


The map shows a route starting at Williams Bay and Lake Geneva, passing through Foxton, Walworth, Big Foot, Harvard, Bartland, Woodstock, Ridgely, Crystal Lake, Cary, Chicago Highlands, Barrington, Palatine, Arlington Heights, Mount Prospect, Des Plaines, Park Ridge, Edison Park, Norwood Park, Jefferson Park, Mayfair, Hunting Avenue, Irving Park, Avondale, Maplewood, and Clybourn Junction, ending in Chicago.

Chicago
Harvard
&
Geneva
Lake
Railway

TRAIN SCHEDULE
OF
Geneva Lake Trains

JUNE, 1918

**ILLINOIS
ELECTRIC
RAILWAYS**



OFFICIAL TIME TABLES IN
ILLINOIS
with
CONNECTIONS

PUBLISHED BY AUTHORITY OF
ILLINOIS ELECTRIC
RAILWAYS ASSOCIATION

14

THE
ALTON, GRANITE & ST. LOUIS
TRACTION COMPANY

FRED E. ALLEN
W. H. SAWYER, Receivers

ALTON DIVISIONS

TIME TABLE No. 32

FOR EMPLOYEES ONLY

SHOWING TIME OF TRAINS BETWEEN:

ST. LOUIS AND ALTON
MITCHELL AND EDWARDSVILLE

and

INTERMEDIATE POINTS

Also

GENERAL AND SPECIAL INSTRUCTIONS
GOVERNING THE OPERATION ON THE
ABOVE DIVISIONS

EFFECTIVE 1:00 A. M.

Sunday, May 24, 1925

CENTRAL STANDARD TIME

Supersedes Time Table No. 30

W. C. MYERS,
Supt. Transportation and Roadway

JAS. HART,
A. J. GOODPASTER, Asst. Supts.

East St. Louis, Columbia
and Waterloo Ry.

—AND—

St. Louis, Red Bud and
Chester Motorbus and
Service Corporation

THROUGH SERVICE BETWEEN
ST. LOUIS, MO.

DUPO, ILL.

COLUMBIA, ILL.

WATERLOO, ILL.

RED BUD, ILL.

RUMA, ILL.

EVANSVILLE, ILL.

ELLIS GROVE, ILL.

CHESTER, ILL.

For full information, call

Bridge 2599

East 1542

Effective June 10, 1929.

Subject to change without notice.

G. E. FINCH, Gen. Mgr.

QUARTERLY ISSUE NO. 110

SUMMER 2005

A journal of timetable history issued by the National Association of Timetable Collectors

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Editorial Ramblings

By coincidence, Phil Fukuda submitted a traction article of Illinois, which will make two issues in a row devoted to Illinois. If any of you take offense to two Illinois articles, feel free to submit articles on the state of your choice.

For our members who are traction fans, you might wish to purchase a copy of Tom Bullard's *Illinois Rail Transit, A Basic History*. The 151 page soft cover book by Tom is a comprehensive history of transit in Illinois. Send a check for \$10.00 made out to the Chicago Chapter, Railway & Locomotive Historical Society, 1104 South Oak Park Ave., Oak Park, IL 60304. Some of you may remember Tom Bullard, he purchased the Owen Davies bookstore from Mrs. Davies and moved it to Oak Park. He died at an early age of 49 in December 1993. He taught history of the University of Illinois at Chicago and School of the Art Institute.

STOP PRESS: The 2006 NAOTC Convention will be on Sept. 21, 22, and 23, 2006 at Dunmore, PA at the Holiday Inn-Scranton East (570-343-4771) which is located off exit No. 1 I-360 South/I-84 East on Pigue St. The next NAOTC publication will have a registration form and additional details. Note that convention is in September.

Electric Railways of the Prairie State

By Phillip Fukuda

The inspiration for this article comes from a book titled *Smaller Electric Railways of Illinois*. The Central Electric Railfans' Association (CERA) covered this topic in their 1955 bulletin. CERA decided that the "big lines" (North Shore Line; South Shore Line; Chicago, Aurora & Elgin; and Illinois Terminal) would merit their own books. The rest of the Prairie State's traction lines would be lumped into this lone book.

Unlike Indiana and Ohio, Illinois did not have a large city located in the middle of the state. Indianapolis, IN had the marvelous Traction Terminal with many electric lines radiating to different parts of Indiana. Similarly, many Ohio traction lines converged on Columbus. By contrast, there were a number of interurbans in the northeastern corner of the state (greater Chicagoland) and the big Illinois Traction/Terminal system downstate. Illinois had many small isolated lines and in fact, there was no connection between Chicago and the Illinois Traction System (though the ITS had plans to build a connecting line for many years.

