

## SURGEONS AND PHYSICIANS

Aurora.....	Dr. M. F. WITANOWSKI.....	Surgeon and Examiner.
Aurora.....	Dr. R. B. WHITE.....	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.
Aurora.....	Dr. C. G. WELLER.....	Consulting Urologist.
Aurora.....	Dr. J. M. BRANDEL.....	Consultant.
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. M. M. CORBETT.....	Surgeon.
Chicago.....	Dr. R. J. CORBETT.....	Surgeon.
Cicero (House 9).....	Dr. L. PERTT.....	Surgeon and Examiner.
Western Avenue.....	Dr. D. M. VACHOUT.....	Surgeon.
Downers Grove.....	Dr. B. L. RODKINSON.....	Surgeon.
Downers Grove.....	Dr. G. R. SWANSON.....	Surgeon.
Downers Grove.....	Dr. J. J. ERBEN.....	Surgeon.
Earlville.....	Dr. E. H. RAYSON.....	Surgeon.
Galesburg.....	Dr. E. T. P. ZESSIN.....	Medical Examiner.
Galesburg.....	Dr. B. W. COAN.....	Surgeon.
Galesburg.....	Dr. R. L. CANNON.....	Eye Specialist.
Galesburg.....	Dr. S. M. HANAUER.....	Surgeon.
Galva.....	Dr. P. M. SCHMIDT.....	Surgeon and Examiner.
Hinokley.....	Dr. A. L. KEYES.....	Surgeon.
Hinsdale.....	Dr. C. I. LEFF.....	Surgeon.
Kewanee.....	Dr. C. P. WHITE.....	Surgeon and Examiner.
La Grange.....	Dr. J. C. CLARKE.....	Surgeon.
La Grange.....	Dr. T. C. McDOUGAL.....	Surgeon.
La Salle.....	Dr. J. W. GEIGER.....	Surgeon and Examiner.
La Salle.....	Dr. O. BALENSIEFER.....	Surgeon.
Mendota.....	Dr. J. F. WACKER.....	Surgeon and Examiner.
Mendota.....	Dr. C. O. HARRIS.....	Surgeon.
Morrison.....	Dr. I. VANDERMYDE.....	Surgeon.
Oregon.....	Dr. L. WARMOLTS.....	Surgeon and Examiner.
Princeton.....	Dr. J. M. KOWALSKI.....	Surgeon and Examiner.
Prophetstown.....	Dr. S. E. ROBINSON.....	Surgeon.
Riverside.....	Dr. R. W. POBORSKY.....	Surgeon.
Rochelle.....	Dr. A. R. BOGUE.....	Surgeon.
Rockford.....	Dr. E. H. QUANDT.....	Surgeon and Examiner.
Rockford.....	Dr. L. S. GREENWOOD.....	Surgeon.
Savanna.....	Dr. J. B. SCHREITER.....	Surgeon and Examiner.
Savanna.....	Dr. L. B. HUSSEY.....	Surgeon and Examiner.
Sterling.....	Dr. C. J. MUELLER.....	Surgeon and Examiner.
Streator.....	Dr. D. O. CONLEY.....	Surgeon and Examiner.
Streator.....	Dr. R. N. MILLER.....	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. R. B. KEPNER,  
Chief Medical Officer,  
Chicago, Illinois

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

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

# 45

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

SUNDAY, APRIL 29, 1956

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. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS				Stops	Mile Post Location	STATIONS					Office Open	FIRST CLASS				
Daily Passenger	Daily Ex-Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex-Sat. and Sunday Passenger			Sat. and Sunday only Passenger	Daily Passenger	Daily Ex-Sat. and Sunday Passenger	Daily Passenger	Daily Ex-Sat. and Sunday Passenger		Sat. and Sunday only Passenger				
103	105	107	109			111	113	21	115	117						
A. M. L 1.00	A. M. L 5.32	A. M. L 6.00	A. M. L 6.33	B.K.R.	0.	<b>CHICAGO UNION STATION</b>	Continuous	A. M. L 7.10	A. M. L 7.10	A. M. L 8.15	A. M. L 8.25	A. M. L 8.45				
s 1.05	s 5.37	s 6.05	s 6.38	Y.	1.72	...HALSTED STREET...		s 7.15			s 8.30	s 8.50				
s 1.08	s 5.40	s 6.08	s 6.41	B.K. W.Y.Yd.	3.72	...WESTERN AVENUE...		s 7.18	s 7.18		s 8.33	s 8.53				
s 1.13	s 5.45	s 6.13	s 6.46	O.W.Yd.	6.88	..... 3.16 ..... CICERO .....	Continuous	s 7.23			s 8.38	s 8.58				
s 1.15	s 5.47	s 6.15	s 6.48	B.C.K. T.W.Yd.	8.47	..... 1.53 ..... CLYDE.....		s 7.25	s 7.24		s 8.40	s 9.00				
		s 6.17	s 6.50		9.03	..... 0.56 ..... LA VERGNE .....	Continuous			8.26	s 8.42	s 9.02				
s 1.17	s 5.49	s 6.18	s 6.51		9.57	..... 0.54 ..... BERWYN.....		s 7.27	s 7.28		s 8.43	s 9.03				
	s 5.50	s 6.19	s 6.52		10.05	..... 0.48 ..... HARLEM AVENUE.....					s 8.44	s 9.04				
s 1.20	s 5.52	s 6.21	s 6.54		11.01	..... 0.36 ..... RIVERSIDE.....		s 7.30	s 7.31		s 8.46	s 9.06				
		s 6.23	s 6.56		11.74	..... 0.73 ..... HOLLYWOOD.....					s 8.48	s 9.08				
s 1.23	s 5.55	s 6.25	s 6.58		12.27	..... 0.53 ..... BROOKFIELD.....		s 7.33	s 7.34		s 8.50	s 9.10				
s 1.24	s 5.57	s 6.27	s 7.00		13.02	..... 0.75 ..... CONGRESS PARK.....	Continuous				s 8.52	s 9.12				
s 1.26	s 5.59	s 6.29	s 7.02		13.75	..... 0.73 ..... LA GRANGE.....		s 7.36	s 7.41		s 8.54	s 9.14				
	s 6.00	s 6.30	s 7.03		14.14	..... 0.30 ..... STONE AVENUE.....		s 7.37	s 7.42		s 8.55	s 9.15				
s 1.29	s 6.03	s 6.33	s 7.06		15.38	..... 0.24 ..... WESTERN SPRINGS.....		s 7.40	s 7.45		s 8.58	s 9.18				
	s 6.05	s 6.35	s 7.08		16.30	..... 0.92 ..... HIGHLANDS.....					s 9.00	s 9.20				
s 1.32	s 6.06	s 6.37	s 7.10		16.83	..... 0.53 ..... HINSDALE.....		s 7.43	s 7.52		s 9.02	s 9.22				
		s 6.39	s 7.12		17.76	..... 0.93 ..... WEST HINSDALE.....					s 9.04	s 9.24				
s 1.35	s 6.09	s 6.40	s 7.13		18.24	..... 0.48 ..... CLARENDON HILLS.....			s 7.56		s 9.05	s 9.25				
s 1.37	s 6.11	s 6.42	s 7.15		19.40	..... 1.16 ..... WESTMONT.....		s 7.47	s 7.59		s 9.07	s 9.27				
s 1.38	s 6.13	s 6.44	s 7.17		20.30	..... 0.90 ..... FAIRVIEW AVENUE.....					s 9.09	s 9.29				
s 1.41	s 6.15	s 6.46	s 7.19		21.12	..... 0.82 ..... DOWNERS GROVE.....	Continuous	s 7.50	s 8.07	8.35	s 9.11	s 9.31				
		s 6.49	s 7.22		22.56	..... 1.44 ..... BELMONT.....		s 7.53				s 9.34				
s 1.46	s 6.19	s 6.52	s 7.26		24.40	..... 1.84 ..... LISLE.....		s 7.56	s 8.14		s 9.16	s 9.38				
s 1.51	s 6.25	s 6.58	s 7.32		28.44	..... 4.04 ..... NAPERVILLE.....		s 8.02	s 8.28		s 9.22	s 9.44				
f 1.56				W.Yd.	33.42	..... 4.98 ..... EOLA.....	Continuous	f 8.08								
				C.W.Yd.	35.27	..... 1.85 ..... WEST EOLA.....	Continuous									
A 2.03 A. M.	A 6.37 A. M.	A 7.10 A. M.	A 7.45 A. M.	B.C.K.O. T.W.Yd.	37.76	..... 2.49 ..... AURORA.....	Continuous	A 8.15 A. M.	A 8.45 A. M.	A 8.49 A. M.	A 9.34 A. M.	A 9.57 A. M.				
1:03 36.0	1:05 34.9	1:10 32.4	1:12 31.5			..... SCHEDULE TIME..... ..... AVERAGE MILES PER HOUR.....		1:05 34.9	1:35 23.8	0:34 66.6	1:09 32.8	1:12 31.5				

**Interlocking Stations at—**

Union Avenue.....	M.P. 1.71	West Hinsdale.....	M.P. 17.61
Kedzie Avenue.....	M.P. 4.83	Downers Grove.....	M.P. 21.49
Cicero Avenue.....	M.P. 6.88	Eola.....	M.P. 33.56
LaVergne.....	M.P. 8.95	West Eola.....	M.P. 35.32
Congress Park.....	M.P. 13.19	Aurora.....	M.P. 37.82
Highlands.....	M.P. 16.53		

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

Conductors and enginemen in westward road movement starting out of 14th Street Coach Yard Chicago (not Chicago Union Station) must have Clearance Form A. Conductors of such trains will report to Yardmaster who will procure Clearance Form A.

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

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

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

Trains or engines on track 1 when required to stop at signal located M.P. 12.3, Brookfield, must stop east of Prairie Avenue Crossing, and when proceeding, must not exceed reduced speed or occupy crossing until gates have lowered, unless movement over crossing is protected by a member of crew.

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

New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas suburban trains will run on Sunday schedule. Through trains stop as per Sunday schedule.

Downers Grove: Capacity of siding, north of track No. 1, 75 cars. No. 113 stop at 14th Street Coach Yard to receive Company employees.

Nos. 105 and 107 stop at Austin-Western M.P. 35.61 to discharge passengers.

(Concluded on page 3)

# Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS							Mile Post Location	STATIONS							FIRST CLASS					
Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger			Sunday only Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger	Daily Passenger							
119	11	121	19	25	123		125	35	127	129	131	31								
A. M. L 9.25	A. M. L 9.30	A. M. L 10.35	A. M. L 11.20	A. M. L 11.30	A. M. L 11.35	0.	CHICAGO UNION STATION.	A. M. L 11.35	P. M. L 12.30	P. M. L 12.35	P. M. L 1.05	P. M. L 1.25	P. M. L 2.00							
		s10.40			s11.40	1.72	HALSTED STREET.....	s11.40		s12.40	s 1.10									
		s10.43			s11.43	3.72	WESTERN AVENUE.....	s11.43		s12.43	s 1.13									
		s10.48			s11.48	6.88	CICERO.....	s11.48		s12.48	s 1.18									
c 9.35		s10.50			c11.50	8.47	CLYDE.....	s11.50		s12.50	s 1.20	c 1.35								
	9.42	s10.52	11.32	11.42		9.03	LA VERGNE.....	s11.52	12.42	s12.52	s 1.22		2.11							
s 9.38		s10.53			s11.53	9.57	BERWYN.....	s11.53		s12.53	s 1.23	s 1.38								
		s10.54				10.05	HARLEM AVENUE.....	s11.54		s12.54	s 1.24									
s 9.41		s10.56			s11.56	11.01	RIVERSIDE.....	s11.56		s12.56	s 1.26	s 1.41								
s 9.43		s10.58				11.74	HOLLYWOOD.....	s11.58		s12.58	s 1.28									
s 9.45		s11.00			s11.59	12.27	BROOKFIELD.....	s11.59		s 1.00	s 1.30	s 1.44								
		s11.02				13.02	CONGRESS PARK.....	P. M. s12.02		s 1.02	s 1.32									
s 9.48		s11.04			P. M. s12.02	13.75	LA GRANGE.....	s12.04		s 1.04	s 1.34	s 1.47								
s 9.49		s11.05			s12.03	14.14	STONE AVENUE.....	s12.05		s 1.05	s 1.35	s 1.48								
s 9.52		s11.08			s12.06	15.38	WESTERN SPRINGS.....	s12.08		s 1.08	s 1.38	s 1.51								
		s11.09				16.30	HIGHLANDS.....	s12.10		s 1.10	s 1.40									
s 9.55		s11.12			s12.09	16.83	HINSDALE.....	s12.12		s 1.12	s 1.42	s 1.54								
		s11.14				17.76	WEST HINSDALE.....	s12.14		s 1.14	s 1.44									
s 9.58		s11.15			s12.12	18.24	CLARENDON HILLS.....	s12.15		s 1.15	s 1.45	s 1.57								
s10.00		s11.17			s12.14	19.40	WESTMONT.....	s12.17		s 1.17	s 1.47	s 1.59								
		s11.19				20.30	FAIRVIEW AVENUE.....	s12.19		s 1.19	s 1.49									
s10.03	9.52	s11.21	11.42	11.52	s12.17	21.12	DOWNERS GROVE.....	s12.21	12.52	s 1.21	s 1.51	s 2.02	2.22							
s10.06		c11.24			s12.20	22.56	BELMONT.....	s12.24		s 1.24	s 1.54	s 2.05								
s10.09		s11.27			s12.24	24.40	LISLE.....	s12.28		s 1.28	s 1.58	s 2.09								
s10.15		s11.33			s12.30	28.44	NAPERVILLE.....	s12.34		s 1.34	s 2.04	s 2.15								
					f12.36	33.42	EOLA.....	f12.40			f 2.10	f 2.21								
						35.27	WEST EOLA.....													
A10.27 A. M.	s10.07 A. M.	A11.45 A. M.	A11.57 A. M.	c12.06 A. P. M.	A12.43 P. M.	37.76	AURORA.....	A12.47 P. M.	s 1.07 A. P. M.	A 1.47 P. M.	A 2.17 P. M.	A 2.28 P. M.	c 2.36 A. P. M.							
1:02 38.5	0:37 61.2	1:10 32.4	0:37 61.2	0:36 62.9	1:08 33.3		SCHEDULE TIME.....	1:12 31.5	0:37 61.2	1:12 31.5	1:12 31.5	1:03 36.0	0:36 62.9							
							AVERAGE MILES PER HOUR...													

