHEDULE TIME..... | | | | 2:00 | | 4:20 | | | |
| | | | | | | | |AVERAGE MILES AN HOUR..... | | | | 28.8 | | 13.3 | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

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

Trains will register by ticket at Montgomery.

Nos. 133 and 134 will register at Sieberling Spur Switch, Ottawa and Ottawa Depot.

Nos. 133 and 134 will register at switch leading to north side of Illinois-Owens Bottle Co. plant at Streator.

**Office open Saturday: Montgomery continuous,
Wedron 6:30 a.m. to 3:30 p.m.
Ottawa 6:00 a.m. to 3:00 p.m.
Streator continuous.**

**Office open Sunday: Montgomery continuous,
Streator continuous.
Other offices closed.**

Yagan Pit, railroad grade crossing at M.P. 46.89 between Yagan Pit and Yorkville.

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

Nos. 133 and 134 will stop at M.P. 48.05, north of Yorkville and at Glen Park, M.P. 65.40 to receive or discharge passengers.

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 81.45 over Illinois River at Ottawa not interlocked. See Special Instruction 10.

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 reduced speed.

West Eola and West Chicago—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| NORTHWARD | | | | | Office Open Week Days, except Saturday | Signs | Distance from West Eola | Distance from Chicago | STATIONS | | | | Distance from West Chicago | Capacity of Other Tracks | SOUTHWARD | | | | | | | | | | | | |
|--------------|--|--|--|--|--|-------|----------------------------|--------------------------|----------------------------------|------|-----------------------------|------|-------------------------------|-----------------------------|-----------|-----------------------|-----|------|-------|-------|------|--------------------------------|----|----------------|----------------|----------------|------------------------|
| SECOND CLASS | | | | | | | | | Daily Ex. Sunday Freight | 83 | B.C.K. O.R.T. W.Y.Yd. | 0.00 | | | 35.27 | WEST EOLA | | | | 13.09 | Yard | Daily Ex. Sunday Freight | 84 | P.M. A12.01 | P.M. s11.30 | P.M. s11.05 | P.M. L10.30 A.M. |
| | | | | | | | | | | | | | | | | No Office. | Yd. | 4.39 | 39.66 |  |  |  |  |  |  |  |  | ..... NORTH AURORA ..... |  |  |  | 8.70 | 25 |
| | | | | | 8:00 a.m. to 5:00 p.m. | | 7.57 | 42.84 | BATAVIA | 5.52 | 43 | | | | | | | | | | | | | | | | |
| | | | | | No Office. | R. | 12.97 | 48.24 | E.J. & E. Cross'g (Interlocked). | 0.12 | | | | | | | | | | | | | | | | | |
| | | | | | No Office. | | 13.09 | 48.36 | WEST CHICAGO | 0. | 18 | | | | | | | | | | | | | | | | |

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
 MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.
 RULE 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 Saturday and Sunday.

Aurora and West Batavia—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| NORTHWARD | | | | | Office Open Week Days | Signs | Distance from Aurora | STATIONS | | | | Distance from West Batavia | Capacity of Other Tracks | SOUTHWARD | | | | | | | | |
|--------------|--|--|--|--|--|---|-------------------------|--------------------------------|--------------------------|-----|------|-------------------------------|-----------------------------|--------------------|-----|------|------|------|----------------|--------------------------------|----|------------------------|
| SECOND CLASS | | | | | | | | Daily Ex. Sunday Freight | 95 | Yd. | 0.00 | | | AURORA | | | | 8.36 | A.M. A 8.15 | Daily Ex. Sunday Freight | 98 | A.M. L 7.15 A.M. |
| | | | | | | | | | | | | | | No Office. | Yd. | 1.27 | 7.09 |  |  |  |  |  | ..... E. J. & E. Cross'g (Grade) ..... |  |  |  | 7.09 |
| | | | | | No Office. <td style="text-align: center;">Yd. <td style="text-align: center;">4.90</td> <td style="text-align: center;">3.63</td> <td colspan="4" style="text-align: center;">..... NIFA</td> <td style="text-align: center;">3.46</td> <td style="text-align: center;">28</td> <td></td><td></td><td></td><td></td><td></td> </td> | Yd. <td style="text-align: center;">4.90</td> <td style="text-align: center;">3.63</td> <td colspan="4" style="text-align: center;">..... NIFA</td> <td style="text-align: center;">3.46</td> <td style="text-align: center;">28</td> <td></td> <td></td> <td></td> <td></td> <td></td> | 4.90 | 3.63 | NIFA | | | | 3.46 | 28 | | | | | | | | |
| | | | | | No Office. <td style="text-align: center;">Yd. <td style="text-align: center;">6.52</td> <td style="text-align: center;">1.62</td> <td colspan="4" style="text-align: center;">..... MOOSEHEART</td> <td style="text-align: center;">1.84</td> <td style="text-align: center;">4</td> <td></td><td></td><td></td><td></td><td></td> </td> | Yd. <td style="text-align: center;">6.52</td> <td style="text-align: center;">1.62</td> <td colspan="4" style="text-align: center;">..... MOOSEHEART</td> <td style="text-align: center;">1.84</td> <td style="text-align: center;">4</td> <td></td> <td></td> <td></td> <td></td> <td></td> | 6.52 | 1.62 | MOOSEHEART | | | | 1.84 | 4 | | | | | | | | |
| | | | | | No Office. <td style="text-align: center;">Yd. <td style="text-align: center;">8.36</td> <td style="text-align: center;">1.84</td> <td colspan="4" style="text-align: center;">..... WEST BATAVIA</td> <td style="text-align: center;">0.</td> <td style="text-align: center;">23</td> <td></td><td></td><td></td><td></td><td></td> </td> | Yd. <td style="text-align: center;">8.36</td> <td style="text-align: center;">1.84</td> <td colspan="4" style="text-align: center;">..... WEST BATAVIA</td> <td style="text-align: center;">0.</td> <td style="text-align: center;">23</td> <td></td> <td></td> <td></td> <td></td> <td></td> | 8.36 | 1.84 | WEST BATAVIA | | | | 0. | 23 | | | | | | | | |

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

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.