Investors and speculators fueled the great interurban-building boom in the first decade of the twentieth century. With some start up capital, many interurbans got running with only a few miles of track, and although most had plans to connect larger towns, various financial panics and problems generally put an end to any further building. In retrospect, these lines should have never been built. Outside of the four big interurbans (CA&E, CNS&M, CSS&SD and IT), the smaller electric lines disappeared before World War II.

Your author grew up in Illinois and retains a fascination with the electric railways of that state. I will cover many of these smaller roads, starting with the northern part of Illinois (a couple of these railroads crossed into Wisconsin) and proceed southward (a couple of smaller interurbans spanned the Mississippi River and reached St. Louis, MO.)

SOURCES

Central Electric Railfans Association, Map No. 1, Chicago 1939.

Central Electric Railfans Association, *The Smaller Electric Railways of Illinois*, Chicago, 1955.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*, Stanford University Press, Stanford, CA, 1960.

Peffer, Hopkins Stolp, *Aurora-Elgin Area Street Cars & Interurbans, The Connecting Lines*, American Slide-Chart Corporation, Wheaton, IL 1993.



Chicago Harvard & Geneva Lake Railway



TRAIN SCHEDULE OF Geneva Lake Trains

Passenger Fares—Distances

	HARVARD	OAK GROVE	BIG FOOT	WALWORTH	PONTANA	G. Lake Sta.
Harvard, Ill.		2.5	5.5	8.5	10.5	11
Oak Grove, Ill. ....	.05					
Big Foot, Ill. ....	.10	.05				
Walworth, Wis. ....	.15	.10	.05			
Pontana, Wis. ....	.20	.15	.10	.05		
Geneva Lake Sta., Wis.	.20	.15	.10	.05	.05	

Children under five, when accompanied by adults, will be carried free. Five and under twelve years, half fare. Twelve and over, full fare. Minimum fare 5 cents.

Plate 1: Chicago, Harvard & Geneva Lake Railway summer 1915 passenger timetable. In addition to the North Shore Line, two other Illinois traction lines crossed into Wisconsin. The Chicago, Harvard & Geneva Lake Railway provided a connection with both the Chicago & North Western and Milwaukee Road for Lake Geneva, WI. The line was completed in 1899, one of Illinois's oldest interurbans. For many years, Chicagoland would escape the city's summer heat and travel to the resort at Lake Geneva. The two maps clearly show the importance of connections with both steam roads. This interurban ran year-round, though the schedules were adjusted based on the season. It was abandoned in 1932.

1915 SUMMER SCHEDULE 1915

Chicago, Harvard & Geneva Lake Railway Company (ELECTRIC LINE)

IN EFFECT MAY 30th, 1915

SUBJECT TO CHANGE WITHOUT NOTICE

SOUTH BOUND												
STATIONS	a	m	a	m	a	m	a	m	p	m	p	m
Lv. Fontana (Geneva Lake).....	5.45	7.30	9.15	11.30	12.55	3.45	.....	5.40	7.30	9.25		
Ar. Walworth	5.55	7.40	9.25	11.30	1.05	3.55	.....	5.50	7.40	9.35		
Lv. Walworth (C. M. & St. P).....	6.15	7.59	11.34	.....	.....	.....	.....	6.03	.....	.....
Ar. Chicago (C. M. & St. P)	9.55	10.17	1.30	.....	.....	.....	.....	8.30	.....	.....
Ar. Big Foot	6.05	7.50	9.35	11.40	1.15	4.05	.....	6.05	7.50	9.45		
Ar. Harvard.....	6.25	8.10	9.55	12.00	1.35	4.25	.....	6.25	8.10	10.05		
Lv. Harvard (C & N W).....	6.30	8.20	.....	12.15	1.45	*4.53	7.40	7.18	8.27	.....	
Ar. Chicago (C & N W)	8.25	9.55	.....	1.50	3.55	6.50	6.30	9.30	10.15	.....	
NORTH BOUND												
STATIONS	a	m	a	m	a	m	a	m	p	m	p	m
Lv. Chicago (C & N W)	2.35	.....	8.30	.....	12.45	4.00	7.45	*4.55	6.45	7.45		
Ar. Harvard (C & N W)	4.15	.....	10.07	.....	2.38	5.30	6.58	6.38	8.30	9.25		
Lv. Harvard	6.35	8.20	10.25	12.10	2.50	5.35	.....	6.43	8.35	10.15		
Ar. Big Foot	6.55	8.40	10.45	12.28	3.10	5.55	.....	7.03	8.55	10.35		
Lv. Chicago (C M & St. P).....	.....	.....	9.30	.....	.....	.....	.....	4.00	.....	5.45	.....
Ar. Walworth (C M & St. P).....	.....	.....	9.50	.....	.....	.....	.....	6.03	.....	8.00	.....
Ar. Walworth	7.10	8.50	10.55	12.35	3.20	6.05	.....	7.10	9.05	10.45		
Ar. Fontana (Geneva Lake)	7.20	9.00	11.05	12.45	3.30	6.15	.....	7.20	9.15	10.55		