Automatic Cab Signals and Rules in effect, for passenger trains, between LaVergne and Aurora M. P. 37.81; starting and ending as follows:

LaVergne..... (Westward, east limits of interlocking;  
Eastward, west limits of interlocking.)

Aurora..... Westward and Eastward, M.P. 37.81.

No. 119 and 123 stop at Clyde on signal to receive Company employees for Aurora.

No. 121 stop at Belmont on Sunday.

No. 25 stop at Aurora to receive revenue passengers.

No. 131 stop at Clyde on signal to receive Company employees for Aurora.

No. 131 stop at Austin-Western M.P. 35.61 to discharge passengers.

No. 31 stop at Aurora to receive revenue passengers.

Following instructions will govern the automatic flashing light highway crossing signals and gates at Washington Street, Main Street, and Forest Avenue, Downers Grove.

1. Westward trains on Tracks 1 and 2 stopping at station for loading or unloading of express must stop short of "highway circuit" sign located on canopy, 150 feet east of Main Street.
2. Westward trains and engines stopping for a stop signal at interlocking must stop short of "highway circuit" sign located on canopy, 150 feet east of Main Street.
3. Trains and engines in eastward switching movements on tracks 1, 2, and 3 must move beyond "highway circuit" sign located on canopy, 150 feet east of Main Street, before making westward movement.
4. When proceeding under above conditions, enginemen must observe gates in lowered position before occupying Main Street crossing.
5. Movements on house or industry tracks over Main Street and Forest Avenue crossings must be made as prescribed by Rule 103B.

# Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS					Mile Post Location	STATIONS	FIRST CLASS				
Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Passenger			Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger
<b>133</b>	<b>135</b>	<b>137</b>	<b>139</b>	<b>17</b>		<b>141</b>	<b>143</b>	<b>145</b>	<b>147</b>	<b>149</b>	
P. M. L 2.25	P. M. L 3.00	P. M. L 3.22	P. M. L 3.28	P. M. L 3.30	0.	P. M. L 3.32	P. M. L 3.45	P. M. L 3.50	P. M. L 3.54	P. M. L 3.59	
s 2.30	s 3.05	s 3.27	s 3.33		1.72	s 3.37	s 3.50		s 3.59	s 4.04	
s 2.33	s 3.08	s 3.31	s 3.36		3.72	s 3.41	s 3.53		s 4.03	s 4.08	
s 2.38		s 3.36	s 3.41		6.88	s 3.46	s 3.58		s 4.09	s 4.14	
s 2.40		s 3.39	s 3.43		8.47		s 4.00	s 4.02			
s 2.42			s 3.45	3.42	9.03		s 3.50	s 4.02			
s 2.44	s 3.15	s 3.42	s 3.46		9.57	s 3.52	s 4.04	s 4.05			
s 2.46			s 3.48		10.05	s 3.54	s 4.05				
s 2.48	s 3.18	s 3.45	s 3.50		11.01		s 4.07	s 4.08			
s 2.50			s 3.52		11.74	s 3.58	s 4.09				
s 2.52	s 3.21		s 3.54		12.27	s 4.00	s 4.11	s 4.12			
s 2.54			s 3.56		13.02	s 4.02	s 4.13				
s 2.56	s 3.24	s 3.50	s 3.58		13.75		s 4.15	s 4.15			
s 2.58	s 3.26	s 3.52	s 4.00		14.14		s 4.16	s 4.17			
s 3.01	s 3.29		s 4.03		15.38	s 4.07	s 4.19			s 4.26	
s 3.03			s 4.05		16.30	s 4.10	s 4.21			s 4.29	
s 3.05	s 3.32	s 3.56	s 4.07		16.83		s 4.23	s 4.23			
s 3.07			s 4.09		17.76	s 4.14	s 4.25				
s 3.09	s 3.35		s 4.11		18.24	s 4.16	s 4.27			s 4.33	
s 3.12	s 3.37	s 4.01	s 4.14		19.40		s 4.29	s 4.28			
s 3.14			s 4.16		20.30	s 4.20	s 4.31			s 4.38	
s 3.17	s 3.40	s 4.05	s 4.19	3.52	21.12	s 4.24	s 4.34	s 4.33		s 4.41	
s 3.20		s 4.08	s 4.22		22.56		s 4.37	s 4.36	s 4.28		
s 3.24		s 4.12	s 4.26		24.40		s 4.41	s 4.40	s 4.32		
s 3.30	s 3.48	s 4.18	s 4.32		28.44	s 4.34	s 4.47		s 4.38		
			s 4.38		33.42		s 4.53	s 4.51			
					35.27	A 4.44 -P. M.-		A 4.55 -P. M.-			
A 3.43 P. M.	A 4.00 P. M.	A 4.31 P. M.	A 4.45 P. M.	c 4.06 A P. M.	37.76		A 5.00 P. M.		A 4.51 P. M.	A 5.00 P. M.	
1:18 29.0	1:00 37.8	1:09 32.6	1:17 29.4	0:36 62.9		1:12 29.4	1:15 30.2	1:05 32.6	0:57 39.7	1:01 34.7	
						...SCHEDULE TIME... ...AVERAGE MILES PER HOUR...					

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

# Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956

FIRST CLASS						Mile Post Location	STATIONS	FIRST CLASS						
Saturday only 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		
<b>151</b>	<b>153</b>	<b>155</b>	<b>23</b>	<b>157</b>		0.	CHICAGO UNION STATION.	<b>159</b>	<b>161</b>	<b>163</b>	<b>165</b>	<b>167</b>		
P.M. L 4.01	P.M. L 4.04	P.M. L 4.09	P.M. L 4.15	P.M. L 4.16		1.72	..... HALSTED STREET.....	P.M. L 4.18	P.M. L 4.23	P.M. L 4.25	P.M. L 4.28	P.M. L 4.35		
s 4.06	s 4.09	s 4.14		s 4.20		3.72	..... WESTERN AVENUE.....	s 4.23		s 4.30		s 4.40		
s 4.10	s 4.13	s 4.18		s 4.24		6.88	..... CIGERO.....			s 4.34		s 4.44		
s 4.16	s 4.19	s 4.24		s 4.29		8.47	..... CLYDE.....			s 4.39		s 4.49		
					4.26	9.03	..... LA VERGNE.....			s 4.42				
						9.57	..... BERWYN.....			s 4.45				
						10.05	..... HARLEM AVENUE.....			s 4.48				
						11.01	..... RIVERSIDE.....						s 4.54	
						11.74	..... HOLLYWOOD.....			s 4.51				
						12.27	..... BROOKFIELD.....						s 4.57	
						13.02	..... CONGRESS PARK.....			s 4.54				
						13.75	..... LA GRANGE.....			s 4.57				
s 4.25	s 4.28					14.14	..... STONE AVENUE.....	s 4.39				s 4.46	s 5.02	
	s 4.31					15.38	..... WESTERN SPRINGS.....						s 5.04	
						16.30	..... HIGHLANDS.....	s 4.43					s 5.07	
						16.83	..... HINSDALE.....	s 4.46		s 5.03			s 5.09	
s 4.30	s 4.37					17.76	..... WEST HINSDALE.....		s 4.44			s 4.52	s 5.12	
						18.24	..... CLARENDON HILLS.....			s 5.07		s 4.55		
s 4.34						19.40	..... WESTMONT.....			s 5.09		s 4.58		
	s 4.42					20.30	..... FAIRVIEW AVENUE.....		s 4.49				s 5.16	
s 4.38						21.12	..... DOWNERS GROVE.....	s 4.54					s 5.18	
s 4.41	s 4.46					22.56	..... BELMONT.....	s 4.57	s 4.53	s 5.14			s 5.21	
						24.40	..... LISLE.....							
s 4.50	s 4.56					28.44	..... NAPERVILLE.....			s 5.17				
						33.42	..... EOLA.....			s 5.21				
						35.27	..... WEST EOLA.....							
A 5.03 P.M.	A 5.03 P.M.	A 5.13 P.M.	s 4.49 A.P.M.	A 5.18 P.M.		37.76	..... AURORA.....	A 5.16 P.M.		A 5.34 P.M.	A 5.23 P.M.	A 5.44 P.M.		
1:02 38.5	0:59 35.9	1:04 35.4	0:34 66.8	1:02 36.5			..... SCHEDULE TIME.....	0:58 36.5	0:48 47.0	1:09 30.7	0:55 41.2	1:09 32.8		
							..... AVERAGE MILES PER HOUR.....							

No. 159 stop at Eola to discharge passengers.

# Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS					Mile Post Location	STATIONS					FIRST CLASS				
Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger		Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	
169	171	1	173	175		177	15	179	181	45	177	15	179	181	45
	P. M.	P. M.	P. M.	P. M.	P. M.	0.	<b>CHICAGO UNION STATION.</b>	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
L 4.42	L 4.45	L 5.00	L 5.02	L 5.20	0.	1.72	..... HALSTED STREET .....	L 5.30	L 6.15	L 6.35	L 8.00	L 8.30			
				s 5.25	1.72	2.00	..... WESTERN AVENUE .....	s 5.35		s 6.40	s 8.05				
				s 5.28	3.72	3.16	..... CICERO .....	s 5.38		s 6.43	s 8.08				
				s 5.33	6.88	1.59	..... CLYDE .....	s 5.43		s 6.48	s 8.13				
				s 5.35	8.47	0.56	..... LA VERGNE .....	s 5.45		s 6.50	s 8.15				
				s 5.37	9.03	0.54	..... BERWYN .....	s 5.47	6.27	s 6.52	s 8.17	8.44			
			5.11	s 5.38	9.57	0.48	..... HARLEM AVENUE .....	s 5.48		s 6.53	s 8.19				
	s 4.58			s 5.15	10.05	0.96	..... RIVERSIDE .....	s 5.50		s 6.55	s 8.21				
				s 5.17	11.01	0.73	..... HOLLYWOOD .....	s 5.52		s 6.57	s 8.23				
				s 5.19	11.74	0.53	..... BROOKFIELD .....	s 5.54		s 6.59	s 8.25				
	s 5.02			s 5.19	12.27	0.75	..... CONGRESS PARK .....	s 5.56		s 7.01	s 8.27				
				s 5.22	13.02	0.73	..... LA GRANGE .....	s 5.58		s 7.03	s 8.29				
	s 5.05			s 5.25	13.75	0.39	..... STONE AVENUE .....	s 6.00		s 7.05	s 8.31				
				s 5.27	14.14	1.24	..... WESTERN SPRINGS .....	s 6.02		s 7.06	s 8.33				
				s 5.30	15.38	0.92	..... HIGHLANDS .....	s 6.05		s 7.09	s 8.36				
				s 5.33	16.30	0.53	..... HINSDALE .....	s 6.07		s 7.11	s 8.38				
	s 5.17			s 5.37	16.83	0.93	..... WEST HINSDALE .....	s 6.09		s 7.13	s 8.40				
				s 5.39	17.76	0.48	..... CLARENDON HILLS .....	s 6.11		s 7.15	s 8.42				
	s 5.19			s 5.41	18.24	1.16	..... WESTMONT .....	s 6.13		s 7.17	s 8.44				
				s 5.44	19.40	0.90	..... FAIRVIEW AVENUE .....	s 6.16		s 7.19	s 8.46				
	s 5.21			s 5.48	20.30	0.82	..... DOWNERS GROVE .....	s 6.18		s 7.21	s 8.48				
				s 5.52	21.12	1.44	..... BELMONT .....	s 6.21	6.37	s 7.24	s 8.51	8.54			
	s 5.14			s 5.54	22.56	1.84	..... LISLE .....	s 6.24		s 7.27	s 8.54				
				s 5.57	24.40	4.04	..... NAPERVILLE .....	s 6.28		s 7.31	s 8.58				
	s 5.06	s 5.29		s 5.59	28.44	4.98	..... EOLA .....	s 6.34		s 7.37	s 9.04	s 9.02			
				s 6.01	33.42	1.85	..... WEST EOLA .....			f 7.43					
				s 6.03	35.27	2.49	..... AURORA .....	A 6.47	B 6.52	A 7.50	A 9.17	S 9.12			
	A 5.32	A 5.52	A 5.34	A 6.07	37.76			P. M.	A P. M.	P. M.	P. M.	A P. M.			
	P. M.	P. M.	P. M.	P. M.											
	0:50	1:07	0:34	1:05	1:17										
	45.4	33.9	66.6	35.0	29.4										
							..... SCHEDULE TIME .....	1:17	0:37	1:15	1:17	0:42			
							..... AVERAGE MILES PER HOUR .....	29.4	61.2	30.2	29.4	53.9			

# Chicago to Aurora—Subdivision—Westward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
	Daily Mail	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger	Daily Passenger							
	29	183	55	185	3				47	101	7							
	P. M. L 9:00	P. M. L 9:15	P. M. L 10:00	P. M. L 10:25	P. M. L 11:00	0.	<b>.CHICAGO UNION STATION.</b>	P. M. L 11:10	P. M. L 11:35	P. M. L 11:55								
		s 9:20		s 10:30		1.72	..... HALSTED STREET.....		s 11:40									
		s 9:23		s 10:33		3.72	..... WESTERN AVENUE.....		s 11:43									
		s 9:28		s 10:38		6.88	..... CICERO.....		s 11:48									
		s 9:30		s 10:40		8.47	..... CLYDE.....		s 11:50									
	9:12	s 9:32	10:11	s 10:42	11:12	9.03	..... LA VERGNE.....	11:22	s 11:52	A. M. 12:08								
		s 9:33		s 10:43		9.57	..... BERWYN.....		s 11:53									
		s 9:34		s 10:44		10.05	..... HARLEM AVENUE.....		s 11:54									
		s 9:36		s 10:46		11.01	..... RIVERSIDE.....		s 11:56									
		s 9:38		s 10:48		11.74	..... HOLLYWOOD.....		s 11:58									
		s 9:40		s 10:50		12.27	..... BROOKFIELD.....		s 11:59									
		s 9:42		s 10:52		13.02	..... CONGRESS PARK.....		A. M. s 12:02									
		s 9:44	c 10:15	s 10:54	c 11:16	13.75	..... LA GRANGE.....	c 11:26	s 12:04									
		s 9:45		s 10:55		14.14	..... STONE AVENUE.....		s 12:05									
		s 9:48		s 10:58		15.38	..... WESTERN SPRINGS.....		s 12:08									
		s 9:50		s 11:00		16.30	..... HIGHLANDS.....		s 12:10									
		s 9:52		s 11:02		16.83	..... HINSDALE.....		s 12:12									
		s 9:54		s 11:04		17.76	..... WEST HINSDALE.....		s 12:14									
		s 9:55		s 11:05		18.24	..... CLARENDON HILLS.....		s 12:15									
		s 9:57		s 11:07		19.40	..... WESTMONT.....		s 12:17									
		s 9:59		s 11:09		20.30	..... FAIRVIEW AVENUE.....		s 12:19									
	9:22	s 10:01	10:22	s 11:11	11:22	21.12	..... DOWNERS GROVE.....	11:32	s 12:21	12:20								
		s 10:04		s 11:14		22.56	..... BELMONT.....		s 12:24									
		s 10:08		s 11:18		24.40	..... LISLE.....		s 12:27									
		s 10:14		s 11:24		28.44	..... NAPERVILLE.....		s 12:33									
						33.42	..... EOLA.....											
						35.27	..... WEST EOLA.....											
	A 9:36 P. M.	A 10:27 P. M.	A 10:36 A. P. M.	A 11:37 P. M.	A 11:37 A. P. M.	37.76	..... AURORA.....	s 11:47 A. P. M.	A 12:45 A. M.	s 12:35 A. A. M.								
	0:36 62.9	1:12 31.5	0:36 62.9	1:12 31.5	0:37 61.2		..... SCHEDULE TIME.....	0:37 61.2	1:10 32.4	0:40 56.6								
							..... AVERAGE MILES PER HOUR.....											