Rockford and Flag Center—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| NORTHWARD | | | | Office Open Week Days, except Saturday | Signs | Distance from Flag Center | STATIONS | | | Distance from Rockford | Capacity of | | SOUTHWARD | | | |
|-------------|--|--|--|---|-------------------------|------------------------------|---|--------------|-------------|---------------------------|-------------|--|-----------|--|--|--|
| FIRST CLASS | | | | | | | Siding | Other Tracks | FIRST CLASS | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | No Office. | Y. | 0. |FLAG CENTER..... | 23.19 | | 25 | | | | | | |
| | | | | 6:30 a.m. to 3:30 p.m. | | 4.51 |KINGS..... | 18.68 | 57 | 23 | | | | | | |
| | | | | No Office. | | 8.85 |HOLCOMB..... | 14.34 | | 22 | | | | | | |
| | | | | | | 9.20 | C. G. W. Cross'g (Auto. Interl.) | 13.99 | | | | | | | | |
| | | | | Continuous. | B.K.R. W.Y.Yd. | 11.33 | C.M.St.P.&P. Cross'g (Grade) | 11.86 | | | | | | | | |
| | | | | | | 11.34 |DAVIS JCT..... | 11.85 | 63 | 18 | | | | | | |
| | | | | No Office. | | 17.35 |NEW MILFORD..... | 5.84 | 23 | 15 | | | | | | |
| | | | | No Office. | | 19.22 |CAMP GRANT..... | 3.97 | NB 67 | 97 | | | | | | |
| | | | | | | 22.18 | ..I. C. Crossing (Interlocked).. | 1.01 | SB 26 | | | | | | | |
| | | | | 6:00 a.m. to 2:00 p.m. 3:30 p.m. to 11:30 p.m. | B.K.O. R.T.W. Yd. | 23.19 |C. & N. W. Crossing (Grade). .....ROCKFORD..... | 0. | Yard | Yard | | | | | | |
| | | | | | | | SCHEDULE TIME | | | | | | | | | |
| | | | | | | | AVERAGE MILES AN HOUR | | | | | | | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

No train order signal at Rockford. Conductors and enginemen must have Clearance Form A.

Office open Saturday and Sunday: Kings closed.
Davis Jct. continuous.
Rockford 6:00 a.m. to 2:00 p.m.
3:30 p.m. to 11:30 p.m.

Between Rockford and Steward Jct. trains of the C. M. St. P. & P. Ry. will be governed by the Rules of the C. B. & Q. R. R. Employees of the C. M. St. P. & P. Ry. must have a copy of the C. B. & Q. R. R. Book of Rules of the Operating Department and the current timetable in their possession when on duty.

B engines must not use sidings and back tracks at New Milford, Davis Jct., Holcomb and Kings.

Oregon and Mt. Morris—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| WESTWARD | | | | Office Open Week Days, except Saturday | Signs | Distance from Oregon | STATIONS | | | Distance from Mt. Morris | Capacity of | | EASTWARD | | | |
|--------------|--|--|---------------------------------|--|-------------------|-------------------------|-----------------------------------|--------------|--------------|-----------------------------|-------------|--|----------|--|--|--|
| SECOND CLASS | | | | | | | Siding | Other Tracks | SECOND CLASS | | | | | | | |
| | | | Daily Ex. Sunday Way Frt. | | | | | | | | | | | | | |
| | | | 45 | | | 0. |OREGON..... | 6.88 | | Yard | | | | | | |
| | | | A.M. L 11:00 | 8:00 a.m. to 12:00 Mid. | B.K.R. W.Y.Yd. | 6.88 |MT. MORRIS..... | 0. | | 66 | | | | | | |
| | | | A 11:30 A.M. | 6:00 a.m. to 3:00 p.m. | | | | | | | | | | | | |
| | | | 0:30 13.7 | | | | | | | | | | | | | |
| | | | | | | | SCHEDULE TIME | | | | | | | | | |
| | | | | | | | AVERAGE MILES AN HOUR | | | | | | | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

RULE 907 IN EFFECT.

No train order signal at Oregon or Mt. Morris. Conductors and enginemen must have Clearance Form A when operator on duty.

Office Mt. Morris open Saturday 8:00 a.m. to 11:00 a.m., closed Sunday.

Office open Saturday and Sunday: Oregon 8:00 a.m. to 12:00 Midnight.
Nos. 45 and 46 will carry passengers.

Mendota and Denrock—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| WESTWARD | | | | | Office Open Week Days, except Saturday | Signs | Distance from Mendota | Mile Post Location | STATIONS | Distance from Denrock | Capacity of | | EASTWARD | | | | | |
|--------------|--|--|--|--|--|---------------------------|--------------------------|---------------------------------------|--|--------------------------|-------------|--------------|--|--|----------------------|--|--|--|
| SECOND CLASS | | | | | | | | | | | Slidings | Other Tracks | SECOND CLASS | | | | | |
| | | Daily Ex. Sunday Tri-City Mdse. | Daily Ex. Sat. and Sunday Mixed | | | | | | | | | | Daily Ex. Sat. and Sunday Mixed | Daily Ex. Sunday Tri-City Mdse. | | | | |
| | | 69 | 91 | | | | | | | | | | 92 | 64 | | | | |
| | | A.M. 12:10 | A.M. 11:00 | | Continuous. | B.C.K. O.R.T. W.Yd. | 0. | 82.85 | MENDOTA | 48.70 | Yard | Yard | A | P.M. 5:25 | P.M. 11:10 | | | |
| | | | | | No Office. | | 0.17 | I. C. Crossing (Interlocked) .. | 48.53 | | | | | | | | | |
| | | | | | | | 5.21 | 5.04 | WENDEL | 43.51 | | 13 | | | | | | |
| | | 12:30 | s 11:20 | | 8:30 a.m. to 5:30 p.m. | F. | 8.96 | 8.73 | LA MOILLE | 39.74 | 69 | 36 | s | 5:05 | 10:50 | | | |
| | | 12:40 | s 11:35 | | 8:30 a.m. to 5:30 p.m. | | 12.99 | 12.82 | VAN ORIN | 35.71 | | 22 | s | 4:50 | 10:40 | | | |
| | | 12:55 | s 11:50 | | 8:30 a.m. to 5:30 p.m. | | 18.81 | 18.64 | OHIO | 29.89 | 85 | 23 | s | 4:35 | 10:25 | | | |
| | | 1:10 | s 12:20 | | 8:30 a.m. to 5:30 p.m. | F. | 25.79 | 25.62 | WALNUT | 22.91 | 76 | 43 | s | 4:20 | 10:10 | | | |
| | | | | | | | 29.26 | 29.08 | C. & N. W. Cross'g (Auto Interl.) .. | 19.44 | | | | | | | | |
| | | 1:28 | s 12:40 | | 8:30 a.m. to 5:30 p.m. | W. | 32.06 | 31.89 | DEER GROVE | 16.64 | | 18 | s | 3:50 | 9:50 | | | |
| | | 1:40 | s 12:55 | | 8:30 a.m. to 5:30 p.m. | | 37.25 | 37.06 | TAMPICO | 11.45 | 50 | 32 | s | 3:20 | 9:40 | | | |
| | | 1:58 | s 1:35 | | 8:30 a.m. to 5:30 p.m. | | 45.45 | 45.28 | PROPHETSTOWN | 3.25 | | 84 | s | 3:00 | 9:25 | | | |
| | | A 2:10 | A 1:45 | | Continuous. | B.R.W. Y.Yd. | 48.70 | 48.54 | DENROCK | 0. | Yard | Yard | L | P.M. 2:10 | P.M. 9:10 | | | |
| | | 2:00 24.3 | 2:45 17.6 | | | | | | SCHEDULE TIME | | | | | 3:15 14.9 | 2:00 24.3 | | | |
| | | | | | | | | | AVERAGE MILES AN HOUR | | | | | | | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