*Daily Except Sunday. †Sunday Only.
All A. M. time is in light figures; P. M. time in black figures.
Offices, Walworth, Wis. Phone 15.

Plate 2: The summer 1915 schedule of the Chicago, Harvard & Geneva Lake Railway shows 9 trains per day in each direction. The 11 mile interurban started at Harvard, IL where it connected with C&NW trains. It then traveled north through Big Foot to Walworth, WI, connecting with the Milwaukee Road trains. The final leg ended at Geneva Lake station near Fontana, WI. Note that there were fewer Milwaukee Road trains listed than Northwestern trains. Some of the transfers could be lengthy (such as the 2 hour 20 minute wait at Harvard for the 6:35am northbound CH&GL train.) On the other hand, the 5:35pm northbound CH&GL train had good connections with both steam roads with minimal transfer times.

JOINT TIME CARD

AURORA, ELGIN & CHICAGO R. R. BETWEEN
 ELGIN & BELVIDERE ELECTRIC CO. CHICAGO and ROCKFORD
 ROCKFORD & INTERURBAN R. R.
 (CENTRAL STANDARD TIME)

WESTBOUND		Effective September 18, 1920—Subject to change without notice									
Train Numbers on E. & B. Line		1	3	5	7	9	11	13	15	17	19
STATIONS		See Note A	See Note B							See Note E	
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
A. E. & C.	Chicago.....Lv			7.55	9.35	11.35	1.35	3.35	5.30	7.05	8.35
	Elgin.....Ar			8.55	10.55	12.55	2.55	4.55	6.50	8.25	9.55
SUNDAY LEAVE CHICAGO				7.20	9.20	11.20	1.20	3.20	5.20	6.50	8.20
SUNDAY ARRIVE ELGIN				8.57	10.57	12.57	2.57	4.57	6.57	8.27	9.57
E. & B.	Elgin.....Lv	7.00	9.00	11.00	1.00	3.00	5.00	7.00	8.30	10.00	
	Gilberts.....	7.25	9.25	11.25	1.25	3.25	5.25	7.25	8.55	10.25	
	Huntley.....	7.50	9.50	11.50	1.50	3.50	5.50	7.50	9.05	10.35	
	Union.....	7.48	9.48	11.48	1.48	3.48	5.48	7.48	9.18	10.48	
	Marengo.....	5.50	7.57	9.57	11.57	1.57	3.57	5.57	7.57	9.27	10.55
	Garden Prairie.....	8.08	8.10	10.10	12.10	2.10	4.10	6.10	8.10	9.43	
	Belvidere.....Ar	8.24	8.24	10.24	12.24	2.24	4.24	6.24	8.24	9.54	
R. & I.	Belvidere.....Lv	6.50	8.25	10.25	12.25	2.25	4.25	6.25	8.25	9.55	
	Rockford.....Ar	7.35	9.10	11.10	1.10	3.10	5.10	7.10	9.10	10.40	
EASTBOUND		2	4	6	8	10	12	14	16	18	20
Train Numbers on E. & B. Line		See Note A	See Note C						See Note D	See Note F	
STATIONS		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
R. & I.	Rockford.....Lv			7.00	9.00	11.00	1.00	3.00	5.00	7.00	9.00
	Belvidere.....Ar			6.24	8.24	10.24	12.24	2.24	4.24	6.24	8.24
E. & B.	Belvidere.....Lv	6.25	8.25	10.25	12.25	2.25	4.25	6.25	8.25	10.00	
	Garden Prairie.....	6.39	8.39	10.39	12.39	2.39	4.39	6.39	8.39	10.14	
	Marengo.....	5.50	7.57	9.57	11.57	1.57	3.57	5.57	7.57	9.27	10.55
	Union.....	5.58	7.00	9.00	11.00	1.00	3.00	5.00	7.00	9.00	
	Huntley.....	8.12	7.14	9.14	11.14	1.14	3.14	5.14	7.14	9.14	
	Gilberts.....	6.25	7.25	9.25	11.25	1.25	3.25	5.25	7.25	9.25	
	Elgin.....Ar	6.46	7.48	9.48	11.48	1.48	3.48	5.48	7.48	9.48	
A. E. & C.	Elgin.....Lv	6.50	8.05	10.05	12.05	2.05	4.02	6.05	8.05	10.05	
	Chicago.....Ar	8.15	9.19	11.15	1.30	3.30	5.31	7.30	9.30	11.30	
SUNDAY LEAVE ELGIN		7.00	8.00	10.00	12.00	2.00	4.00	6.00	8.00	10.00	
SUNDAY ARRIVE CHICAGO		8.30	9.30	11.30	1.30	3.30	5.30	7.30	9.30	11.30	