Nos. 3 and 55 stop at La Grange to receive revenue passengers for Missouri River points or beyond, when notified at Chicago.

No. 47 stop at La Grange to receive revenue passengers for St. Paul or beyond, when notified at Chicago.

No. 101 stop at 14th Street Coach Yard to receive Company employees.

# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS							Mile Post Location	STATIONS	Capacity of Eastward Siding	FIRST CLASS				
Daily Mail	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Sunday only Passenger				Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	
8	100	102	104	106	108	110				112	114	116	118	
A. M. A 4.00	A. M. A 4.55	A. M. A 5.15	A. M. A 5.40	A. M. A 6.05	A. M. A 6.16	0.	.CHICAGO UNION STATION.		A. M. A 6.20	A. M. A 6.31	A. M. A 6.40	A. M. A 6.42	A. M. A 6.50	
	s 4.49	s 5.09	s 5.34	s 5.59	s 6.10	1.72	.... HALSTED STREET ....		s 6.14	s 6.25	s 6.34	s 6.36	s 6.44	
	s 4.45	s 5.05	s 5.30	s 5.55	s 6.05	3.72	.... WESTERN AVENUE ....		s 6.10	s 6.20	s 6.30	s 6.31	s 6.39	
	s 4.40	s 5.00	s 5.25	s 5.50	s 6.00	6.88	..... CICERO .....		s 6.05	s 6.15	s 6.25	s 6.26	s 6.34	
	s 4.36	s 4.56	s 5.21	s 5.46	s 5.56	8.47	..... CLYDE .....		s 6.01		s 6.21	s 6.22		
3.44	s 4.35	s 4.55	s 5.19	s 5.45	s 5.55	9.03	..... LA VERGNE .....		s 6.00	s 6.10	s 6.20		s 6.29	
	s 4.33	s 4.53	s 5.17	s 5.43	s 5.53	9.57	..... BERWYN .....		s 5.58	s 6.08	s 6.18	s 6.19		
	s 4.32	s 4.52	s 5.15	s 5.42	s 5.51	10.05	..... HARLEM AVENUE .....		s 5.57	s 6.06	s 6.16	s 6.17		
	s 4.30	s 4.50	s 5.13	s 5.40	s 5.49	11.01	..... RIVERSIDE .....		s 5.55		s 6.14	s 6.15	s 6.25	
	s 4.28	s 4.48	s 5.11	s 5.38	s 5.47	11.74	..... HOLLYWOOD .....		s 5.53	s 6.03	s 6.12		s 6.22	
	s 4.26	s 4.46	s 5.09	s 5.36	s 5.45	12.27	..... BROOKFIELD .....		s 5.51	s 6.01	s 6.10		s 6.19	
	s 4.24	s 4.44	s 5.07	s 5.34	s 5.43	13.02	..... CONGRESS PARK .....		s 5.49		s 6.08	s 6.11		
	s 4.22	s 4.42	s 5.05	s 5.32	s 5.41	13.75	..... LA GRANGE .....		s 5.47	s 5.58	s 6.06		s 6.16	
	s 4.20	s 4.41	s 5.03	s 5.31	s 5.39	14.14	..... STONE AVENUE .....		s 5.46	s 5.56	s 6.04	s 6.08	s 6.14	
	s 4.18	s 4.38	s 5.00	s 5.28	s 5.36	15.38	..... WESTERN SPRINGS .....		s 5.43	s 5.53	s 6.01		s 6.11	
	s 4.16	s 4.36	s 4.58	s 5.26	s 5.34	16.30	..... HIGHLANDS .....		s 5.41		s 5.59	s 6.04		
	s 4.15	s 4.35	s 4.56	s 5.25	s 5.32	16.83	..... HINSDALE .....		s 5.40	s 5.50	s 5.57		s 6.08	
	s 4.13	s 4.33	s 4.54	s 5.23	s 5.30	17.76	..... WEST HINSDALE .....		s 5.38	s 5.48	s 5.55		s 6.06	
	s 4.12	s 4.32	s 4.52	s 5.22	s 5.28	18.24	..... CLARENDON HILLS .....		s 5.37		s 5.53	s 6.00		
	s 4.10	s 4.30	s 4.50	s 5.20	s 5.26	19.40	..... WESTMONT .....		s 5.35	s 5.44	s 5.51	s 5.57		
	s 4.08	s 4.28	s 4.48	s 5.18	s 5.24	20.30	..... FAIRVIEW AVENUE .....		s 5.33		s 5.49	s 5.55		
3.34	s 4.06	s 4.26	s 4.46	s 5.16	s 5.22	21.12	..... DOWNERS GROVE .....		s 5.31	s 5.41	s 5.47	s 5.53	s 6.00	
	s 4.03	s 4.23	s 4.43	s 5.13	s 5.18	22.56	..... BELMONT .....		s 5.28		s 5.44			
	s 4.00	s 4.20	s 4.40	s 5.10	s 5.15	24.40	..... LISLE .....		s 5.25		s 5.41			
	s 3.55	s 4.15	s 4.35	s 5.05	s 5.10	28.44	..... NAPERVILLE .....		s 5.20		s 5.36	s 5.43		
						33.42	..... EOLA .....				s 5.30	s 5.36		
						35.27	..... WEST EOLA .....			L 5.19 A. M.			L 5.38 A. M.	
L 3.20 A. M.	L 3.45 A. M.	L 4.05 A. M.	L 4.25 A. M.	L 4.55 A. M.	L 5.00 A. M.	37.76	..... AURORA .....		L 5.10 A. M.		L 5.25 A. M.	L 5.30 A. M.		
0:40 56.6	1:10 32.4	1:10 32.4	1:15 30.2	1:10 32.4	1:16 29.8		..... SCHEDULE TIME .....		1:10 32.4	1:12 31.6	1:15 30.2	1:12 31.5	1:12 31.6	
							..... AVERAGE MILES PER HOUR .....							

No. 110 stop at 14th Street Coach Yard to let off Company employees.



# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS						
Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger			Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger		Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger		
120	122	124	126	128			130	132	134	136	138	140		130	132	134	136	138	140
A.M. A 6:35	A.M. A 6:39	A.M. A 6:44	A.M. A 7:02	A.M. A 7:10	0.	CHICAGO UNION STATION.	A.M. A 7:11	A.M. A 6:59	A.M. A 7:05	A.M. A 7:19	A.M. A 7:20	A.M. A 7:30							
s 6:29			s 6:56	s 7:04	1.72	HALSTED STREET.....	s 7:05					s 7:14	s 7:24						
s 6:25			s 6:51	s 7:00	3.72	WESTERN AVENUE.....	s 7:00					s 7:10	s 7:19						
s 6:19			s 6:46	s 6:55	6.88	CICERO.....	s 6:55					s 7:05	s 7:14						
					8.47	CLYDE.....	s 6:50					s 7:01	s 7:10						
					9.03	LA VERGNE.....	s 6:48			s 7:03	s 7:00								
			s 6:40	s 6:49	9.57	BERWYN.....			s 7:01										
			s 6:38	s 6:47	10.05	HARLEM AVENUE.....			s 6:59										
			s 6:36	s 6:44	11.01	RIVERSIDE.....			s 6:56			s 7:06							
					11.74	HOLLYWOOD.....	s 6:44				s 6:56								
				s 6:41	12.27	BROOKFIELD.....	s 6:42		s 6:53		s 7:03								
			s 6:32		13.02	CONGRESS PARK.....			s 6:51	s 6:53									
			s 6:30	s 6:38	13.75	LA GRANGE.....		s 6:45			s 7:00								
		s 6:24			14.14	STONE AVENUE.....	s 6:38			s 6:50	s 6:58								
		s 6:20			15.38	WESTERN SPRINGS.....	s 6:35	s 6:40		s 6:47	s 6:55								
		s 6:17			16.30	HIGHLANDS.....	s 6:32		s 6:45										
		s 6:15		s 6:33	16.83	HINGSDALE.....	s 6:30	s 6:36			s 6:52								
					17.76	WEST HINGSDALE.....	s 6:28			s 6:42									
	s 6:17		s 6:23	s 6:29	18.24	CLARENDON HILLS.....		s 6:37			s 6:49								
	s 6:14		s 6:20		19.40	WESTMONT.....			s 6:42	s 6:39	s 6:47								
	s 6:11		s 6:17		20.30	FAIRVIEW AVENUE.....			s 6:39	s 6:37									
	s 6:09		s 6:14	s 6:25	21.12	DOWNERS GROVE.....	s 6:22	s 6:32	s 6:37	s 6:35	s 6:44								
s 6:02				s 6:22	22.56	BELMONT.....	s 6:18	s 6:27	s 6:33		s 6:40								
s 5:57			s 6:08	s 6:19	24.40	LISLE.....	s 6:23		s 6:30		s 6:37								
s 5:51				s 6:14	28.44	NAPERVILLE.....	s 6:10	s 6:17			s 6:31								
					33.42	EOLA.....	s 6:02												
					35.27	WEST EOLA.....	L 6:00		L 6:15										
L 5:39	L 5:50	L 5:53	L 5:54	L 6:03	37.76	AURORA.....	A.M.	L 6:05	L 6:14	A.M.	L 6:17	L 6:20							
A.M.	A.M.	A.M.	A.M.	A.M.				A.M.	A.M.		A.M.	A.M.							
0:56	0:49	0:51	1:08	1:37		..... SCHEDULE TIME.....	1:11	0:54	0:51	1:04	1:03	1:10							
40.3	46.2	44.4	32.3	33.9		... AVERAGE MILES PER HOUR...	30.2	42.6	44.4	33.1	36.0	32.4							

# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS					Mile Post Location	STATIONS	FIRST CLASS					
Sunday only Passenger	Saturday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger			Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Saturday only Passenger	Daily Passenger	Daily Passenger
<b>142</b>	<b>144</b>	<b>146</b>	<b>148</b>	<b>56</b>			<b>150</b>	<b>30</b>	<b>152</b>	<b>154</b>	<b>48</b>	<b>14</b>
A. M. A 7:40	A. M. A 7:40	A. M. A 7:25	A. M. A 7:39	A. M. A 7:33	0.	.CHICAGO UNION STATION.	A. M. A 7:45	A. M. A 7:47	A. M. A 8:10	A. M. A 8:15	A. M. A 7:54	A. M. A 8:33
					1.72	. . . . . HALSTED STREET . . . . .			s 8:04	s 8:09		
					2.00	. . . . . WESTERN AVENUE . . . . .			s 8:00	s 8:05		
					3.72	. . . . . CICERO . . . . .			s 7:55	s 8:00		
					6.88	. . . . . CLYDE . . . . .			s 7:56			
					8.47	. . . . . LA VERGNE . . . . .		7:32	s 7:54	7:38	8:19	
				7:15	9.03	. . . . . BERWYN . . . . .	s 7:29		s 7:50	s 7:52		
					9.57	. . . . . HARLEM AVENUE . . . . .	s 7:27		s 7:50			
					10.05	. . . . . RIVERSIDE . . . . .	s 7:24		s 7:47	s 7:48		
					11.01	. . . . . HOLLYWOOD . . . . .	s 7:22		s 7:45			
					11.74	. . . . . BROOKFIELD . . . . .	s 7:20		s 7:44	s 7:43		
					12.27	. . . . . CONGRESS PARK . . . . .	s 7:18		s 7:41			
					13.02	. . . . . LA GRANGE . . . . .		c 7:27	s 7:41	s 7:39	c 7:32	
					13.75	. . . . . STONE AVENUE . . . . .			s 7:39	s 7:37		
					14.14	. . . . . WESTERN SPRINGS . . . . .			s 7:36	s 7:34		
					15.38	. . . . . HIGHLANDS . . . . .			s 7:32			
					16.30	. . . . . HINSDALE . . . . .			s 7:33	s 7:30		
					16.83	. . . . . WEST HINSDALE . . . . .			s 7:30	s 7:28		
					17.76	. . . . . CLARENDON HILLS . . . . .			s 7:28	s 7:26		
					18.24	. . . . . WESTMONT . . . . .			s 7:26	s 7:24		
					19.40	. . . . . FAIRVIEW AVENUE . . . . .			s 7:24	s 7:22		
					20.30	. . . . . DOWNERS GROVE . . . . .		7:17	s 7:22	s 7:20	7:23	8:02
					21.12	. . . . . BELMONT . . . . .			s 7:18			
					22.56	. . . . . LISLE . . . . .			s 7:15	s 7:15		
					24.40	. . . . . NAPERVILLE . . . . .			s 7:10	s 7:10		
					28.44	. . . . . EOLA . . . . .						
					33.42	. . . . . WEST EOLA . . . . .						
					35.27	. . . . . AURORA . . . . .	L 6:53 A. M.	L 6:59 A. M.	L 7:00 A. M.	L 7:00 A. M.	L 7:07 A. M.	L 7:43 A. M.
					37.76							
						. . . . . SCHEDULE TIME . . . . .	0:52	0:48	1:10	1:15	0:47	0:50
						. . . . . AVERAGE MILES PER HOUR . . . . .	43.6	47.2	32.4	30.2	48.2	45.4

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

No. 48 stop at LaGrange to discharge revenue passengers from St. Paul or beyond.