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

Trains may register by ticket at Denrock.

**Office open Saturday and Sunday: Mendota continuous,
Denrock continuous,
Other offices closed.**

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. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| WESTWARD | | | | | Office Open Week Days, except Saturday | Signs | Mile Post Location | Distance from Burgess Jct. | STATIONS | | | Capacity of | | EASTWARD | | | | |
|--------------|--|--|--|--------------------------------------|--|-------------------|-----------------------|-------------------------------|---|---------|--------------|--------------|--|----------|--|---|--|--|
| SECOND CLASS | | | | | | | | | Distance from Sterling | Sidings | Other Tracks | SECOND CLASS | | | | | | |
| | | | | Monday Wed. Friday Way Frt. | | | | | | | | | | | | Tuesday Thursday Saturday Way Frt. | | |
| | | | | 93 | | | | | | | | | | 94 | | | | |
| | | | | | No Office. | F.R.Y. | 19.13 | 0. | BURGESS JCT..... | 59.38 | 85 | 4 | | | | | | |
| | | | | | No Office. | | 13.41 | 5.67 | BAKER..... | 53.71 | | 22 | | | | | | |
| | | | | | Continuous. | R.W.Y. | 6.92 | 12.19 | EARLVILLE..... | 47.19 | | 61 | | | | | | |
| | | | | P.M. 12:50 | No Office. | | 6.67 | 12.99 | C. & N. W. JCT..... | 46.39 | | | | | | | | |
| | | | | s 1:00 | No Office. | | 3.79 | 15.87 | RADLEY..... | 43.51 | | 16 | | | | | | |
| | | | | s 1:15 | 8:00 a.m. to 5:00 p.m. | | 8.46 | 20.11 | PAW PAW..... | 39.27 | | 57 | | | | | | |
| | | | | | | | 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 2:00 | No Office. | | 17.02 | 28.67 | WEST BROOKLYN..... | 30.71 | | 31 | | | | | | |
| | | | | s 2:15 | No Office. | | 21.86 | 33.51 | SHAWS..... | 25.87 | | 18 | | | | | | |
| | | | | s 2:50 | 7:00 a.m. to 4:00 p.m. | W.Y. | 26.97 | 38.62 | AMBOY..... | 20.76 | | 42 | | | | | | |
| | | | | | | | 27.38 | 39.03 | I. C. Crossing (Interlocked)..... | | | | | | | | | |
| | | | | s 3:10 | No Office. | | 32.73 | 44.38 | WALTON..... | 15.00 | | 16 | | | | | | |
| | | | | s 3:40 | 7:00 a.m. to 4:00 p.m. | | 38.84 | 50.48 | HARMON..... | 8.90 | | 42 | | | | | | |
| | | | | | | | 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 | | | | | | | |
| | | | | | | | 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 | | | | | | | |
| | | | | 3:25 13.7 | | | | | SCHEDULE TIME..... | | | | | | | | | |
| | | | | | | | | | AVERAGE MILES AN HOUR..... | | | | | | | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT. RULE 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.

Office Sterling open Saturday 1:00 p.m. to 3:00 p.m. Closed Sunday.

Office Earlville open Saturday and Sunday, continuous. No other offices open Sunday.

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 sign east of Rock Falls to the junction with the C. & N. W. Ry. west of Sterling.

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

Way freight extra leaves Mendota 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. Jct. 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. Jct.

Trains in both directions must move at reduced speed in this territory.

At C. & N. W. Crossing, Sterling, no operator 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.