All daily through trains are scheduled to run between Elgin and Rockford without change. Note A—Daily except Sunday. When daylight saving time is in effect in Elgin, Train No. 2 leaves Marengo at 5:50 and arrives Elgin at 6:15 Standard time. Note B—Daily except Sunday. On Sunday Marengo to Rockford only. Note C—Daily except Sunday. On Sunday Marengo to Elgin and through to Elgin and connects for Chicago. Note D—Saturday and Sunday only between Chicago and Rockford. Daily between Chicago and Elgin and Belvidere and Rockford. Note E—Saturday and Sunday only between Chicago and Rockford and Belvidere. Saturday and Sunday runs through to Marengo.

Plate 3: Elgin & Belvidere Electric 19 Sept. 1920 passenger timetable. Passengers between Chicago and Rockford could travel "The Electric Way" over three different interurbans (Aurora, Elgin & Chicago; Elgin & Belvidere Electric; and Rockford & Interurban). This was issued by the E&B as all of their stations are shown as compared with just the connecting trains for the other two railroads. Bion J. Arnold, the noted traction consultant of the early 20th century, built and ran the E&B for its entire life. The E&B succumbed due to increasing auto and truck traffic in the 1920s. It was abandoned in 1930. This 1920 timetable shows service every 2 hours over the line. The E&B covered the 36 miles between its namesake cities in 1 hour and 24 minutes. This joint timetable shows that the three electric lines had very close relations. In fact, the Elgin & Belvidere Electric and the Rockford & Interurban ran through trains without change at Belvidere. In addition, there was a minimal wait at Elgin to catch an AE&C train to Chicago. Today, part of the railroad survives as the Illinois Railway Museum.

Interurban—Rockford and Beloit

Effective December 8, 1929

NORTH BOUND

		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Rockford	Lv.	6 00	7 30	9 30	11 00	1 00	3 00	5 30	9 30
Roscoe	"	6 28	8 14	10 14	11 44	1 44	3 44	6 14	10 10
Rockton	"	6 35	8 23	10 23	11 53	1 53	3 53	6 23	10 17
Beloit	Ar.	6 45	8 35	10 35	12 05	2 05	4 05	6 35	10 28

*Daily.

SOUTH BOUND

		A. M.	A. M.	A. M.	P. M.
Beloit	Lv.	7 25	9 25	11 05	12 55
Rockton	"	7 35	9 35	11 15	1 05
Roscoe	"	7 46	9 46	11 22	1 16
Rockford	Ar.	8 28	10 28	11 58	1 58

Interurban—Rockford and Freeport

Effective December 8, 1929

WEST BOUND

		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Rockford	Lv.	5 10	6 45	8 15	11 15	2 15	4 15	5 40	10 20
Winnebago	"	5 33	7 15	8 45	11 45	2 45	4 45	6 06	10 46
Pecatonica	"	5 47	7 29	8 59	11 59	2 59	4 59	6 22	11 00
Ridott	"	5 58	7 42	9 09	12 09	3 09	5 09	6 34	11 11
Freeport	Ar.	6 15	8 00	9 30	12 30	3 30	5 30	6 50	11 30

*Daily. †Daily Except Sunday.