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

# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS						Mile Post Location	STATIONS	FIRST CLASS					
Sunday only Passenger	Daily Except Sunday Passenger	Daily Passenger	Daily Except 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 Passenger	Daily Ex. Sat. and Sunday Passenger	
156	158	10	52	160	162			164	166	168	2	170	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.			
A 9.10	A 9.20	A 9.00	A 9.05	A10.20	A10.30	A10.45	A11.20	A11.55	A11.45	A12.35			
s 9.04	s 9.14				s10.24		s11.14	s11.49		s12.29			
s 9.00	s 9.10				s10.20		s11.10	s11.45		s12.25			
s 8.55	s 9.05				s10.15		s11.05	s11.40		s12.20			
s 8.51	s 9.01				s10.11		s11.01	s11.36		s12.16			
s 8.50	s 8.59	8.44	8.50		s10.10		s10.59	s11.35	11.30	s12.15			
s 8.48	s 8.57			s10.04	s10.08	s10.29	s10.57	s11.33		s12.13			
s 8.47	s 8.55				s10.06		s10.55	s11.32		s12.12			
s 8.45	s 8.53			s10.01	s10.04	s10.26	s10.53	s11.30		s12.10			
s 8.43	s 8.51				s10.02		s10.51	s11.28		s12.08			
s 8.41	s 8.49			s 9.58	s10.00	s10.23	s10.49	s11.26		s12.06			
s 8.39	s 8.47				s 9.58		s10.48	s11.24		s12.04			
s 8.37	s 8.45			s 9.55	s 9.56	s10.20	s10.46	s11.22		s12.02			
s 8.36	s 8.43			s 9.53	s 9.54	s10.18	s10.44	s11.21		s12.01			
s 8.33	s 8.40			s 9.50	s 9.51	s10.15	s10.41	s11.18		s11.58			
s 8.31	s 8.38				s 9.49		s10.39	s11.15		s11.56			
s 8.30	s 8.36			s 9.47	s 9.48	s10.12	s10.38	s11.13		s11.54			
s 8.28	s 8.34				s 9.46		s10.36	s11.11		s11.52			
s 8.27	s 8.33			s 9.44	s 9.45	s10.09	s10.35	s11.10		s11.51			
s 8.25	s 8.31			s 9.42	s 9.43	s10.07	s10.33	s11.08		s11.49			
s 8.23	s 8.29				s 9.41		s10.31	s11.06		s11.47			
s 8.21	s 8.27	8.34	8.37	s 9.39	s 9.39	s10.04	s10.29	s11.04	11.16	s11.45			
s 8.18	s 8.23			s 9.35		s10.00	s10.25	s11.01					
s 8.15	s 8.20			s 9.32	s 9.34	s 9.57	s10.22	s10.58		s11.40			
s 8.09	s 8.15			s 9.26	s 9.28	s 9.52	s10.17	s10.53		s11.35			
f 8.03				f 9.21									
L 7.58	L 8.05	L 8.20	L 8.22	L 9.16	L 9.18	L 9.42	L10.07	L10.43	L11.02	L11.25			
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.			
1:12 31.5	1:15 30.2	0:40 56.6	0:43 52.7	1:04 35.4	1:12 31.5	1:03 36.0	1:13 31.0	1:12 31.5	0:43 52.7	1:10 32.4			
..... SCHEDULE TIME.....													
..... AVERAGE MILES PER HOUR.....													

# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
Sat. and Sunday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger		Sat. and Sunday only Passenger	Daily Passenger	Daily Ex. Sat. and Sunday Passenger	Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger							
172	18	174	26	176	32		178	22	180	182	184							
P. M. A 1:20	P. M. A 1:00	P. M. A 1:35	P. M. A 1:45	P. M. A 2:20	P. M. A 2:00	0.	.CHICAGO UNION STATION.	P. M. A 2:35	P. M. A 2:40	P. M. A 3:20	P. M. A 4:00	P. M. A 4:20						
s 1:14		s 1:29		s 2:14		1.72	..... HALSTED STREET .....	s 2:29		s 3:14	s 3:54	s 4:14						
s 1:10		s 1:25		s 2:10		3.72	..... WESTERN AVENUE .....	s 2:25		s 3:10	s 3:50	s 4:10						
s 1:05		s 1:20		s 2:05		6.88	..... CICERO .....	s 2:20		s 3:05	s 3:45	s 4:05						
s 1:01		s 1:16		s 2:01		8.47	..... CLYDE .....	s 2:16		s 3:01	s 3:41	s 4:01						
s 1:00	12:41	s 1:15	1:28	s 2:00	1:44	9.03	..... LA VERGNE .....	s 2:15	2:25	s 2:59	s 3:40	s 3:59						
s 12:58		s 1:13		s 1:58		9.57	..... BERWYN .....	s 2:13		s 2:57	s 3:38	s 3:57						
s 12:56		s 1:12		s 1:57		10.05	..... HARLEM AVENUE .....	s 2:12		s 2:55	s 3:37	s 3:55						
s 12:54		s 1:10		s 1:55		11.01	..... RIVERSIDE .....	s 2:10		s 2:53	s 3:35	s 3:53						
s 12:52		s 1:08		s 1:53		11.74	..... HOLLYWOOD .....	s 2:08		s 2:51	s 3:33	s 3:51						
s 12:50		s 1:06		s 1:51		12.27	..... BROOKFIELD .....	s 2:06		s 2:49	s 3:31	s 3:49						
s 12:48		s 1:04		s 1:49		13.02	..... CONGRESS PARK .....	s 2:04		s 2:47	s 3:29	s 3:47						
s 12:46		s 1:02		s 1:47		13.75	..... LA GRANGE .....	s 2:02		s 2:45	s 3:27	s 3:45						
s 12:44		s 1:00		s 1:45		14.14	..... STONE AVENUE .....	s 2:00		s 2:43	s 3:25	s 3:43						
s 12:41		s 12:57		s 1:42		15.38	..... WESTERN SPRINGS .....	s 1:57		s 2:40	s 3:22	s 3:40						
s 12:39		s 12:55		s 1:40		16.30	..... HIGHLANDS .....	s 1:55		s 2:38	s 3:20	s 3:38						
s 12:37		s 12:53		s 1:38		16.83	..... HINSDALE .....	s 1:53		s 2:36	s 3:18	s 3:36						
s 12:35		s 12:51		s 1:36		17.76	..... WEST HINSDALE .....	s 1:51		s 2:34	s 3:16	s 3:34						
s 12:34		s 12:50		s 1:35		18.24	..... CLARENDON HILLS .....	s 1:50		s 2:32	s 3:15	s 3:33						
s 12:32		s 12:48		s 1:33		19.40	..... WESTMONT .....	s 1:48		s 2:30	s 3:13	s 3:31						
s 12:30		s 12:46		s 1:31		20.30	..... FAIRVIEW AVENUE .....	s 1:46		s 2:28	s 3:11	s 3:29						
s 12:28	12:31	s 12:44	1:14	s 1:29	1:33	21.12	..... DOWNERS GROVE .....	s 1:44	2:15	s 2:26	s 3:09	s 3:27						
		s 12:41		s 1:26		22.56	..... BELMONT .....	s 1:41		s 2:23	s 3:06	s 3:23						
s 12:23		s 12:38		s 1:23		24.40	..... LISLE .....	s 1:38		s 2:20	s 3:03	s 3:20						
s 12:18		s 12:33		s 1:18		28.44	..... NAPERVILLE .....	s 1:33		s 2:15	s 2:58	s 3:15						
						33.42	..... EOLA .....			f 2:10	f 2:53							
						35.27	..... WEST EOLA .....											
L 12:08 P. M.	L 12:15 P. M.	L 12:23 P. M.	L 12:59 P. M.	L 1:08 P. M.	L 1:18 P. M.	37.76	..... AURORA .....	L 1:23 P. M.	L 2:02 P. M.	L 2:05 P. M.	L 2:48 P. M.	L 3:05 P. M.						
1:12 31.5	0:45 50.3	1:12 31.5	0:46 49.2	1:12 31.5	0:42 53.9		..... SCHEDULE TIME .....	1:12 31.5	0:38 59.6	1:15 30.2	1:12 31.5	1:15 30.2						
							..... AVERAGE MILES PER HOUR .....											

Nos. 176 and 178 stop at 14th Street Coach Yard to let off Company employees.

# Aurora to Chicago—Subdivision—Eastward

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS						Mile Post Location	STATIONS						FIRST CLASS					
Sat. and Sunday only Passenger	Daily Ex. Sat. and Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		
186	188	190	6	36	192	0.	.CHICAGO UNION STATION.						12	194	24	196	198	
A 5:20 P.M.	A 5:35 P.M.	A 7:02 P.M.	A 7:35 P.M.	A 8:00 P.M.	A 8:17 P.M.	0.	.CHICAGO UNION STATION.						A 8:45 P.M.	A 9:25 P.M.	A 10:15 P.M.	A 10:45 P.M.	A 11:55 P.M.	
s 5:14		s 6:56			s 8:11	1.72	..... HALSTED STREET .....						s 9:19			s 10:39	s 11:49	
s 5:10		s 6:52			s 8:07	3.72	..... WESTERN AVENUE .....						s 9:15			s 10:35	s 11:45	
s 5:05		s 6:47				6.88	..... CICERO .....						s 9:10			s 10:30	s 11:40	
s 5:01		s 6:43			s 8:01	8.47	..... CLYDE .....						s 9:06			s 10:26	s 11:37	
s 5:00		s 6:41	7:15	7:45		9.03	..... LA VERGNE .....						8:30	9:05	10:00			
s 4:58	s 5:05	s 6:39			s 7:58	9.57	..... BERWYN .....						s 9:03			s 10:24	s 11:35	
s 4:57		s 6:37				10.05	..... HARLEM AVENUE .....						s 9:02			s 10:23		
s 4:55	s 5:02	s 6:35			s 7:55	11.01	..... RIVERSIDE .....						s 9:00			s 10:21	s 11:32	
s 4:53		s 6:33				11.74	..... HOLLYWOOD .....						s 8:58					
s 4:51	s 4:59	s 6:30			s 7:52	12.27	..... BROOKFIELD .....						s 8:56			s 10:18	s 11:29	
s 4:49		s 6:28				13.02	..... CONGRESS PARK .....						s 8:54			s 10:16		
s 4:47	s 4:55	s 6:26		c 7:38	s 7:50	13.75	..... LA GRANGE .....						c 8:22	8:52	c 9:54	s 10:15	s 11:27	
s 4:45		s 6:24				14.14	..... STONE AVENUE .....						s 8:51			s 10:14		
s 4:42	s 4:48	s 6:21			s 7:47	15.38	..... WESTERN SPRINGS .....						s 8:48			s 10:11	s 11:24	
s 4:40		s 6:19				16.30	..... HIGHLANDS .....						s 8:46			s 10:09		
s 4:38	s 4:44	s 6:17			s 7:44	16.83	..... HINSDALE .....						s 8:45			s 10:08	s 11:20	
s 4:36		s 6:15				17.76	..... WEST HINSDALE .....						s 8:43					
s 4:35	s 4:39	s 6:14			s 7:42	18.24	..... CLARENDON HILLS .....						s 8:42			s 10:05	s 11:17	
s 4:33	s 4:37	s 6:12			s 7:40	19.40	..... WESTMONT .....						s 8:40			s 10:03	s 11:15	
s 4:31		s 6:10				20.30	..... FAIRVIEW AVENUE .....						s 8:38			s 10:01		
s 4:29	s 4:34	s 6:08	7:00	7:32	s 7:37	21.12	..... DOWNERS GROVE .....						8:16	8:36	9:48	s 9:59	s 11:10	
s 4:26		s 6:05				22.56	..... BELMONT .....						s 8:33			s 9:56	s 11:07	
s 4:23	s 4:27	s 6:02			s 7:32	24.40	..... LISLE .....						s 8:30			s 9:53	s 11:04	
s 4:18	s 4:22	s 5:57			s 7:27	28.44	..... NAPERVILLE .....						s 8:25			s 9:48	s 10:59	
	f 4:15					33.42	..... EOLA .....											
						35.27	..... WEST EOLA .....											
L 4:08 P.M.	L 4:10 P.M.	L 5:47 P.M.	L 6:45 P.M.	L 7:15 P.M.	L 7:17 P.M.	37.76	..... AURORA .....						L 8:02 P.M.	L 8:15 P.M.	L 9:35 P.M.	L 9:38 P.M.	L 10:50 P.M.	
1:12 31.5	1:25 26.7	1:15 30.2	0:50 45.4	0:45 50.3	1:00 37.8		..... SCHEDULE TIME .....						0:43	1:10	0:40	1:07	1:05	
							..... AVERAGE MILES PER HOUR .....						52.7	32.4	56.6	33.9	35.0	

No. 188 stop at Austin-Western M.P. 35.61 to receive passengers.

No. 194 stop at Eola yard office to discharge Company mail.

Nos. 12, 36 and 24 stop at La Grange to discharge revenue passengers from west of Aurora.

No. 198 stop at Austin-Western M.P. 35.61 to receive passengers.