Streator and Kasbeer—Subdivision

AURORA DIVISION.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| WESTWARD | | | | | Office Open Week Days, except Saturday | Signs | Distance from Streator | Mile Post Location | STATIONS | | | Capacity of | | EASTWARD | | | |
|--------------|--|--|--|------------------------------|--|-------------------|---------------------------|-----------------------|--------------------------|---|--------------|--------------|------|--------------------|--|------------------------------|--|
| SECOND CLASS | | | | | | | | | Distance from Kasbeer | Sidings | Other Tracks | SECOND CLASS | | | | | |
| | | | | Daily N. Y. C. Freight | | | | | | | | | | | | Daily N. Y. C. Freight | |
| | | | | 193 |  |  |  |  | ..... | STREATOR..... | 51.77 | Yard | Yard | | | | |
| | | | | | Continuous. | BCKOR W.Yd. | 0.00 | 0.30 | ..... | 3.46 KANGLEY..... | 48.31 | | | | | | |
| | | | | | No Office. | | 3.46 | 3.77 | ..... | 3.32 WILSMAN..... | 44.99 | | 14 | | | | |
| | | | | | No Office. | | 6.78 | 7.08 | ..... | 2.91 LEONORE..... | 42.08 | | 23 | | | | |
| | | | | | 7:00 a.m. to 4:00 p.m. | | 9.69 | 9.99 | ..... | 1.03 L. & S. JCT..... | 41.05 | | | | | | |
| | | | | | No Office. | | 10.72 | 11.02 | ..... | 3.36 TICONA..... | 37.69 | | 2 | | | | |
| | | | | | No Office. | | 14.08 | 14.38 | ..... | 5.71 DICKINSON..... | 31.98 | | Yard | | | | |
| | | | | | No Office. | Yd. | 19.79 | 20.09 | ..... | 0.98 VROMAN..... | 31.00 | | Yard | | | | |
| | | | | | No Office. | Yd. | 20.77 | 21.06 | ..... | 4.59 C. R. I. & P. Crossing (Grade)..... | 26.41 | | | | | | |
| | | | | | 7:00 a.m. to 4:00 p.m. | B.K.O.T. W.Yd. | 25.36 | 25.65 | ..... | 0.17 LA SALLE..... | 26.24 | Yard | Yard | | | | |
| | | | | | No Office. | | 25.53 | 25.83 | ..... | 1.38 PERU..... | 24.86 | | Yard | | | | |
| | | | | | No Office. | Yd. | 26.91 | 27.17 | ..... | 0.58 C.R.I.&P. Cross'g (Auto Interl.)..... | 24.28 | | | | | | |
| | | | | | 7:00 a.m. to 4:00 p.m. | | 27.49 | 27.77 | ..... | 3.18 SPRING VALLEY..... | 21.10 | 21 | 51 | | | | |
| | | | | | No Office. | | 30.67 | 30.94 | ..... | 2.37 DALZELL..... | 18.73 | | | | | | |
| | | | | | No Office. | | 33.04 | 33.31 | ..... | 1.23 HEGELER..... | 17.50 | | | | | | |
| | | | | | No Office. | | 34.27 | 34.51 | ..... | 2.09 LADD..... | 15.41 | 42 | 49 | | | | |
| | | | | | No Office. | Yd. | 36.36 | 36.63 | ..... | 0.21 N. Y. C. Crossing (Grade)..... | 15.20 | | | | | | |
| | | | | — P.M. — L 5:00 | Continuous. | K.R. | 36.57 | 36.84 | ..... | 0.43 N. Y. C. JCT..... | 14.77 | | | — A.M. — A 1:20 | | | |
| | | | | | No Office. | | 37.00 | 37.31 | ..... | 5.89 ZEARING..... | 8.88 | | Yard | L 1:00 — A.M. — | | | |
| | | | | A 5:20 — P.M. — | Continuous. | BKRW Y Yd. | 42.89 | 43.19 | ..... | 5.17 GREEN OAK..... | 3.71 | | 22 | | | | |
| | | | | | No Office. | | 48.06 | 48.33 | ..... | 3.71 KASBEER..... | 0. | | 29 | | | | |
| | | | | | No Office. | | 51.77 | 52.04 | ..... | ..... |  |  |  |  |  |  |  |
| | | | | 0:20 18.3 |  |  |  |  | ..... | SCHEDULE TIME..... | | | | 0:20 18.3 | | | |
|  |  |  |  |  |  |  |  |  | ..... | AVERAGE MILES AN HOUR..... | | | | | | | |

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

MANUAL BLOCK SYSTEM—RULE 318 (B) IN EFFECT.

Rule 907 In effect between Streator and N. Y. C. Jct.

Trains or engines using spur track between L. & S. Jct. and Lowell must move at reduced speed 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.

Office open Saturday: Streator continuous.
N.Y.C. Crossing continuous.
Zearing continuous.

Office open Sunday: Streator continuous.
N.Y.C. Crossing continuous.
Zearing continuous.
Other offices closed.

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

C. B. & Q. trains may register by ticket at N. Y. C. Crossing, M. P. 36.84.

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 10.

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 reduced 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 of 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 sign at M.P. 18 to yard limit sign at M.P. 29.06.

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 reduced speed.

Way freight extra leaves Streator 7:00 A.M. daily, except Sunday, for Zearing and return.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M.P.H.

Steam switch engines not equipped with engine truck moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for engines running backward on that subdivision.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. unless otherwise provided.

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

| | |
|---|-----------|
| Gas or diesel-electric motor cars | 60 M.P.H. |
| Diesel-electric passenger engines | 75 M.P.H. |
| Diesel-electric freight engines | 60 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..... | Reduced Speed | Reduced Speed |
| All crossovers and turnouts not otherwise specified.... | 10 | 10 |
| Handling clamshells, pile drivers, steam shovels or similar equipment: | | |
| Main line..... | | 30 |
| Branch line..... | | 15 |
| Handling pile drivers 204617-204618... Main line..... | | 25 |
| Branch line..... | | 15 |
| Rotary snow plows: | | |
| Main line..... | | 25 |
| Branch line..... | | 15 |
| Handling scale test cars: | | |
| Main line..... | | 25 |
| Branch line..... | | 20 |
| 20 yard air dump cars in 202850-202799 series, loaded or empty, in rear of train when possible..... | | 25 |
| Loaded 30 yard air dump cars in 202800-202884 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 |
| Wholly disconnected or dead steam engines..... | | 20 |

The following speed restrictions will govern when handling derricks:

| TERRITORY | 250 Ton Wrecking Derrick | 150 Ton Wrecking Derrick | Other 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 Jet.—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 | 20 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 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.

Suburban trains handled by Diesel, S-1-A, S-2-A, S-4 or S-4-A engines and consisting of all vestibuled or gallery type cars.

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 passenger trains.

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

D—Freight trains.

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

Mall and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 M.P.H., except trains having drovers cars 5762, 5764 and 5765 will be operated as Class B trains.

Steam engines running backward must not exceed 20 M.P.H.