EAST BOUND

		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Freeport	Lv.	5 15	6 30	8 30	9 50	12 50	3 50	5 40	7 20
Ridott	"	5 34	6 50	8 50	10 10	1 10	4 10	6 00	7 40
Pecatonica	"	5 47	7 00	9 00	10 20	1 20	4 20	6 10	7 50
Winnebago	"	6 01	7 15	9 15	10 35	1 35	4 35	6 25	8 04
Rockford	Ar.	6 22	7 40	9 40	11 02	2 02	5 02	6 51	8 30

Plate 4: Rockford & Interurban passenger timetable of 8 Dec. 1929. The Rockford and Interurban had three spokes radiating from Rockford. One line went southeast to Belvidere (built 1901), the second went west to Freeport (built 1904) and the third went to Janesville, WI (built 1906). Although the railroad, with 75 miles of track, was one of the larger interurbans in the state, it was never very profitable. By the 1920s, most of the passenger business was lost to private automobiles and the freight business to motor trucks. The Rockford-Belvidere segment was abandoned (simultaneously with the Elgin & Belvidere) on 30 March 1930, the Freeport line of 30 Sept. 1930 and the Janesville-Beloit segment in July 1929 and the remainder on 30 Sept. 1930. The 8 Dec. 1929 timetable shows the interurban in decline. Curiously, no railroad name is even listed. The Freeport branch is shown on one side and the Beloit branch on the other. Service was infrequent, with 2 or 3 hours headways throughout the day. By 1929, the Belvidere line was run by the connecting Elgin & Belvidere Electric and not included in the timetable.

**WOODSTOCK & SYCAMORE
TRACTION COMPANY**

NEW
OFFICIAL TIME CARD
EFFECTIVE MONDAY, MAY 1, 1916

TRAVEL VIA INTERURBAN

Convenient, Accommodation, Safety
Direct Connection With Main
Line Roads

Connections east and west at
Marengo with Great Western
Electric and C. & N. W. steam
trains.

Connections east and west at
Genoa with Illinois Central and C.
M. & ST. P. steam trains.

Connections at Sycamore east
and west with Chicago Great West-
ern, and south with C. & N. W.
steam trains and Sycamore-De-
Kalb electric.

Patrons of the road are request-
ed to report to the manager any
complaints that they may have.

T. E. RYAN
Vice-President and Gen'l Mgr.

(OVER)

**Woodstock & Sycamore
Traction Company**

**Time Table in Effect Monday, May 1st,
1916, at 6:50 a. m.**

North Bound

Lv.	Lv.	Ar.
Sycamore	Genoa	Marengo
	6:50 a. m.	7:50 a. m.
10:00 a. m.	10:20 a. m.	11:30 a. m.
3:00 p. m.	3:30 p. m.	4:30 p. m.
8:15 p. m.	Ar. 8:45 p. m.	

South Bound

Lv.	Ar.	Ar.
Marengo	Genoa	Sycamore
8:00 a. m.	9:00 a. m.	9:20 a. m.
12:30 p. m.	1:30 p. m.	2:00 p. m.
6:30 p. m.	6:30 p. m.	7:00 p. m.

T. E. RYAN,
Vice-President and Gen'l Manager

Plate 6: Woodstock and Sycamore Traction passenger timetable of 1 May 1916. The road was completed in 1911, and started operations between Marengo and Sycamore with gasoline powered McKeen motor cars. Management intended to electrify the line, but that never happened due to lack of funds. However, the road considered itself an interurban (it had Traction in its name after all). After only 7 years of operation, the W&S was abandoned in 1918. The timecard shows three trains a day covering the full length of the route, plus an additional trip from Genoa to Marengo in the morning. Though it is doubtful that the commute business was extensive, the early trip was probably for workers bound for Chicago. One side of the timecard advertises its connection with the two other interurbans and steam trains (C&NW, IC and CGW).



AURORA-DE KALB LINE

Effective Sunday, December 5, 1909

Subject to change without notice

No. 1	No. 3	No. 5	No. 7		No. 2	No. 4	No. 6	No. 8
x A. M.	d P. M.	d P. M.	s A. M.		x A. M.	d P. M.	d P. M.	s A. M.
7.10	1.10	5.00	8.30	Lv. Aurora Arr.	9.00	3.30	6.50	10.15
7.45	1.45	5.25	9.05	Lv. Kaneville Arr.	8.20	2.20	6.10	9.40
8.00	2.00	5.50	9.20	Ar. Maple Park Lv.	8.00	2.05	5.55	9.25
				Connecting with Chicago & North-Western trains				
x	x	d	s		s P. M.	x	x	s
8.47	2.09	5.54	9.42	Lv. Maple Park Arr.	5.42	7.44	1.09	5.32
8.55	2.20	6.04	9.50	Ar. Courtland Lv.	5.33	7.37	12.52	5.24
9.05	2.30	6.13	9.58	Ar. DeKalb Lv.	5.27	7.29	12.44	5.16

Note—x Daily except Sunday, d Daily, s Sunday only.
Numbers 3 and 4 are mixed trains.