# Aurora to Galesburg—Subdivision—Westward

**AURORA DIVISION.**

**TIME TABLE No. 45.**

**EFFECTIVE APRIL 29, 1956.**

FIRST CLASS					Mile Post Location	Capacity of		STATIONS	Office Open Week Days, except Saturday	FIRST CLASS				
Daily Passenger <b>7</b>	Daily Passenger <b>11</b>	Daily Passenger <b>19</b>	Daily Passenger <b>35</b>	Daily Passenger <b>17</b>		Siding	Other Tracks			Daily Passenger <b>1</b>	Daily Passenger <b>15</b>	Daily Mail <b>29</b>	Daily Passenger <b>55</b>	Daily Passenger <b>3</b>
A. M. L 12:45	A. M. L 10:07	A. M. L 11:57	P. M. L 1:07	P. M. L 4:06	37.76		.....AURORA..... 2.22	Continuous	P. M. L 5:34	P. M. L 6:57	P. M. L 9:36	P. M. L 10:36	P. M. L 11:39	
					39.98		...MONTGOMERY... 5.50	Continuous						
					45.48	125 32	.....BRISTOL..... 5.99	7:00 a.m. to 4:00 p.m.						
					51.47	85 115	.....PLANO..... 4.39	6:15 a.m. to 3:15 p.m.		s 7:11				
c 1:01					55.86	138	....SANDWICH.... 3.35	No Office		s 7:18				
					59.21	125 40	....SOMONAUK.... 6.11	Continuous						
					65.32	82 70	.....LELAND..... 6.78	6:15 a.m. to 3:15 p.m.		s 7:29				
1:13	10:32	P. M. 12:24	1:34	4:31	72.10	125 61	....EARLVILLE.... 0.25	Continuous	5:57	s 7:38	10:01	11:01	A. M. 12:06	
					72.35		C&NW Cross'g (Interl.) 5.71	Continuous						
					78.06	22	....MERIDEN..... 3.65	No Office						
					81.71		....MS TOWER.... 0.94	Continuous						
s 1:35	s 10:42	12:33	s 1:44	c 4:40	82.65	128	....MENDOTA.... 0.17	Continuous	6:07	s 7:54	10:10	s 11:12	c 12:16	
					82.82		.I.C. Crossing (Interl.) 8.59	Continuous						
					91.41	68	....ARLINGTON.... 3.88	No Office.						
1:49	10:53	12:43	1:55	4:50	95.29	125	....ZEARING..... 3.14	Continuous	6:17	8:05	10:21	11:24	12:27	
					98.43	47	.....MALDEN..... 5.75	No Office						
c 1:59	s 11:01		s 2:03		104.18	106 180	....PRINCETON.... 6.51	Continuous		s 8:18				
					110.69	64	.....WYANET..... 5.87	6:00 a.m. to 3:00 p.m.						
	11:12	1:01	2:13	5:06	116.56	82	.....BUDA..... 6.41	Continuous	6:32	s 8:32	10:37	11:40	12:43	
					122.97	82 81	....NEPONSET.... 7.98	6:00 a.m. to 3:00 p.m.						
s 2:29	s 11:23	1:14	s 2:25	c 5:16	130.95	125	....KEWANEE..... 8.31	Continuous		s 8:50		s 11:51	c 12:57	
	c 11:30				139.26	56 146	....GALVA..... 0.26	Continuous	6:48	s 9:00	10:58			
					139.52		CRI&P Cross'g (Interl.) 7.17	Continuous						
					146.69	89	....ALTONA..... 4.08	6:00 a.m. to 3:00 p.m.						
					150.77	82 72	....ONEIDA..... 4.34	6:00 a.m. to 3:00 p.m.						
					155.11	132	....WATAGA..... 2.56	Continuous						
					157.67		....BISHOP..... 4.56	No Office						
A 3:05	A 11:55	A 1:48	A 2:53	A 5:45	162.23		....GALESBURG.... ..... SCHEDULE TIME..... ..... AVG. MILES PER HOUR.....	Continuous	A 7:07	A 9:30	A 11:20	A 12:25	A 1:25	
A. M. 2:20 53.3	A. M. 1:48 69.5	P. M. 1:51 67.3	P. M. 1:48 70.4	P. M. 1:39 74.5					P. M. 1:33 80.2	P. M. 2:33 48.8	P. M. 1:44 71.8	A. M. 1:49 68.8	A. M. 1:46 70.4	

Automatic Cab Signals and Rules in effect, for passenger trains, between MP 37.76 and MP 38.65.

Interlocking Stations at Aurora, Montgomery, Bristol, Somonauk, Earlville, M. S. Tower, I. C. Crossing Mendota, Galva, Wataga, Bishop and Galesburg. Conductors and enginemen of trains originating at Aurora, Earlville 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. 11 stop at Galva to discharge revenue passengers from Chicago or receive revenue passengers for Missouri River points or beyond when notified at Kewanee.

No. 17 stop at Mendota and Kewanee to receive revenue passengers for Denver or beyond.

No. 19 reduce speed to 30 M.P.H. at Princeton and Kewanee to dispatch first-class and newspaper mail daily except Sunday.

No. 19 reduce speed to 50 M.P.H. at Galva to dispatch first class and newspaper mail daily except Sunday.

No. 3 stop at Mendota to receive revenue passengers for Omaha or beyond and stop at Kewanee to receive revenue passengers for Omaha or beyond when notified at Mendota.

No. 7 stop at Sandwich and Princeton to let off revenue passengers from Chicago.

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 and M-4-A engines must not use north storage track Wataga beyond a point 600 feet east of Tower.

(Concluded on page 15)

# Galesburg to Aurora—Subdivision—Eastward

**AURORA DIVISION.**

**TIME TABLE No. 45.**

**EFFECTIVE APRIL 29, 1956.**

FIRST CLASS						STATIONS	Capacity of Storing	Office Open Saturday and Sunday	FIRST CLASS			
Daily Mail	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
8	14	56	30	10	2				18	6	36	12
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	.....AURORA.....	Continuous	P.M.	P.M.	P.M.	P.M.	
A 3:20	A 7:33	s 6:39	s 6:55	A 8:20	A 11:00	.....MONTGOMERY.....	Continuous	A 12:15	A 6:40	A 7:15	A 8:02	
	f 7:28					.....BRISTOL.....	Closed					
	s 7:21					.....PLANO.....	Closed					
	s 7:12				s 10:43	.....SANDWICH.....	No Office		s 6:10			
	s 7:00				s 10:38	.....SOMONAUK.....	Continuous					
	s 6:49					.....LELAND.....	Closed					
	s 6:39				c 10:28	.....EARLVILLE.....	Continuous					
2:52	s 6:29	6:07	6:23	7:53	f 10:23	C&NW Cross'g (Interl.)	Continuous	11:47	5:55	6:48	7:33	
	s 6:18					.....MERIDEN.....	No Office					
						.....MS TOWER.....	Continuous					
2:42	s 6:11	s 5:55	6:10	7:43	s 10:12	.....MENDOTA.....	Continuous	c 11:37	s 5:45	6:38	c 7:23	
	s 5:46					.....IC Crossing (Interl.).....	Continuous					
						.....ARLINGTON.....	No Office					
2:31	s 5:38	5:43	5:57	7:32	9:58	.....ZEARING.....	Continuous	11:27	5:25	6:28	7:13	
	s 5:31					.....MALDEN.....	No Office					
	s 5:23	s 5:34			s 9:50	.....PRINCETON.....	Continuous		s 5:16		c 7:05	
	s 5:06					.....WYANET.....	Closed					
2:13	s 4:56	5:22	5:38	7:17	f 9:38	.....BUDA.....	Continuous	11:11	s 5:01	6:12	6:55	
	s 4:42					.....NEPONSET.....	Closed					
	s 4:32	s 5:10		7:06	s 9:24	.....KEWANEE.....	Continuous	c 10:59	s 4:45	s 6:01	s 6:41	
1:54	s 4:15	c 5:00	5:18	7:00	s 9:14	.....GALVA.....	Continuous	10:53	s 4:30			
	s 3:53					CRI&P Cross'g (Interl.)	Closed					
	s 3:47					.....ALTONA.....	Closed					
	s 3:40					.....ONEIDA.....	Closed					
L 1:33	L 3:30	L 4:40	L 4:55	L 6:43	L 8:52	.....WATAGA.....	Continuous					
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	.....BISHOP.....	No Office					
						.....GALESBURG.....	Continuous	L 10:33	L 4:05	L 5:35	L 6:10	
						.....SCHEDULE TIME.....		A.M.	P.M.	P.M.	P.M.	
1:42	4:03	1:59	2:00	1:37	2:08	.....AVG. MILES PER HOUR.....		73.2	2:30	1:40	1:52	
73.2	30.7	62.7	62.0	77.6	59.2			73.2	49.7	74.8	68.1	

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.

After stopping for Kewanee passenger station eastward passenger trains on either track must not exceed 5 M.P.H. approaching and passing over Tremont Street.

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.

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

No. 8 reduce speed to 15 M.P.H. at Aurora to dispatch mail.

No. 56 stop at Galva to receive revenue passengers for Chicago.

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

No. 18 stop at Kewanee, Mendota and Aurora to discharge revenue passengers from Denver or beyond.

No. 36 reduce speed to 50 miles per hour, daily, except Sunday and Monday, at Galva and Princeton to pick up mail from mail crane and stop at Aurora to discharge revenue passengers from Quincy or beyond.

No. 12 stop at Princeton and Mendota to discharge revenue passengers from west of Galesburg.

Clarion Spur, M. P. 87.56 Capacity 11 cars.

No. 6 reduce speed to 40 M.P.H. on Monday and Saturday only at Wyanet, to pick up and dispatch U. S. Mail.

No. 2 stop Leland to receive revenue passengers for Chicago.

# Aurora to Savanna—Subdivision—Westward

**AURORA DIVISION.**

**TIME TABLE No. 45.**

**EFFECTIVE APRIL 29, 1956.**

FIRST CLASS				Signs	Mile Post Location	STATIONS	Capacity of		Office Open	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Siding	Other Tracks		Daily Passenger	Daily Ex. Saturday Passenger	Daily Passenger			
21	25	31					23	45		47					
	A. M. L 8:49	P. M. L 12:06	P. M. L 2:36	B.C.K.O. R.T.W. Y.Yd.	37.76	..... AURORA .....	72		Continuous	P. M. L 4:49	P. M. L 9:17	P. M. L 11:51			
				F.	44.75	..... SUGAR GROVE .....	110	19	No Office		s 9:25				
				F.	50.24	..... BIG ROCK .....	140	18	No Office		s 9:32				
				F.	55.11	..... HINCKLEY .....	51	37	No Office		s 9:41				
				F.	58.00	..... MORED .....	117		No Office						
				F.	62.13	..... WATERMAN .....	45	36	No Office		s 9:56				
				F.	64.89	. C.&N.W. Cross'g (Interlocked)									
	9:12	12:33	3:03	F.	67.12	..... SHABBONA .....	215	102	No Office	5:12	s 10:06	A. M. 12:21			
				F.	71.60	..... LEE .....	26	19	No Office		s 10:13				
				F.	77.35	..... STEWARD .....	48	24	No Office		s 10:23				
				F.	77.86	..... STEWARD JCT. ....			No Office						
	9:25	12:47	3:17	B.C. W.	83.26	..... ROCHELLE .....	78		No Office	5:25	s 10:36	s 12:37			
				F.	83.71	. C.&N.W. Cross'g (Interlocked)									
				F.Y.	86.35	..... FLAG CENTER .....		25	No Office						
		12:53		F.	92.43	..... CHANA .....	136	18	No Office		f 10:47				
	s 9:39		3:30	B.F.K.	98.43	..... OREGON .....	76	82	No Office	s 5:39	s 11:10	s 12:53			
				F.	107.43	..... STRATFORD .....	140	18	No Office		f 11:19				
				F.	111.99	..... POLO .....		72	No Office		s 11:27				
	9:53	1:14	3:44	F.	116.00	..... CARTER .....	140		No Office	5:53	11:32	1:15			
				F.	117.88	..... HAZELHURST .....		18	No Office		f 11:34				
				F.	122.53	..... MILLEDGEVILLE .....	140	74	No Office		s 11:44				
	10:03	1:25	3:54	F.	129.44	..... CHADWICK .....	140	26	No Office	6:04	s 11:58	1:30			
				F.	138.54	..... BURKE .....	140	2	No Office						
	10:12	1:40	4:06	B.C.K.O. T.R.W. Yd.	143.68	..... SAVANNA TOWER .....			Continuous	6:14	A. M. 12:16	1:45			
					144.64	(INTERLOCKED)									
					144.85	CMStP&P Cross'g (Inter'l)									
					145.64	..... SAVANNA .....			Continuous	A 6:20 P. M.	A 12:23 A. M.	A 1:50 A. M.			
	A 10:18 A. M.	A 1:45 P. M.	A 4:13 P. M.	B.K.R. W.Yd.	145.64	..... SAVANNA .....			Continuous						
	1:29 72.7	1:39 65.4	1:37 65.7			..... SCHEDULE TIME .....				1:31 70.8	3:08 34.6	1:59 54.3			
						..... AVERAGE MILES PER HOUR .....									

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

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

Two main tracks between Steward Jct. and Flag Center; Savanna Tower and Savanna.

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

First class trains will register by ticket at Savanna Tower.

Automatic Block System in effect between Savanna Tower and Savanna.

Rules D-261, D-262, D-263 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 under authority of Yardmaster.

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

Automatic Cab Signals and Rules in effect, for passenger trains, between M.P. 37.76 and M.P. 77.75 Westward

M.P. 78.03 and M.P. 37.76 Eastward.

Rockford branch trains register and receive Clearance Form A at Rochelle

Eastward and westward signals governing movements over C. & N. W. crossing at Rochelle also govern the block. In the event signal cannot be cleared, Rules 623, 663, 625, and 526 will govern. Authority to pass Stop signal under Rule 663 must be obtained from operator at C. & N. W. crossing; under Rule 525 from operator at depot.

Trains must not exceed 30 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.



# Savanna to Aurora—Subdivision—Eastward

AURORA DIVISION.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

FIRST CLASS				Mile Post Location	STATIONS		Capacity of		FIRST CLASS					
Daily Passenger	Daily Ex. Sunday Passenger	A. M.	A. M.		Sidelings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				
											26	32	22	24
		A s 7:06	A s 8:18	37.76	72	A c 12:59	A c 1:18	A s 2:02	A s 9:35					
			s 8:05	44.75	110									
			s 7:57	50.24	140									
			s 7:48	55.11	51									
				58.00	117									
			s 7:38	62.13	45									
				64.89	215									
		6:35	s 7:28	67.12	26			1:31	9:10					
			s 7:21	71.60	48	12:25	12:45							
			s 7:14	77.35	78									
				77.86										
		s 6:18	s 7:07	83.25		12:15	12:35	1:19	8:58					
				83.71										
				86.35	25									
			s 6:48	92.43	136									
				98.43	76	12:01	12:20	s 1:05	s 8:44					
			f 6:21	107.43	140	P. M.								
			s 6:13	111.99	38									
				116.00	140	11:46	12:05	12:52	8:30					
		5:46	6:04	117.88	18		P. M.							
			f 6:01	122.54	140									
			s 5:53	129.44	140	11:37	11:56	12:43	8:20					
			5:33	138.54	140									
				143.68		11:24	11:43	12:32	8:08					
			5:18	144.64										
				144.85										
				145.64										
		L 5:13	L 5:20			L 11:19	L 11:38	L 12:28	L 8:04					
		A. M.	A. M.			A. M.	A. M.	P. M.	P. M.					
		1:53	2:58			1:40	1:40	1:34	1:31					
		57.2	38.1			64.7	64.7	67.8	70.2					

**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.

Two main tracks 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.