TRACK 1

| LOCATION | PASSENGER TRAINS | | | FREIGHT TRAINS |
|---|------------------|----|----|----------------|
| | A | B | C | D |
| ZONE—Roosevelt Road—M. P. 1.60..... | 25 | 25 | 25 | Yd. |
| UNION AVENUE INTERLOCKING: | | | | |
| Crossover 1 to 2 east of Union Ave..... | 25 | 25 | 25 | 20 |
| ZONE—M.P. 1.50—M.P. 3.10..... | 60 | 60 | 50 | Yd. |
| ZONE—M.P. 3.10—M.P. 3.70..... | 50 | 50 | 50 | Yd. |
| ZONE—M.P. 3.70—M.P. 7.15..... | 60 | 60 | 50 | Yd. |
| KEDZIE AVENUE INTERLOCKING: | | | | |
| Crossover 1 to 2 westward..... | 30 | 30 | 30 | 30 |
| ZONE—M.P. 7.15—M.P. 32.72..... | 75 | 75 | 70 | 40 |
| LA VERGNE INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 30 | 30 | 30 | 30 |
| CONGRESS PARK INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 50 | 40 | 40 | 35 |
| DOWNERS GROVE INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 50 | 40 | 40 | 35 |
| ZONE—M.P. 32.72—M.P. 35.00..... | 75 | 75 | 70 | Yd. |
| EOLA INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 30 | 30 | 30 | 30 |
| ZONE—M. P. 35.00—M. P. 39.00..... | 70 | 65 | 60 | Yd. |
| WEST EOLA INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 30 | 30 | 30 | 30 |
| Aurora—Spring Street to North Avenue..... | 35 | 35 | 35 | 15 |
| AURORA INTERLOCKING: | | | | |
| Crossovers 1 to 2..... | 30 | 30 | 30 | 15 |

SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION—Continued
TRACK 2

| LOCATION | PASSENGER TRAINS | | | FREIGHT TRAINS |
|---|------------------|----|----|----------------|
| | A | B | C | D |
| ZONE—Roosevelt Road—M.P. 1.50 | 25 | 25 | 25 | Yd. |
| UNION AVENUE INTERLOCKING: Crossover 2 to 1 west of Canal Street | 20 | 15 | 15 | 15 |
| ZONE—M.P. 1.50 M.P. 3.10 | 60 | 60 | 50 | Yd. |
| ZONE—M.P. 3.10 M.P. 3.70 | 50 | 50 | 50 | Yd. |
| ZONE—M.P. 3.70 M.P. 7.15 | 60 | 60 | 50 | Yd. |
| KEDZIE AVENUE INTERLOCKING: Crossover 2 to 1 westward | 15 | 15 | 15 | 15 |
| Crossover 2 to 3 westward | 30 | 30 | 30 | 30 |
| Crossover 2 to 3 eastward | 15 | 15 | 15 | 15 |
| CICERO INTERLOCKING: Crossover 2 to 1 westward | 30 | 30 | 30 | 30 |
| TURNOUT 27 WEST OF CICERO AVENUE: 2 to 2 westward | 60 | 50 | 50 | 35 |
| 2 to 2 eastward | 50 | 50 | 50 | 35 |
| 2 to 3 eastward | 35 | 35 | 35 | 30 |
| ZONE—M.P. 7.15—M.P. 32.72 | 75 | 75 | 70 | 40 |
| LA VERGNE INTERLOCKING: Crossover 2 to 1 | 30 | 30 | 30 | 30 |
| Crossover 2 to 3 | 30 | 30 | 30 | 30 |
| CONGRESS PARK INTERLOCKING: Crossover 2 to 1 | 50 | 40 | 40 | 35 |
| Crossover 2 to 3 | 50 | 40 | 40 | 35 |
| DOWNERS GROVE INTERLOCKING: Crossover 2 to 1 | 50 | 40 | 40 | 35 |
| Crossover 2 to 3 | 50 | 40 | 40 | 35 |
| ZONE—M.P. 32.72—M.P. 35.00 | 75 | 75 | 70 | Yd. |
| EOLA INTERLOCKING Crossovers 2 to 1 | 30 | 30 | 30 | 30 |
| Crossovers 2 to 3 | 30 | 30 | 30 | 30 |
| ZONE—M.P. 35.00—M.P. 39.00 | 70 | 65 | 60 | Yd. |
| WEST EOLA INTERLOCKING: Crossovers 2 to 1 | 30 | 30 | 30 | 30 |
| Crossovers 2 to 3 | 30 | 30 | 30 | 30 |
| Aurora—Spring Street to North Avenue | 35 | 35 | 35 | 15 |
| AURORA INTERLOCKING: Crossovers 2 to 1 | 30 | 30 | 30 | 15 |
| Crossovers 2 to 3 | 30 | 30 | 30 | 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 |
| ZONE—M.P. 1.50—M.P. 7.15 | 35 | 35 | 35 | Yd. |
| KEDZIE AVENUE INTERLOCKING: | | | | |
| Crossover 3 to 2 eastward | 30 | 30 | 30 | 30 |
| Crossover 3 to 4 westward | 25 | 25 | 25 | 25 |
| CICERO INTERLOCKING: | | | | |
| Crossover 3 to 2 eastward | 30 | 30 | 30 | 30 |
| Crossover 3 to 3 eastward | 30 | 30 | 30 | 30 |
| Crossover 3 to 2 westward | 35 | 35 | 35 | 30 |
| ZONE—M.P. 7.15—M.P. 32.72 | 70 | 70 | 60 | 40 |
| LA VERGNE INTERLOCKING: | | | | |
| Crossovers 3 to 2 | 30 | 30 | 30 | 30 |
| CONGRESS PARK INTERLOCKING: | | | | |
| Crossovers 3 to 2 | 50 | 40 | 40 | 35 |
| DOWNERS GROVE INTERLOCKING: | | | | |
| Crossover 3 to 2 eastward | 50 | 40 | 40 | 35 |
| ZONE—M.P. 32.72—M.P. 35.00 | 70 | 65 | 60 | Yd. |
| EOLA INTERLOCKING: | | | | |
| Crossovers 3 to 2 | 30 | 30 | 30 | 30 |
| ZONE—M.P. 35.00—M.P. 39.00 | 70 | 65 | 60 | Yd. |
| WEST EOLA INTERLOCKING: | | | | |
| Crossovers 3 to 2 | 30 | 30 | 30 | 30 |
| Aurora—Spring Street to North Avenue | 35 | 35 | 35 | 15 |
| AURORA INTERLOCKING: | | | | |
| Crossovers 3 to 2 | 30 | 30 | 30 | 15 |
| Crossover 3 to 2 Hurds Island | 40 | 30 | 30 | 30 |

TRACK 4

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

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 M.P.H., except trains having drovers cars 5762, 5764 and 5765 will be operated as Class B trains.

Gas or diesel-electric motor cars must not exceed 50 M.P.H. and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 M.P.H.

Steam engines running backward must not exceed 20 M.P.H.