Plate 7: Chicago, Aurora & DeKalb passenger timetable of 5 Dec. 1909. This pike extended 30 miles west from Aurora through Kaneville and Maple Park to DeKalb. While the interurban lasted less than 20 years, it utilized steam, gasoline and electric (from 1910 on) power. Although DeKalb was the home to Northern Illinois State Teachers College (now University), evidently the college did not provide the interurban with many rides. After a mercifully short life, the DeKalb line quit in 1923. The small pocket timetable actually shows gasoline motorcar service on the CA&DK. The road would electrify a few months later. It took approximately 90 minutes to make the 30 mile trip from Aurora to DeKalb. The timetable also notes the connections with the Chicago & North-Western trains at Maple Park. Competing service on the C&NW and the Chicago & Great Western probably hastened the road's demise.

CHICAGO & WEST TOWNS RAILWAYS, INC.
 WEDNESDAY
 LAGRANGE CAR SCHEDULE
 EFFECTIVE SEPT. 8, 1947

WESTBOUND				EASTBOUND			
Kenton Cermak	Oak Park Cermak	Harlem Cermak	McFld Zoo	L.G. Rd. Hillerove	Grand Blvd.	McFld Zoo	Harlem Cermak
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6:00	6:15	6:13	6:29	6:25	6:31	6:35	6:45
6:15	6:30	6:33	6:44	6:40	6:46	6:50	6:01
6:30-B	6:35	6:38	6:49	6:57-B	6:00	6:04	6:15
6:30	6:45	6:48	6:59	6:00	6:06	6:10	6:21
6:35-B	6:50	6:53	7:04	6:15-B	6:18	6:22	6:33
6:45	7:00	7:03	7:14	6:15	6:21	6:25	6:35
6:55-B	7:10	7:13	7:24	6:30-B	6:33	6:37	6:48
7:00	7:15	7:18	7:29	6:30	6:36	6:40	6:51
7:05	7:22	7:25	7:36	6:45-B	6:48	6:52	7:03
7:15	7:30	7:33	7:44	6:45	6:49	6:53	7:04
7:25	7:39	7:42	7:53	6:55-B	6:59	7:01	7:12
7:25	7:40	Harlem only		6:55	7:04	7:08	7:19
7:32	7:47	7:50	8:01	7:00-B	7:03	7:07	7:18
7:45	8:00	8:03	8:14	7:05-B	7:11	7:15	7:26
And every 15 minutes until				7:15-B	7:15	7:19	7:30
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2:30	2:45	2:48	2:59	7:15	7:18	7:22	7:33
2:40-B	2:55	2:58	3:09	7:25-B	7:28	7:32	7:43
2:45	3:00	3:03	3:14	7:25	7:34	7:38	7:49
2:55	3:14	3:17	3:28	7:35-B	7:46	7:50	8:01
3:05	3:21	Harlem only		7:45	7:49	7:53	8:04
3:05-B	3:23	3:26	3:37	7:50	7:56	8:00	8:11
3:11-B	3:26	3:29	3:40	7:55	8:01	8:06	8:19
3:15	3:30	3:33	3:44	8:13	8:19	8:23	8:34
3:25	3:40	Harlem only		8:15	8:21	8:26	Harlem only
3:30	3:45	3:48	3:59	8:28	8:34	8:39	8:49
3:35-B	3:53	3:56	4:07	8:43	8:49	8:53	9:04
3:45	4:00	4:03	4:14	And every 15 minutes until			
3:57	4:12	Harlem only		P.M.	P.M.	P.M.	P.M.
4:00	4:15	4:18	4:29	3:13	3:19	3:23	3:34
4:08	4:23	Harlem only		3:15-B	3:18	3:22	3:33
4:15	4:30	4:33	4:44	3:30-B	3:33	3:37	3:48
4:25-B	4:38	4:41	4:52	3:32	3:38	3:42	3:53
4:30	4:45	4:48	4:59	3:33	3:39	3:43	3:54
4:39	4:54	Harlem only		3:45	3:51	3:55	4:06
4:45	5:00	5:03	5:14	3:47-B	3:50	3:54	4:05