When eastward stop signal at M.P. 145.55, Savanna, controlling eastward movement over C. M. St. P. & P. crossing displays Stop indication, train or enginemen will immediately communicate with operator at C. M. St. P. & P. crossing and, when so instructed, may pass the signal complying with Rule 509A.

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. 26 and No. 32 stop at Aurora to discharge passengers from west of Minneapolis.

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

# Montgomery and Streator—Subdivision

AURORA DIVISION.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

SOUTHWARD					Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		NORTHWARD				
SECOND CLASS									Sidings	Other Tracks	SECOND CLASS				
				Daily Ex. Sunday Way Freight									Daily Ex. Sunday Way Freight		
				<b>35</b>							<b>86</b>				
				A.M. <b>12:45</b>	Continuous	R.Yd.	39.98	..... MONTGOMERY .....				P.M. <b>11:30</b>			
				<b>12:55</b>	6:00 a.m. to 3:00 p.m.		43.32	..... OSWEGO .....	50	27		<b>11:15</b>			
				<b>1:02</b>	No Office	F.	46.26	..... YAGAN PIT .....	67	54		<b>11:06</b>			
				<b>1:10</b>	6:00 a.m. to 3:00 p.m.		49.41	..... YORKVILLE .....		22		<b>11:00</b>			
				<b>1:20</b>	No Office		52.55	..... FOX .....		21		<b>10:40</b>			
				<b>1:30</b>	No Office	F.	56.04	..... MILLBROOK .....		18		<b>10:30</b>			
				<b>1:40</b>	6:00 a.m. to 3:00 p.m.		59.56	..... MILLINGTON .....		35		<b>10:20</b>			
				<b>1:55</b>	6:00 a.m. to 3:00 p.m.	Yd.	64.38	..... SHERIDAN .....		49		<b>10:00</b>			
				<b>2:05</b>	No Office	F.R.Y. Yd.	66.55	..... BURGESS JCT. ....	85	4		<b>9:45</b>			
				<b>2:15</b>	8:00 p.m. to 5:00 a.m.		68.89	..... SERENA .....	88	28		<b>9:40</b>			
				<b>2:35</b>	6:30 a.m. to 3:30 p.m.	Yd.	72.83	..... WEDRON .....	92	132		<b>9:20</b>			
				<b>2:45</b>	No Office		76.60	..... DAYTON .....		20		<b>9:10</b>			
				<b>3:02</b>	6:00 p.m. to 3:00 a.m.	B.C.K. O.Yd.	80.44	C.R.I.&P. Cross'g (Auto Intef)							
				<b>4:02</b>	6:00 a.m. to 3:00 p.m.		80.94	..... OTTAWA .....				<b>8:55</b>			
				<b>4:15</b>	No Office		89.61	..... GRAND RIDGE .....		21		<b>7:45</b>			
					No Office		93.61	..... RICHARDS .....		9		<b>7:30</b>			
							97.29	... N. Y. C. Crossing (Grade)...							
							97.40	.. G. M. & O. Crossing (Grade) ..							
				A A.M. <b>4:40</b>	Continuous	B.C.K. O.R.Y. Yd.	97.57	..... STREATOR .....				<b>L 7:10</b> P.M.			
				<b>3:55</b> 14.8				..... SCHEDULE TIME .....				<b>4:20</b>			
								... AVERAGE MILES PER HOUR ...				<b>13.3</b>			

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 engineers must have Clearance Form A.

Trains will register by ticket at Montgomery.

Engines must not go on coal trestle of Wedron Silica Co. at Wedron.

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

Bridge Tenders at Illinois River bridge, Ottawa, will be on duty as follows:

Monday to Friday, inclusive: 7:00 a.m. to 12 noon,  
2:00 p.m. to 5:00 p.m.,  
10:00 p.m. to 2:00 a.m.,  
3:00 a.m. to 7:00 a.m.

On Mondays 4:00 a.m. until No. 85 has passed.  
On Saturdays 10:30 p.m. until No. 86 has passed.

No bridge tenders on duty Sundays.

Storage track at M.P. 83.51, capacity 25 cars.

Streator—Trains and engines must stop at crossings of N.Y.C. and G.M. & O. and be governed by position of Smash-boards.

When office closed, Smash-boards governing movements for N.Y.C. and C.B. & Q. will be clear and movement over crossing will be made per Rule 98 (a).

When office closed—train and engine movements over Broadway street (First street north of Tower), must be protected by a member of the crew on the ground, as highway crossing gates will not be in service.

Office open Saturday: Montgomery continuous.  
Serena 12 Midnight to 5:00 a.m.  
Ottawa 12 Midnight to 3:00 a.m.  
Streator continuous.

Office open Sunday: Montgomery continuous.  
Other offices closed.

# Rockford and Flag Center—Subdivision

**AURORA DIVISION.**

**TIME TABLE No. 45.**

**EFFECTIVE APRIL 29, 1956.**

NORTHWARD					Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS		Capacity of		SOUTHWARD					
								Siding	Other Tracks								
					No Office.	Y.	0.	.....	<b>FLAG CENTER</b> .....		25						
					6:00 a.m. to 3:00 p.m.		4.51	.....	<b>KINGS</b> .....	57	23						
					No Office.		8.85	.....	<b>HOLCOMB</b> .....		22						
							9.20	.....	<b>C. G. W. Cross'g (Auto. Interl.)</b>								
					Continuous.	B.R. W.Y.Yd.	11.33	.....	<b>C.M.S.P. &amp; P. Cross'g (Interl.)</b>								
							11.34	.....	<b>DAVIS JCT.</b> .....	63	18						
					No Office.		17.35	.....	<b>NEW MILFORD</b> .....		21						
					No Office.		19.22	.....	<b>CAMP GRANT</b> .....	67	97						
							22.55	.....	<b>I. C. Crossing (Interlocked)</b> ..								
					5:30 a.m. to 1:30 p.m. 3:15 p.m. to 11:15 p.m.	B.K.O. R.T. Yd.	23.19	.....	<b>ROCKFORD</b> .....								
								.....	<b>SCHEDULE TIME</b> .....								
								.....	<b>AVERAGE MILES PER HOUR</b> ...								

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

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

No train order signal at Davis Jct. and Rockford. Conductors and engine-men must have Clearance Form A.

Office open Saturdays and Sunday: Kings closed.  
Davis Jct. continuous.  
Rockford 5:30 a.m. to 1:30 p.m.  
3:15 p.m. to 11:15 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.

I. C. Crossing at Rockford is remotely controlled by I. C. operator. If home signal fails to clear, a member of the train or engine crew will proceed to telephone at crossing and be governed by instructions posted therein.

## Mendota and Denrock—Subdivision

AURORA DIVISION.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

WESTWARD					Office Open Week Days except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		EASTWARD								
SECOND CLASS									Siding	Other Tracks	Daily Ex. Sunday Way Freight	SECOND CLASS							
				Daily Ex. Sunday Way Freight															
				69							64								
			A. M. 11:20		Continuous	B.C.K. O.R.T. W.Yd.	82.85	..... MENDOTA..... 0.17			P.M. 11:10								
					No Office		5.04	.. I. C. Crossing (Interlocked).. 5.02											
			12:30		7:00 a.m. to 4:00 p.m.		8.73	..... WENDEL..... 3.77		13									
			12:40		7:00 a.m. to 4:00 p.m.		12.82	..... LA MOILLE..... 4.03	69	36	10:50								
			12:55		7:00 a.m. to 4:00 p.m.		18.64	..... VAN ORIN..... 5.82		22	10:40								
			1:10		7:00 a.m. to 4:00 p.m.		25.62	..... OHIO..... 6.98	85	23	10:25								
							29.08	..... WALNUT..... 3.47	76	43	10:10								
							31.89	C. & N. W. Cross'g (Auto Interl.) 2.80											
			1:28		No Office.	W	37.08	..... DEER GROVE..... 5.19		18	9:50								
			1:40		7:00 a.m. to 4:00 p.m.		45.28	..... TAMPICO..... 8.20	50	32	9:40								
			1:58		7:00 a.m. to 4:00 p.m.		48.54	..... PROPHETSTOWN..... 3.25		84	9:25								
			A 2:10 A. M.		Continuous	B.R.W. Y.Yd.		..... DENROCK.....			L 9:10 P.M.								
			2:00 24.3					..... SCHEDULE TIME.....			2:00 24.3								
								..... AVERAGE MILES PER HOUR.....											

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

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

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.

No train order signal at Mendota or Denrock. Conductors and engineers 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. 45.

EFFECTIVE APRIL 29, 1956.

WESTWARD					Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS		Capacity of		EASTWARD				
SECOND CLASS								F.R.Y. Yd.	R.Y. Yd.	Sidelings	Other Tracks	SECOND CLASS				
				Monday Thursday Way Frt.												Tuesday Friday Way Frt.
				93								94				
					No Office.		19.13	.....	BURGESS JCT. ....	85	4					
					No Office.		13.41	.....	BAKER .....		22					
				A.M. 11:50	Continuous.		6.92	.....	EARLVILLE .....		61	A.M. 8:25				
				s 11:59 P.M.	No Office.		6.67	.....	C. & N. W. JCT. ....							
					No Office.		3.79	.....	RADLEY .....		16	s 8:16				
				s 12:08	7:00 a.m. to 4:00 p.m.		0.	.....	PAW PAW .....		57	s 8:07				
							8.46	.....	C.M.St.P.&P. Cross'g (Grade).							
				s 12:20	No Office.		11.86	.....	COMPTON .....		25	s 7:55				
				s 12:28	No Office.		17.02	.....	WEST BROOKLYN .....		31	s 7:47				
				s 12:38	No Office.		21.86	.....	SHAWS .....		18	s 7:37				
				s 12:50	7:00 a.m. to 4:00 p.m.	Y.	26.97	.....	AMBOY .....		42	s 7:25				
							27.38	.....	I. C. Crossing (Interlocked) ..							
				s 1:10	No Office.		32.73	.....	WALTON .....		16	s 7:05				
				s 1:25	No Office.		38.84	.....	HARMON .....		42	s 6:50				
							42.23	.....	C. & N.W. Cross'g (Auto Interl.)							
				A 1:45 P.M.	No Office.		47.07	.....	ROCK FALLS .....			L 6:30 A.M.				
							47.44	.....	C. & N. W. Cross'g (Interlocked)							
					7:00 a.m. to 4:00 p.m.	B.K.R. Yd.	47.68	.....	STERLING .....							
				1:55 24.3				.....	SCHEDULE TIME .....			1:55 24.3				
								.....	AVERAGE MILES PER 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 and Sterling. Conductors and enginemen must have Clearance Form A when operator on duty.

Clearance Form A not required at Rock Falls.

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.

Rock Falls and Sterling Yard limits extend from the yard limit sign east of Rock Falls to the Junction with the C. & N. W. Ry. west of Sterling.

Way freight extra leaves Ottawa 8:00 p.m. daily, except Sunday, for Mendota and return via Burgess Jct. and Earlville.

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 direction 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.

Normal position of main track switch leading to engine house track at Rock Falls, is for that track.

# Streator and Zearing—Subdivision

AURORA DIVISION.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

WESTWARD					Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS		Capacity of		EASTWARD				
								Sidings	Other Tracks							
					Continuous.	BCKOR Yd.	0.30	.....	STREATOR.....							
					No Office.		7.08	.....	WILSMAN.....		14					
					No Office.		9.99	.....	LEONORE.....		23					
					No Office.		11.02	.....	L. & S. JCT.....							
					No Office.		14.38	.....	TICONA.....		2					
					6:00 a.m. to 3:00 p.m.	B.K.O. Yd.	25.65	.....	C. R. I. & P. Crossing (Grade).							
					No Office.	Yd.	25.83	.....	LA SALLE.....							
					No Office.		27.17	.....	PERU.....							
					6:00 a.m. to 3:00 p.m.		27.77	.....	C.R.I.&P. Cross'g (Auto Interl.)							
					No Office.		30.94	.....	SPRING VALLEY.....	21	51					
					No Office.		34.51	.....	HEGELER.....							
					No Office.		36.63	.....	LADD.....	42	49					
					Continuous.	K.	36.84	.....	N. Y. C. Crossing (Grade)...							
					No Office.		37.31	.....	N. Y. C. JCT.....							
					Continuous.	BKRW Yd.	43.19	.....	ZEARING.....							
								.....	SCHEDULE TIME.....							
								.....	AVERAGE MILES PER 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..**

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

Bridge Tenders at Illinois River bridge LaSalle will be on duty as follows:

Mondays to Fridays, inclusive:

8:00 a.m. to 4:00 p.m. and until eastbound wayfreight has passed,

5:00 p.m. to 1:00 a.m.

Saturdays 5:00 p.m. to 1:00 a.m.

Sundays 8:00 a.m. to 4:00 p.m.

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

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

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

Streator—Trains and engines must stop at crossings of N.Y.C. and G.M. & O. and be governed by position of Smash-boards.

When office closed, Smash-boards governing movements for N.Y.C. and C.B. & Q. will be clear and movements over crossing will be made per Rule 93 (a).

When office closed—train and engine movements over Broadway street (First street north of Tower), must be protected by a member of the crew on the ground, as highway crossing gates will not be in service.

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

Spur track between L. & S. Jct. and Lowell, 3.72 miles, within yard limits. Rule 908 in effect.

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.

Engines must not go on Bridge 25.37A at La Salle.

La Salle and Peru yard limits extend from yard limit sign at M.P. 17.98 to yard limit sign at M.P. 29.06.