O-5-A engines may turn at Earlville but must not exceed 5 M.P.H. on wye.

| LOCATION | PASSENGER TRAINS | | | FREIGHT TRAINS |
|---|------------------|----|----|----------------|
| | A | B | C | D |
| ZONE—M.P. 39.00—M.P. 40.44..... | 75 | 70 | 65 | Yd. |
| ZONE—M.P. 40.44—M. P. 80.29..... | 90 | 79 | 75 | 50 |
| SOMONAUK INTERLOCKING: | | | | |
| Crossovers between main tracks..... | 50 | 40 | 40 | 35 |
| EARLVILLE INTERLOCKING: | | | | |
| Crossovers between main tracks..... | 50 | 40 | 40 | 35 |
| Through turn out east end of eastward siding and east end of westward siding..... | 25 | 25 | 25 | 25 |
| ZONE—M.P. 80.29—M.P. 82.00..... | 90 | 79 | 75 | Yd. |
| M.P. 80.50, crossover between main tracks..... | 40 | 30 | 30 | 30 |
| M.P. 80.50, turnout at east end of advance track..... | 25 | 25 | 25 | 25 |
| M. S. TOWER INTERLOCKING: | | | | |
| East crossover between main tracks..... | 40 | 30 | 30 | 30 |
| Middle crossover between main tracks..... | 40 | 30 | 30 | 30 |
| East crossover between eastward track and advance track..... | 25 | 25 | 25 | 25 |
| ZONE—M.P. 82.00—M.P. 83.88..... | 50 | 50 | 50 | Yd. |
| Curve M.P. 82.85..... | 30 | 20 | 20 | 20 |
| Curve M.P. 83.01..... | 30 | 20 | 20 | 20 |
| ZONE—M.P. 83.88—M.P. 94.43..... | 90 | 79 | 75 | 50 |
| ZONE—M.P. 94.43—M.P. 96.96..... | 90 | 79 | 75 | Yd. |
| Zearing, crossovers between main tracks..... | 50 | 40 | 40 | 35 |
| Zearing, through turnouts of eastward and westward sidings..... | 25 | 25 | 25 | 25 |
| ZONE—M.P. 96.96—M.P. 129.32..... | 90 | 79 | 75 | 50 |
| Curve M.P. 104.20..... | 70 | 60 | 50 | 50 |
| Curve M.P. 104.50..... | 70 | 60 | 50 | 50 |
| Curve M.P. 106.20..... | 80 | 70 | 70 | 50 |
| Curve M.P. 116.20..... | 80 | 70 | 70 | 50 |
| Buda, turnout east end of eastward siding..... | 25 | 25 | 25 | 25 |
| Buda, west crossover between main tracks at depot..... | 40 | 30 | 30 | 30 |
| Buda, turnouts of westward siding..... | 25 | 25 | 25 | 25 |
| Curve M.P. 117.00..... | 80 | 70 | 70 | 50 |

SPEED RESTRICTIONS—Continued.

AURORA AND GALESBURG SUBDIVISION—Concluded

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

Nos. 44 and 49 must not exceed 85 M.P.H. 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 M.P.H., except trains having drovers cars 5762, 5764 and 5765 will be operated as Class B trains.

Gas or diesel-electric motor cars must not exceed 50 M.P.H. and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 M.P.H.

Trains must not exceed 25 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.

Trains must not exceed 10 M.P.H. on controlled sidings over highway crossings in Centralized Traffic Control Limits.

Steam engines running backward must not exceed 20 M.P.H.