4:50	5:05	Harlem only		3:55-B	3:58	4:02	4:13
4:52-B	5:07	5:10	5:21	4:00	4:06	4:10	4:21
4:55	5:09	5:12	5:23	4:15	4:21	4:25	4:36
4:58-B	5:11	5:14	5:25	4:25-B	4:28	4:32	4:43
5:00	5:15	5:18	5:29	4:30	4:36	4:40	4:51
5:05	5:20	Harlem only		4:45	4:51	4:55	5:06
5:07-B	5:22	5:25	5:36	5:00	5:06	5:10	5:21
5:09-B	5:24	5:27	5:38	5:05-B	5:08	5:12	5:23
5:11-B	5:26	5:29	5:40	5:15	5:21	5:25	5:36
5:13-B	5:28	5:31	5:42	5:30	5:36	5:40	5:51
5:15	5:30	5:33	5:44	5:32-B	5:35	5:39	5:50
5:23-B	5:38	5:41	5:52	5:45	5:51	5:55	6:06
5:30	5:45	5:48	5:59	5:53-B	5:56	6:00	6:11
5:35-B	5:53	5:56	6:07	6:00	6:06	6:10	6:21
5:45	6:00	6:03	6:14	6:05-B	6:03	6:07	6:18
5:53-B	6:06	6:11	6:22	6:15	6:21	6:25	6:36
6:00	6:15	6:18	6:29	6:30	6:36	6:40	6:51
6:09-B	6:24	6:27	6:38	6:45	6:51	6:55	7:06
6:15	6:30	6:33	6:44	7:00	7:06	7:10	7:21
6:22-B	6:37	6:40	6:51	7:15	7:21	7:25	7:36
6:30	6:45	6:48	6:59	7:30	7:36	7:40	7:51
6:37-B	6:52	6:55	7:06	7:45	7:49	7:53	8:04
6:45	7:00	7:03	7:14	And every 15 minutes until			
6:52-B	7:07	7:10	7:21	10:28	10:34	10:38	10:49
7:00	7:15	7:18	7:29	10:50	10:56	11:00	11:11
And every 15 minutes until				11:10	11:16	11:20	11:31
9:45	10:00	10:03	10:14	11:30	11:36	11:40	11:51
10:05	10:20	10:23	10:34	11:50	11:56	A.M.	A.M.
10:25	10:40	10:43	10:54	11:53-B	11:55	12:00	Harlem only
10:45	11:00	11:03	11:14	A.M.	A.M.	12:10	Harlem only
11:05	11:19	11:22	11:33	12:05	12:11	12:15	Harlem only
11:05	11:21	Harlem only		12:25	12:31	12:35	12:46
11:08-B	11:23	11:26	11:37	12:50	12:56	1:00	Harlem only
11:30	11:35	11:38	11:49	1:23	1:29	1:33	Harlem only
11:40	11:55	11:58	A.M.	1:55	2:01	2:05	2:16
A.M.	A.M.	A.M.	A.M.	4:15	4:21	4:25	4:36
12:04	12:19	12:22	12:33				
12:36	12:53	12:56	1:07				
1:15	1:30	1:33	1:44				
2:45	3:00	3:03	3:14				
4:55	5:10	5:13	5:24				

NOTE: B - To or From Brookfield only

Plate 8: Chicago & West Towns timetable 8 Sept. 1947. The railway served the innermost western suburbs of Chicago (Oak Park, Maywood, Forest Park, Melrose Park and LaGrange) and connected with the Chicago Surface Lines streetcars and Chicago Rapid Transit elevated trains at the Chicago city limits. A 1913 ruling forbade the C&WT from operating in Chicago. At its peak, the C&WT had six trolley lines serving the western suburbs. One by one, they were abandoned and by late 1947, only the LaGrange car line was left. This 1947 schedule was mimeographed on plain white paper. There was frequent service from Kenton and Cermak (connecting with CRT's Douglas Park elevated line) to LaGrange and Brookfield Zoo. This line had extensive private right of way (some of it paralleling the Burlington) and ended at the gates of the world famous zoo. Streetcars gave way to buses in April 1948.

CHICAGO & SOUTHERN TRACTION CO.