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

Between N. Y. C. Jct. and Zearing trains of the N. Y. C. Ry. will be governed by the rules of the C. B. & Q. R. R. Employees of the N. Y. C. Ry. must have a copy of the C. B. & Q. R. R. Rules of the Operating Department and the current timetable in their possession when on duty.

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

Normal position of switch leading from Streator and Zearing line to the south wye at Zearing, will be for south wye.

Way freight extra leaves Streator 7:00 a.m. daily, except Saturday and Sunday, for Zearing and return.

## West Chicago Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
0.00	..... AURORA .....	
	0.79	
0.79	... C. A. & E. Crossing (Grade) ...	
	2.61	
3.40	..... NORTH AURORA .....	25
	3.18	
6.58	..... BATAVIA .....	43
	5.40	
11.98	E. J. & E. Cross'g (Interlocked)	
	0.12	
12.10	..... WEST CHICAGO .....	18

SPUR TRACK BETWEEN AURORA AND WEST CHICAGO WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Diesel engines will not clear machinery south of gravel elevators at Conkey's pit, North Aurora.

Maximum speed.....20 M.P.H.

Diesel engines between M.P. 7.33 and M.P. 7.65.....10 M.P.H.

Northward trains at approach signal to EJ&E crossing at M.P. 11.78. ....15 M.P.H.

On West Chicago Spur, trolley wires over C. A. & E. Railroad crossing, North Aurora, and guy wires over main track and interchange track between C. A. & E. Railroad crossing and south switch of C. A. & E. interchange track, will not clear man on top of cars.

Steam engines running backward.....15 M.P.H.

U. S. Route 30, between M.P. 10 and M.P. 11, stop and protect movement over highway crossing.

## West Batavia Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
0.00	..... AURORA .....	
	1.27	
1.27	... E. J. & E. Cross'g (Grade) ...	
	3.63	
4.90	..... NIFA .....	28
	1.62	
6.52	..... MOOSEHEART .....	4
	1.84	
8.36	..... WEST BATAVIA .....	23

SPUR TRACK BETWEEN AURORA AND WEST BATAVIA WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Trains and engines will report to Operator at Aurora Tower by telephone when clear and must have permission before again occupying siding at Aurora.

Engines and cars higher than battleship coal cars must not pass under coal conveyor at Moosehart.

Maximum speed.....20 M.P.H.

Steam engines running backward.....10 M.P.H.

Stop and protect movement over highway crossing, U. S. Route 30, Galena Blvd., Aurora.

## Mt. Morris Spur

Mile Post Location	STATIONS	Sidings	Capacity of Other Tracks
98.43	..... OREGON .....	76	82
	6.88		
105.31	..... MT. MORRIS .....		66

SPUR TRACK BETWEEN OREGON AND MT. MORRIS WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Mixed trains will carry passengers.

Maximum speed.....30 M.P.H.

Steam engines running backward.....20 M.P.H.

Over Highway crossing M.P. 104.49..... 8 M.P.H.

Diesel engines between M.P. 104.2 and M.P. 105.2.....25 M.P.H.

Diesel engines between M.P. 105.2 and M.P. 105.3.....15 M.P.H.

## SPEED RESTRICTIONS

1. Passenger and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13559 inclusive) will be governed by speed authorized for class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Passenger and troop trains consisting of passenger cars only (including caboose not equipped with ride-control trucks) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

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

Steam or Diesel engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

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.

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Gas or gas-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. and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 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 gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H., either in service or when being handled dead in train.

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.
<b>ALL SUBDIVISIONS</b>		
On sidings.....	Reduced Speed	Reduced Speed
All crossovers and turnouts not otherwise specified....	10	10
Clamshells, pile drivers, steam shovels or similar equipment:		
Main line.....		30
Branch line.....		15
Pile drivers 204617-204618.....		25
Main line.....		25
Branch line.....		15
Rotary snow plows:		
Main line.....		25
Branch line.....		15
Scale test cars:		
Main line.....		25
Branch line.....		20
Loaded air dump cars (in rear of train when possible.):		
Main Line.....		35
All Branches.....		25
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 and Bridge Derrick 204620	150 Ton Wrecking Derrick	Other Derricks under 160 Tons
Chicago—Galesburg.....	30 MPH	30 MPH	30 MPH
Aurora—Savanna.....	30 MPH	30 MPH	30 MPH
Mendota—Denrock.....	25 MPH	25 MPH	25 MPH
Flag Center—Rockford.....	25 MPH	25 MPH	25 MPH
Montgomery—Streator.....	20 MPH	20 MPH	20 MPH
Burgess Jct.—Earlville.....	20 MPH	20 MPH	20 MPH
West Eola—West Chicago.....	Must not operate.	10 MPH	20 MPH
Aurora—West Batavia.....	Must not operate.	10 MPH	20 MPH
Oregon—Mt. Morris.....	Must not operate.	10 MPH	20 MPH
La Salle—Zearing.....	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.....	15 MPH	10 MPH	10 MPH
Earlville—Sterling.....	Must not operate.	15 MPH	20 MPH
Bridge 26.03.....	6 MPH	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.

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

A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes. Except, Nos. 25, 26 and 32 must not exceed 85 M.P.H. All restrictions below this maximum will govern.

B—Passenger and mail trains handled by diesel, S-4-A or O-5-A engines, operated with automatic or straight air brakes.

C—All other steam passenger and mail 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 5760 to 5765 inclusive will be operated as Class B trains.

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

## CHICAGO AND AURORA SUBDIVISION

## TRACK 1

LOCATION	PASSENGER AND MAIL TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—Roosevelt Road—M. P. 1.60.....	25	25	25	Yd.
<b>UNION AVENUE INTERLOCKING:</b>				
Crossover 1 to 2 east of Union Ave.....	25	25	25	20
ZONE—M.P. 1.60—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.
<b>KEDZIE AVENUE INTERLOCKING:</b>				
Crossover 1 to 2 westward.....	30	30	30	30
ZONE—M.P. 7.15—M.P. 15.38.....	75	75	70	35
<b>LA VERGNE INTERLOCKING:</b>				
Crossovers 1 to 2.....	50	40	40	35
<b>CONGRESS PARK INTERLOCKING:</b>				
Crossovers 1 to 2.....	50	40	40	35
ZONE—M.P. 15.38—M.P. 32.72.....	75	75	70	40
<b>HIGHLANDS INTERLOCKING: (Remote Control)</b>				
Crossover 1 to 2 eastward.....	50	40	40	35
<b>WEST HINSDALE INTERLOCKING: (Remote Control)</b>				
Crossover 1 to 2 westward.....	50	40	40	35
<b>DOWNERS GROVE INTERLOCKING:</b>				
Crossovers 1 to 2.....	50	40	40	35
ZONE—M.P. 32.72—M.P. 35.00.....	75	75	70	Yd.
<b>EOLA INTERLOCKING:</b>				
Crossovers 1 to 2.....	40	30	30	30
ZONE—M. P. 35.00—M. P. 39.00.....	70	65	60	Yd.
<b>WEST EOLA INTERLOCKING:</b>				
Crossovers 1 to 2.....	40	30	30	30
Aurora—Spring Street to North Avenue.....	35	35	35	15
<b>AURORA INTERLOCKING:</b>				
Crossovers 1 to 2.....	35	30	30	15

## SPEED RESTRICTIONS—Continued.

CHICAGO AND AURORA SUBDIVISION—Continued  
TRACK 2

LOCATION	PASSENGER AND MAIL 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	60	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 3 westward .....	30	30	30	30
Crossover 2 to 3 eastward and Crossover 2 to 1 westward .....	15	15	15	15
CICERO INTERLOCKING: Crossover 2 to 1 westward .....	30	30	30	30
2 to 3 eastward .....	50	40	40	35
ZONE—M.P. 7.15—M.P. 15.38 .....	75	75	70	35
LA VERGNE INTERLOCKING: Crossover 2 to 1 and 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
ZONE—M.P. 15.38—M.P. 32.72 .....	75	75	70	40
HIGHLANDS INTERLOCKING: (Remote Control) Crossover 2 to 1 westward and Crossover 2 to 3 westward .....	50	40	40	35
WEST HINSDALE INTERLOCKING: (Remote Control) Crossover 2 to 1 eastward and Crossover 2 to 3 eastward .....	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 .....	40	30	30	30
Crossovers 2 to 3 .....	40	30	30	30
ZONE—M.P. 35.00—M.P. 39.00 .....	70	65	60	Yd.
WEST EOLA INTERLOCKING: Crossovers 2 to 1 and Crossovers 2 to 3 .....	40	30	30	30
Aurora—Spring Street to North Avenue .....	35	35	35	15
AURORA INTERLOCKING: Crossovers 2 to 1 and Crossovers 2 to 3 .....	35	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 AND MAIL TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 1.50—M.P. 5.01.....	35	35	35	Yd.
ZONE—M.P. 5.01 to M.P. 7.15.....	60	60	50	Yd.
<b>KEDZIE AVENUE INTERLOCKING:</b>				
Crossover 3 to 2 eastward.....	30	30	30	30
Crossover 3 to 4 westward.....	25	25	25	25
<b>CICERO INTERLOCKING:</b>				
Crossover 3 to 2 eastward.....	30	30	30	30
Crossover 3 to 2 westward.....	35	35	35	30
ZONE—M.P. 7.15—M.P. 15.38.....	70	70	60	35
<b>LA VERGNE INTERLOCKING:</b>				
Crossovers 3 to 2.....	50	40	40	35
<b>CONGRESS PARK INTERLOCKING:</b>				
Crossovers 3 to 2.....	50	40	40	35
ZONE—M.P. 15.38—M.P. 32.72.....	70	70	60	40
<b>HIGHLANDS INTERLOCKING: (Remote Control)</b>				
Crossover 3 to 2 eastward.....	50	40	40	35
<b>WEST HINSDALE INTERLOCKING: (Remote Control)</b>				
Crossover 3 to 2 westward.....	50	40	40	35
<b>DOWNERS GROVE INTERLOCKING:</b>				
Crossover 3 to 2 eastward.....	50	40	40	35
ZONE—M.P. 32.72—M.P. 35.00.....	70	65	60	Yd.
<b>EOLA INTERLOCKING:</b>				
Crossovers 3 to 2.....	40	30	30	30
ZONE—M.P. 35.00—M.P. 39.00.....	70	65	60	Yd.
<b>WEST EOLA INTERLOCKING:</b>				
Crossovers 3 to 2.....	40	30	30	30
Aurora—Spring Street to North Avenue.....	35	35	35	15
<b>AURORA INTERLOCKING:</b>				
Crossovers 3 to 2.....	35	30	30	15
Crossover 3 to 2 Hurds Island.....	40	30	30	30

## TRACK 4

	PASSENGER AND MAIL TRAINS			FREIGHT TRAINS
	A	B	C	D
<b>KEDZIE AVENUE INTERLOCKING:</b>				
Crossover 4 to 3 eastward.....	25	25	25	25
ZONE—M.P. 4.91—M.P. 7.10.....	25	25	25	Yd.
<b>CICERO INTERLOCKING:</b>				
Crossover 4 to 3 eastward east of Cicero Avenue M.P. 6.54.....	25	25	25	25

## SPEED RESTRICTIONS—Continued.

## AURORA AND GALESBURG SUBDIVISION

LOCATION	PASSENGER AND MAIL TRAINS			FREIGHT TRAINS
	A	B	C	
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
<b>SOMONAUK INTERLOCKING:</b>				
Crossovers between main tracks .....	50	40	40	35
<b>EARLVILLE INTERLOCKING:</b>				
Crossovers between main tracks .....	50	40	40	35
Through turn out east end of eastward siding and east end of westward siding .....	40	30	30	30
ZONE—M.P. 80.29—M.P. 82.00 .....	90	79	75	Yd.
M.P. 80.40, crossover between main tracks .....	40	30	30	30
M.P. 80.40, turnout at east end of advance track .....	50	40	40	35
<b>M. S. TOWER INTERLOCKING:</b>				
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 .....	40	30	30	30
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 .....	40	30	30	30
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, west crossover between main tracks at depot and turnouts of westward siding .....	40	30	30	30
Curve M.P. 117.00 .....	80	70	70	50
ZONE—M.P. 129.32—M.P. 133.35 .....	90	79	75	Yd.
Kewanee, between Main and West Streets .....	50	50	50	Yd.
Kewanee, turnouts east end of westward siding and west end eastward siding .....	40	30	30	30
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