| LOCATION | PASSENGER TRAINS | | | FREIGHT TRAINS |
|---|------------------|----|----|----------------|
| | A | B | C | D |
| Junction Switch, South River Street Aurora | 40 | 30 | 30 | 30 |
| ZONE—M.P. 39.00—M.P. 40.00 | 75 | 70 | 65 | 45 |
| ZONE—M.P. 40.00—M.P. 81.41 | 90 | 79 | 70 | 50 |
| Curve M.P. 77.50 | 60 | 50 | 50 | 30 |
| Crossover Stewart Jct., end of double track | 50 | 40 | 40 | 35 |
| ZONE—M.P. 81.41—M.P. 84.41 | 70 | 70 | 70 | 25 |
| Curve M.P. 83.80 | 45 | 35 | 35 | 25 |
| ZONE—M.P. 84.41—M.P. 95.75 | 90 | 79 | 70 | 50 |
| Flag Center, turnout end of double track | 50 | 40 | 40 | 40 |
| ZONE—M.P. 95.75—M.P. 97.93 | 75 | 75 | 70 | 50 |
| ZONE—M.P. 97.93—M.P. 102.25 | 75 | 75 | 50 | 45 |
| Curve M.P. 101.60 | 60 | 55 | 50 | 45 |
| Curve M.P. 102.10 | 60 | 55 | 50 | 45 |
| ZONE—M.P. 102.25—M.P. 141.75 | 90 | 79 | 60 | 50 |
| ZONE—M.P. 141.75—M.P. 143.51 | 70 | 70 | 60 | 50 |
| ZONE—M.P. 143.51—M.P. 144.50 | 70 | 70 | 60 | Yd. |
| SAVANNA TOWER INTERLOCKING | | | | |
| Crossover, end of double track | 40 | 30 | 30 | 30 |
| ZONE—M.P. 144.50—Savanna Depot | 25 | 25 | 25 | Yd. |
| C. M. St. P. & P. Crossing Savanna | 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 signals at C. & N. W. Crossing, M. P. 29.03..... | 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 31.15 east of Deer Grove, O-3 engines double heading..... | 25 | 25 | | | |
| Ottawa, over Third Street (Route 6)..... | 5 | 5 | Over Bridge 32.78 west of Deer Grove, O-5-A engines..... | 35 | 30 | | | |
| Illinois River Bridge, south of Ottawa, O engines..... | 6 | 6 | Steam engines running backward..... | 20 | 20 | | | |
| Other engines..... | 10 | 10 | | | | | | |
| Over Highway Crossing M.P. 85.10..... | 30 | 30 | BURGESS JCT. AND STERLING SUBDIVISION | | | | | |
| Between M. P. 95.76 and M. P. 96.58..... | 30 | 10 | Maximum Speed..... | | | | | |
| Between north end of North Yard and Streator..... | | 10 | Between Burgess Jct. and M. P. 28.00..... | 40 | 30 | | | |
| Streator, before crossing Mildred Street and First Street on north lead to Owens-Illinois Glass Works, Stop and protect movement..... | | Stop | Between M. P. 28.00 and Rock Falls..... | 30 | 25 | | | |
| Streator, before crossing Hickory Street or Main Street, Stop and protect movement..... | Stop | Stop | Diesel engines between: Paw Paw and M.P. 13.30..... | 30 | 30 | | | |
| Steam engines running backward..... | 15 | 15 | M.P. 22.5 and 24.0..... | 25 | 25 | | | |
| Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series..... | | 25 | M.P. 29.3 and 42.4..... | 25 | 25 | | | |
| | | | M.P. 42.35 and 44.2..... | 15 | 15 | | | |
| | | | M.P. 44.2 and 48.07..... | 25 | 25 | | | |
| | | | Bridge 26.03 east of Amboy..... | | 6 | | | |
| | | | Between eastward and westward home signals I. C. Crossing M. P. 27.38 Amboy..... | 10 | 10 | | | |
| | | | Engine or leading car of train between home signals at C. & N. W. crossing, M. P. 42.23..... | 20 | 20 | | | |
| | | | Rock Falls between 7:00 A. M. and 7:00 P. M., before crossing Second Street..... | Stop | Stop | | | |
| | | | Rock River Bridge, Sterling..... | 15 | 15 | | | |
| | | | Sterling, before crossing First Avenue..... | Stop | Stop | | | |
| | | | Steam engines running backward..... | 15 | 15 | | | |
| | | | Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series..... | | 20 | | | |
| | | | | | | | | |
| | | | WEST EOLA AND WEST CHICAGO SUBDIVISION | | | | | |
| | | | Maximum Speed..... | 20 | 20 | | | |
| | | | Diesel engines between M.P. 7.33 and M.P. 7.65..... | 10 | 10 | | | |
| | | | Steam engines running backward..... | 15 | 15 | | | |
| | | | | | | | | |
| | | | AURORA AND WEST BATAVIA SUBDIVISION | | | | | |
| | | | Maximum Speed..... | 20 | 20 | | | |
| | | | Steam engines running backward..... | 10 | 10 | | | |
| | | | | | | | | |
| | | | OREGON AND MT. MORRIS SUBDIVISION | | | | | |
| | | | Maximum Speed..... | 30 | 30 | | | |
| | | | Diesel engines between M.P. 104.2 and M.P. 105.2..... | 25 | 25 | | | |
| | | | Diesel engines between M.P. 105.2 and M.P. 105.3..... | 15 | 15 | | | |
| | | | Steam engines running backward..... | 20 | 20 | | | |
| | | | Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series..... | | 20 | | | |
| | | | | | | | | |
| | | | ROCKFORD AND FLAG CENTER SUBDIVISION | | | | | |
| Maximum Speed..... | 45 | 30 | | | | | | |
| Rockford, through City Limits..... | 25 | 25 | | | | | | |
| Rockford, over 15th Avenue (second street south of I. C. crossing)..... | 5 | 5 | | | | | | |
| Rockford, over I. C. Crossing..... | 20 | 15 | | | | | | |
| Rockford, over Rock River Bridge 23.37: O-1, O-1-A, O-2, O-2-A, O-2-B, O-3, S-3, S-3-A engines..... | 15 | 15 | | | | | | |
| S-1-A and S-2-A engines double heading..... | 20 | 20 | | | | | | |
| On curve at Flag Center..... | 15 | 15 | | | | | | |
| Steam engines running backward..... | 20 | 20 | | | | | | |
| Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series..... | | 25 | | | | | | |
| | | | | | | | | |
| | | | SPEED OF TRAINS: | | | | | |
| | | | Miles per Hour | Time per Mile | | Miles per Hour | Time per Mile | |
| | | | | Minutes | Seconds | | Minutes | Seconds |
| | | | 5..... | 12 | 0 | 55..... | 1 | 5 |
| | | | 10..... | 6 | 0 | 60..... | 1 | 0 |
| | | | 15..... | 4 | 0 | 65..... | 0 | 55 |
| | | | 20..... | 3 | 0 | 70..... | 0 | 51 |
| | | | 25..... | 2 | 24 | 75..... | 0 | 48 |
| | | | 30..... | 2 | 0 | 80..... | 0 | 45 |
| | | | 35..... | 1 | 43 | 85..... | 0 | 42 |
| | | | 40..... | 1 | 30 | 90..... | 0 | 40 |
| | | | 45..... | 1 | 20 | 95..... | 0 | 38 |
| | | | 50..... | 1 | 12 | 100..... | 0 | 36 |

SPECIAL INSTRUCTIONS.

| | |
|--------------------------------|---|
| Master Mechanic..... | L. E. Quirin, Chicago |
| Master Mechanic..... | J. R. Van Nortwick, Chicago Terminal |
| Assistant Master Mechanic..... | W. O. Millar, Chicago |
| Trainmaster..... | J. J. Carbone, Chicago |
| Trainmaster..... | S. J. Carbone, Chicago |
| Road Foreman..... | W. F. Osborn, Chicago |
| Trainmaster..... | I. W. Crist, Aurora |
| Road Foreman..... | R. L. Glaser, Aurora |
| Road Foreman..... | R. D. Woley, Aurora |
| Trainmaster..... | I. G. Toland, Galesburg |
| Road Foreman..... | A. W. Swanson, Galesburg |
| Road Foreman..... | R. M. Lindblom, Galesburg |
| Chief Dispatcher..... | M. F. Schwamberger, Aurora |
| Night Chief Dispatcher..... | G. H. Chambers, Aurora |
| Night Chief Dispatcher..... | C. W. Thurow, Aurora |

DISPATCHERS—Aurora

| | | | |
|-------------------|-----------------|----------------|----------------|
| C. E. Brown | A. J. Boyle | N. K. Colt | F. J. DuSell |
| H. W. Silverstein | L. A. Howard | F. E. Wood | H. G. Cornwell |
| B. E. Jones | J. M. Stoneberg | L. T. Guenther | R. A. Molitor |

1. 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 power 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-A, 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, D-253 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, D-253 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, D-253 and D-254 in effect.

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

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, D-253 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.

SPECIAL INSTRUCTIONS—Concluded.

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-253, D-254, D-261, D-262, D-263, D-264 and D-265 in effect.

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

When a crossover movement has been authorized, movements from Plano, Sandwich, Leland, Meriden, Arlington, Malden, Wyandot, 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, D-264 and D-265 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-A."

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 reduced 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, D-253 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 operator, 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.

A train moving against the current of traffic must proceed through yard limits Mendota, Zearing and Kewanee at reduced speed.

The following will govern movements through Seminary Street Interlocking Galesburg.

When signals protecting switches are in stop position, train, yard or engine-men will promptly communicate with the operator 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. Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

5. 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.

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

7. C. R. I. & P. crossings at Ottawa, west of Peru, and C. & N. W. crossings between Walnut and Deer Grove, between Harmon and Rock Falls and C. G. W. Crossing at Holcomb are protected by automatic interlocking signals.

8. 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.)

9. 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 reduced 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 M.P.H. over approaches and Bridge 3.99-A, located just east of Rockwell Street (Rockwell Street-West Lumber Connection Bridge).

10. 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.

Drawbridge at Ottawa will be in open position Monday to Saturday, inclusive, between midnight and 4:00 a. m., 9:00 a. m. and 10:00 a. m., 1:00 p. m. and 2:00 p. m., 6:00 p. m. and 8:00 p. m. and for the entire 24 hours on Sunday.

Drawbridge at La Salle will be in open position Monday to Saturday, inclusive, between 12 midnight and 8:00 a. m. and for the entire 24 hours on Sunday.

11. On the Empire Builder and Western Star 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 Western Star the automatic feature of the oscillating emergency red rear end light is controlled by train speed.

Freight Trains—Westward (Information Only)

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 34.

EFFECTIVE SEPTEMBER 30, 1951.

| STATIONS | Daily Ex. Sunday Illinois Mdsse. | Tuesday Thursday Saturday Way Frt. | Daily Omaha and Denver Freight | Daily Chgo. Denver Mdsse. | Daily Galesburg Dead Frt. | Daily Kansas City Mdsse. | Daily Ex. Sunday Omaha and Denver Mdsse. | Daily Ex. Saturday Tri-City Mdsse. | Daily St. Paul Mdsse. | Daily Ex. Saturday Rockford and Savanna Mdsse. | Daily St. Paul Mdsse. | Daily Ex. Saturday Streator Mdsse. | | |
|------------------------|----------------------------------|------------------------------------|--------------------------------|---------------------------|---------------------------|--------------------------|--|------------------------------------|-----------------------|--|-----------------------|------------------------------------|--|--|
| | 75A | 95 | 67 | C.D. | 73 | 75 | 61 | 69 | 97 | 83 | 81 | 85 | | |
| CLYDE | A.M. L 12-30 | | A.M. L 9.00 | A.M. L 11.00 | P.M. L 7.30 | P.M. L 8.30 | P.M. L 9.30 | P.M. L 8.00 | A.M. L 10.00 | P.M. L 8.30 | P.M. L 10.15 | | | |
| EOLA | | | | | | | | 9.40 | | | | A.M. L 12.30 | | |
| MONTGOMERY | | | | | | | | | | | | A.M. L 12.30 | | |
| MENDOTA | 5.30 | A.M. L 7.25 | | | | | | | | | | A.M. L 12.45 | | |
| GALESBURG | A 9.30 A.M. | A 3.25 P.M. | A 2.00 P.M. | A 3.30 P.M. | A 2.15 A.M. | A 1.00 A.M. | A 1.30 A.M. | A 11.30 P.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 Denver Fruit | Daily Chicago Time Frt. | Daily Council Bluffs Omaha Time Frt. | Daily Kansas City St. Joe Time Frt. | Daily Ottumwa Meat | Daily St. Paul Mdsse. | Minnesota and Dakota Time Frt. | Daily Ex. Sunday Tri-City Mdsse. | Daily Ex. Sunday Streator Stock and Mdsse. | | |
|---------------------------|----------------------|------------------|----------------------------------|--------------------------------------|--------------------|-------------------------|--------------------------------------|-------------------------------------|--------------------|-----------------------|--------------------------------|----------------------------------|--|--|--|
| | 78 | 62 | 96 | LC | 68 | 72 | 68A | 74 | 74A | 82 | 88 | 64 | 86 | | |
| SAVANNA | | | | | | | | | | A.M. L 7.30 | P.M. L 7.15 | | | | |
| GALESBURG | A.M. L 3.30 | A.M. L 4.30 | A.M. L 6.35 | A.M. L 8.00 | P.M. L 2.00 | P.M. L 5.30 | P.M. L 7.00 | P.M. L 8.30 | P.M. L 11.30 | | | | | | |
| ZEARING | 7.00 | | | | | | | | | | | | | | |
| MENDOTA | 8.30 | | A 2.35 P.M. | | | | | | | | | A.M. L 12.30 | | | |
| MONTGOMERY | | | | | | | | | | | | | P.M. L 11.30 | | |
| EOLA | A 10.30 A.M. | | | | | | | | | 11.15 | | 2.30 | A.M. L 11.45 | | |
| CONGRESS PARK | | 9.00 | | 1.00 | 7.00 | | 11.30 | 12.30 | 3.45 | 12.01 | 1.00 | 3.30 | P.M. | | |
| CLYDE | | A 9.30 A.M. | | A 1.30 P.M. | A 7.30 P.M. | A 5.30 A.M. | A 11.59 P.M. | A 1.00 A.M. | A 4.15 A.M. | A 12.30 P.M. | A 1.30 A.M. | A 4.00 A.M. | | | |

Way-freight extra leaves Eola 7:30 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 4:50 P. M. daily except Sunday for Eola.

Way-freight extra leaves Rockelle 3:00 A. M. daily except Sunday for Rockford.

Way-freight extra leaves Rockford 8:30 P. M. daily except Saturday for Rockelle.

Way-freight extra leaves Eola 5:10 A. M. daily except Sunday for Congress Park and return.

Way-freight extra leaves Eola 4:50 A. M. daily except Sunday for Wedron or Ottawa and return.

Way-freight extra leaves Mendota 1:00 P. M. daily, except Saturday and Sunday for Ottawa and return.

H. E. HINSHAW,
General Manager, Chicago.

W. R. EBLE,
General Superintendent, Galesburg.

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

A. E. STOLL,
Superintendent, Aurora Division, Aurora.

R. W. ALLEN,
Assistant Superintendent, Chicago Division, Chicago.

R. L. CLAYTON,
Assistant Superintendent, Chicago Division, Chicago.

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

W. B. SIMMONS,
General Superintendent Transportation, Chicago.