LOCATION	PASSENGER AND MAIL 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.....	55	50	50	40
Crossover Steward 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	All Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.		
<b>STREATOR AND ZEARING SUBDIVISION</b>		<b>MENDOTA AND DENROCK SUBDIVISION</b>				
Maximum speed between:		Maximum Speed	50	40		
M. P. 1.00 and M. P. 3.25	20	With O-5-A engines	45	30		
M. P. 3.25 and M. P. 18.00	25	With diesel engines	15	40		
M. P. 18.00 and M. P. 22.10	20	Over U. S. Route Highway 92 at M. P. 25.87				
M. P. 22.10 and M. P. 23.00	10	Between eastward and westward home signals at C. & N. W. Crossing, M. P. 29.08	35	35		
M. P. 23.00 and M. P. 27.90	20	Over Bridge 31.15 east of Deer Grove 5-4-A engines	40	35		
M. P. 27.90 and M. P. 36.63	25	Over Bridge 31.15 east of Deer Grove, O-5-A engines	25	25		
Ladd and Zearing	30	Over Bridge 32.78 west of Deer Grove, O-5-A engines	35	30		
Engine or leading car, Streator, over Park and Bloom- ington Street Crossings	8	Steam engines running backward	20	20		
Vermillion River Bridge, M. P. 1.81	15					
L. & S. Jct. and Lowell	20					
Engine or leading car, passing Cement Works be- tween M. P. 19.90 and M. P. 20.30	5					
Engine or leading car, Highway Crossing M. P. 23.68	10					
Over Illinois River Bridge 24.83	10					
Over Illinois-Michigan Canal Bridge 25.50	10					
Bucklin Street, La Salle; protect movement	Stop					
Engine or leading car, Plow Company Crossing, M. P. 25.98	5					
Engine or leading car of train between home signals at C. R. I. & P. Crossing M. P. 27.77	20					
Over slides between M. P. 29.42 and M. P. 31.02	10					
Curve M. P. 31.47	20					
Steam engines running backward	15					
<b>ROCKFORD AND FLAG CENTER SUBDIVISION</b>		<b>MONTGOMERY AND STREATOR SUBDIVISION</b>				
Maximum Speed	30	Maximum speed		30		
Rockford, through City Limits	25	Northward trains at approach signal to interlocking at Montgomery		25		
Rockford, over Main Street Crossing	5	O engines between Wedron and Richards		25		
Rockford, over 15th Avenue (second street south of I. C. crossing)	5	Between M. P. 40.75 and M. P. 41.75		20		
Northward trains at approach signal M. P. 22.05 to I. C. crossing at M. P. 22.55	15	Fox River Bridge 65.33, south of Sheridan, S-4-A, O-5-A engines		15		
Rockford, over Rock River Bridge 23.37:		Engine or leading car, over crossing M. P. 79.25, north end, Ottawa yard		10		
O-1-A, O-3 engines	15	Ottawa, over Columbus Street (Route 23)		10		
On curves at Flag Center	15	Ottawa, over LaSalle Street and C. R. I. & P. crossing		10		
Steam engines running backward	20	Ottawa, Over Fourth Street		10		
		Ottawa, between C. R. I. & P. crossing and Illinois River bridge, engines handling cars		8		
		light engines		6		
		Ottawa, over Third Street (Route 6)		6		
		Illinois River Bridge, south of Ottawa, O engines		6		
		Other engines		10		
		Between M. P. 95.76 and M. P. 96.58		10		
		Streator, before crossing Mildred Street on old lead and First Street on both North leads to Owens-Illinois Glass Co., Stop and protect movement		Stop		
		Streator, before crossing Hickory Street or Main Street, Stop and protect movement		Stop		
		Steam engines running backward		15		
<b>BURGESS JCT. AND STERLING SUBDIVISION</b>		<b>SPEED OF TRAINS:</b>				
Maximum speed between:		Miles per Hour				
Burgess Jct. and M. P. 22.50	30	Time per Mile		Time per Mile		
M. P. 22.50 and M. P. 24.00	25	Miles per Hour	Minutes	Seconds	Minutes	Seconds
M. P. 24.00 and M. P. 29.30	30					
M. P. 29.30 and M. P. 42.35	25	5	12	0	1	5
M. P. 42.35 and M. P. 44.20	15	10	6	0	1	0
M. P. 44.20 and M. P. 47.07	25	15	4	0	0	55
Bridge 26.03 east of Amboy	6	20	3	0	0	51
Between eastward and westward home signals I. C. Crossing M. P. 27.38 Amboy	10	25	2	24	0	48
Engine or leading car of train between home signals at C. & N. W. crossing, M. P. 42.23	20	30	2	0	0	45
Rock Falls between 7:00 A. M. and 7:00 P. M., before crossing Second Street	Stop	35	1	43	0	42
Rock River Bridge, Sterling	15	40	1	30	0	40
Sterling, before crossing First Avenue	Stop	45	1	20	0	38
Steam engines running backward	15	50	1	12	0	36

## SPECIAL INSTRUCTIONS.

Master Mechanic.....L. E. Quirin, Chicago  
 Master Mechanic.....H. A. Rollwagen, Chicago  
 Assistant Master Mechanic.....W. O. Milar, Chicago  
 Trainmaster.....J. J. Carbone, Chicago  
 Trainmaster.....I. C. Ethington, Chicago  
 Road Foreman.....W. J. Elam, Chicago  
 Trainmaster.....J. P. Nelson, Aurora  
 Road Foreman.....R. E. Visney, Aurora  
 Trainmaster.....A. R. MacDonald, Galesburg  
 Road Foreman.....A. W. Swanson, Galesburg  
 Road Foreman.....L. H. Courtney, Galesburg  
 Chief Dispatcher.....M. F. Schwamberger, Aurora  
 Night Chief Dispatcher.....N. K. Colt, Aurora  
 Night Chief Dispatcher.....B. E. Jones, Aurora

## DISPATCHERS—Aurora

C. E. Brown	L. A. Howard	L. T. Guenther	H. G. Cornwell
H. W. Silverstein	J. M. Stoneberg	F. J. DuSell	
A. J. Boyle	G. H. Chambers	R. A. Molitor	

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

Between Roosevelt Road and LaVergne, if stop signal does not clear, trains may proceed on authority of Operator, complying with Rule 509-A.

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

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

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

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

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.

2. 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.

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

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 La Vergne 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 indication, regardless of superiority.

Between La Vergne and Congress Park 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 indication regardless of superiority.

## SPECIAL INSTRUCTIONS—Continued.

Between Congress Park and Highlands 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 indication, regardless of superiority.

Between Highlands and West Hinsdale 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 indication, regardless of superiority.

Between West Hinsdale 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 indication, 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 indication, regardless of superiority.

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 indication, regardless of superiority.

#### BETWEEN EOLA AND GALESBURG:

Between South River Street, Aurora, and Bishop, there are two main tracks. 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, Zearling, Princeton, Buda, Kewanee, Galva, Oneida 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.

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.

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, Zearling and Kewanee at reduced speed.

One long and three short blasts of interlocking horn Seminary Street Interlocking Galesburg is signal for train, yard or engineman to come to telephone.

O-5-A engines on north yard track 1, Zearling, will not clear cars on wye track north of depot.

#### 3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

##### RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

##### RULE Q.

"Courteous department is required of all employes in their dealings with the public, their subordinates and each other.

"Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service."

##### RULE 16 (k).

One long sound of communicating signal to shut off train heat.

##### RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

##### RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

##### RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

##### RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.



## SPECIAL INSTRUCTIONS—Concluded.

## CLEARANCE FORM F.

Proceed per Rule 609 A on..... track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

## RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

## RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

## RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

## RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

## RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

## RULE 576

Cab Signal indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When the cab signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

## RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

## RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety. (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

## RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

## RULE 916.

Diesel engine may be dead headed directly behind road diesel engines between: Chicago and Galesburg, Aurora and Savanna and Mendota and Denrock.

## RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

## RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

## RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

## RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

5. On the Empire Builder and Western Star the oscillating emergency red rear 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.

6. 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.

7. A white light signal on track side near corner of Aurora Tower will be displayed when passengers are to be picked up at Aurora by trains which make conditional stops at that point.

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 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.

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. Air brakes must be used on occupied passenger carrying equipment when switching.

## Freight Trains—Westward (Information Only)

CHICAGO AND AURORA DIVISIONS.

TIME TABLE No. 45.

EFFECTIVE APRIL 29, 1956.

STATIONS	Daily Ex. Sunday Illinois Way Frt.	Tuesday Thursday Saturday Way Frt.	Daily Omaha and Denver Freight	Daily Chgo. Denver Mds.	Daily Kansas City Mds.	Daily Galesburg Dead Frt.	Daily Kansas City Mds.	Daily Ex. Sunday Omaha and Denver Mds.	Daily Ex. Saturday Tri-City Mds. Way Frt.	Daily St. Paul Mds.	Daily St. Paul Mds.	Daily Ex. Saturday Rockford and Savanna Way Frt.	Daily Ex. Saturday Streator Mds. Way Frt.		
	75A	95	67	C.D.	77	73	75	61	69	97	83	81	85		
.....CLYDE.....	A.M. L12.30		A.M. L11.00	P.M. L12.01	P.M. L 6.00	P.M. L 1.30	P.M. L 9.00	P.M. L 8.00		A.M. L10.00	P.M. L 6.40	P.M. L10.00	P.M. L 8.00		
.....EOLA.....									P.M. L 9.40				A.M. L12.30		
.....MONTGOMERY.....													A.M. L12.45		
.....MENDOTA.....	5.30	A.M. L 7.25							A.M. L11.30						
.....GALESBURG.....	A 9.30 A.M.	A 3.25 P.M.	A 3.30 P.M.	A 4.00 P.M.	A 9.45 P.M.	A 9.00 P.M.	A 1.30 A.M.	A12.01 A.M.							
.....SAVANNA.....										A 2.15 P.M.	A10.00 P.M.	A 4.00 A.M.			

## Freight Trains—Eastward (Information Only)

STATIONS	Daily Eola Way Frt.	Denver Time Frt.	Monday Wednesday Friday Way Frt.	Daily Omaha Kansas City St. Joe Meat	Daily Chicago Way Frt.	Daily Denver Frt.	Daily Council Bluffs Omaha Time Frt.	Daily Kansas City St. Joe Time Frt.	Daily Ottumwa Meat	Daily St. Paul Mds.	Minnesota and Dakota Time Frt.	Daily Ex. Sunday Tri-City Mds. Way Frt.	Daily Ex. Sunday Streator Stock and Mds. Way Frt.		
	78	62	96	LC	72	LW68	CB68	74	74A	82	88	64	86		
.....SAVANNA.....										A.M. L 7.30	P.M. L 7.30				
.....GALESBURG.....	P.M. L11.00	A.M. L 4.30	A.M. L 6.35	A.M. L 8.00	P.M. L 5.30	P.M. L 7.30	P.M. L 7.30	P.M. L 7.30	P.M. L10.30						
.....ZEARING.....	A.M. L12.45														
.....MENDOTA.....	3.00		A 2.35 P.M.									A.M. L12.30			
.....MONTGOMERY.....													P.M. L11.30		
.....EOLA.....	4.30 A.M.									11.15		2.30 A.M.	A.M. L11.45		
.....CONGRESS PARK.....		9.00		12.30		11.45	11.59	11.30	2.30	12.01	12.01		A.M. L 1.00		
.....CLYDE.....		A 9.30 A.M.		A 1.00 P.M.	A 5.30 A.M.	A12.15 A.M.	A12.30 A.M.	A11.59 P.M.	A 3.00 A.M.	A12.30 P.M.	A12.30 A.M.		1.30 A.M.		

Way-freight extra leaves Eola 7:30 A. M. Monday and Thursday for Rock Falls.  
 Way-freight extra leaves Eola 7:30 A. M. Wednesday for Earlville and return to Eola.  
 Way-freight extra leaves Rock Falls about 7:30 A. M. Tuesday and Friday for Eola.  
 Way-freight extra leaves Eola 7:15 A. M. daily except Sunday for Oregon.  
 Way-freight extra leaves Oregon 3:35 P. M. daily except Sunday for Eola.  
 Way-freight extra leaves Rochelle 3:00 A. M. daily except Sunday for Rockford.

Way-freight extra leaves Rockford 8:30 P. M. daily except Saturday for Rochelle.  
 Way-freight extra leaves Eola 5:10 A. M. daily except Saturday and 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 Ottawa 7:30 P. M. daily except Sunday for Mendota and return.

SPEED SHOULD BE REDUCED AND EXTREME CARE USED IN MAKING MOVEMENTS ON TRACKS LAID WITH LIGHTWEIGHT RAIL.

CLASS O-5-A, S-4-A AND M-4-A ENGINES MUST NOT OPERATE ON FOLLOWING TRACKS:

Location	Local Name of Track
<b>CHICAGO AND AURORA SUBDIVISION</b>	
Congress Park.....	North wye track, steam engines must not proceed beyond point of curve located 750 feet west of dwarf signal governing entrance to north wye track.
Naperville.....	Quarry track, not safe for engines larger than O-1-A.
<b>AURORA AND GALESBURG SUBDIVISION</b>	
Montgomery.....	All tracks except the old north main.
Plano.....	Team track back of freight house. Crossover from runaround to house track at crossing west of depot. Stock track.
Sandwich.....	New Idea Company track.
Somonauk.....	Elevator track west of elevator. Spur track on north side from tool house east.
Earlville.....	Farmers elevator track. Frey & Company track. Marathon Electric Company track.
Mendota.....	Coal chute track from hopper east. Stock track west of elevator. South tower and mill track west of mill and elevator. North tower track. No. 2 freight house track. West half of team track opposite freight house. Coach track on north side. C. M. St. P. & P. transfer. Black Bros. tracks. Conkey & Company tracks. Farmers Supply Company track. California Packing Company tracks.
Zearing.....	East end of west No. 2 track.
Princeton.....	Mill track. Bureau County Highway track.
Buda.....	Coach track beyond west end of the depot. Roundhouse track.
Neponset.....	House track east of depot.
M.P. 128 East of Kewanee.....	Commonwealth Edison Company track.

Location	Local Name of Track
Kewanee.....	All Industry track west of Kewanee Cabin. Kewanee Boiler Company track. Boss Manufacturing Company track. Roundhouse tracks. East 300 feet of north side back track. Elevator track north side east of stock yards. Lumber and Supply Company track. Old Coopers Company track. Water Works and Gas house tracks. Team tracks 6 and 7 on the south side. City coal yard track south side. Freight house tracks, south side. Walworth Manufacturing Company tracks. Kewanee Iron and Metal Company tracks in east yard. Public Service Company track. Central Engineering Company track east of derail.
Galva.....	Westrand track east of M.P. 139. Garrigan track. Farmers elevator track beyond a point 200 feet west of Exchange Street. Roundhouse tracks. All tracks in the Hayes Company plant. Crossover between house track and coach track.
Wataga.....	North storage track east of depot.
<b>AURORA AND SAVANNA SUBDIVISION</b>	
Aurora.....	Durabilit track.
Rochelle.....	City Water Works track. Caron Spinning Company track. North Canning Company track No. 2. North Canning Company track No. 1 from the west end of the curve around building. Rose Track. Condensery tracks Nos. 1 and 2. Mill track. NOTE: (Condensery tracks Nos. 1 and 2 and the mill track at Oregon not safe for O engines.)
Oregon.....	NOTE: (Condensery tracks Nos. 1 and 2 and the mill track at Oregon not safe for O engines.)
Polo.....	East switch of siding.
Hazelhurst.....	Elevator track.
Milledgeville.....	Kraft Cheese track, O-5 engines must not operate on sharp curvature near west end of track, must hold onto 6 or more cars when picking up or setting out.
<b>MENDOTA AND DENROCK SUBDIVISION</b>	
Wendel.....	Elevator track.
LaMoille.....	House track.
Van Orin.....	House track, except west end from west switch to a point three car lengths east of derail.
Ohio.....	House track back of clearance point.
Walnut.....	Gonigan Bass Hill Lumber track back of clearance. House track. Middle stub. Lumber stub in front of depot.
Deer Grove.....	House track back of clearance point.
Tampico.....	Coal track stub. Stock track back of clearance point. Old H. Y. & T. track.
Prophetstown.....	All tracks, except B-1-A and S-4 engines may use east end of stock track between the east switch and the west end of stock pens.

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