PEOTONE
TIME CARD

EFFECTIVE
DEC. 1, 1908
WEEK DAYS

SOUTHBOUND			NORTHBOUND		
Leave Chicago	Leave Peotone	Arrive K. K. K.	Leave K. K. K.	Leave Peotone	Arrive Chicago
6.30	7.48	8.28	6.30	7.08	8.55
7.25	8.90	9.25	7.35	8.05	9.30
8.00	9.48	10.28	8.30	9.05	10.55
9.45	11.00	11.43	9.35	10.05	11.30
10.00	11.48	12.28	10.30	11.00	12.55
12.00	1.48	2.28	12.30	1.08	2.55
1.25	2.50	3.25	1.35	2.05	3.30
2.00	3.48	4.28	2.30	3.00	4.55
4.00	5.48	6.28	3.35	4.05	5.30
4.45	6.00	6.45	4.30	5.00	6.35
6.00	7.48	8.28	6.30	7.08	8.55
8.00	9.48	10.28	8.30	9.05	10.55
10.00	11.48	12.28	11.00	11.30	1.00

SUNDAYS AND HOLIDAYS

6.30	7.48	8.28	6.30	7.08	8.55
AND	AND	AND	AND	AND	AND
EVERY	EVERY	EVERY	EVERY	EVERY	EVERY
HOURLY	HOURLY	HOURLY	HOURLY	HOURLY	HOURLY
UNTIL	UNTIL	UNTIL	UNTIL	UNTIL	UNTIL
10.30	11.48	12.28	9.30	10.08	11.55
			11.00	11.30	1.00

Light face figures, A. M. Dark face figures, P. M.
 Red face figures, Limiteds, week days only. Special
 attention is called to this service.
 This Company reserves the right to vary from the time
 shown on this card without notice to the public.
 For information regarding special cars for Excursions,
 Picnics, Fairs, Theatre Parties, etc., enquire of any
 Ticket Agent, or
 ROBERT A. BARNETT, Soliciting Passenger Agent,
 Independent Phone 54. KANKAKEE, ILL.
 General Offices
 CHICAGO & SOUTHERN TRACTION COMPANY
 88th St. and Vincennes Road
 Phone Westworth 2750 CHICAGO
 SM. 12-05. 10-14

Plate 9: Chicago & Southern Traction timecard of 1 Dec. 1908. The Chicago & Southern Traction (later the Chicago & Interurban Traction) ran from 63rd & Halsted Streets on Chicago's south side (connecting with several streetcar lines and the Englewood Branch of the South Side Elevated) 54 miles to Kankakee. The original segment, from 79th and Halsted Sts. in Chicago to Blue Island was constructed in 1897 as a storage battery line. The C&ST electrified in 1901 and reached Kankakee in 1907. Many factors doomed this interurban: the population was sparse, the growing number of private autos and the electrification of the Illinois Central commuter trains. The C&IT was abandoned on 23 April 1927. This early timetable shows service to and from Peotone, about two-thirds of the way from Chicago to Kankakee. Local trains took 2 hours, 28 minutes and limiteds took 2 hours to make the trip from Chicago to Kankakee. (Editors note: the then abbreviation for Kankakee of K. K. K. certainly would not have survived in today's politically correct climate.)

OFFICIAL TIME TABLE, EFFECTIVE JANUARY 1, 1915
(Subject to Change Without Notice)

FOX & ILLINOIS UNION R. R. CO. and CONNECTIONS

AT YORKVILLE

A. E. & C.

East	West
5:55 a.m.	5:50 a.m.
7:00 a.m.	6:55 a.m.
8:05 a.m.	7:50 a.m.
10:05 a.m.	9:50 a.m.
12:05 p.m.	11:50 a.m.
2:05 p.m.	1:50 p.m.
4:05 p.m.	3:50 p.m.
5:15 p.m.	4:50 p.m.
6:15 p.m.	6:00 p.m.
7:10 p.m.	7:00 p.m.
8:05 p.m.	8:00 p.m.
10:05 p.m.	9:50 p.m.
11:55 p.m.	11:50 p.m.

C. B. & Q.

East	West
8:47 a.m.	10:20 a.m.
4:19 p.m.	6:10 p.m.

LEAVE YORKVILLE

Daily Except Sunday					Sat
A M	A M	P M	P M	P M	Only
5:45	7:52	11:55	3:52	6:05	9:52
5:59	8:04	12:15	4:04	6:17	10:04
6:02	8:07	12:19	4:07	6:20	10:07
6:07	8:12	12:25	4:12	6:25	10:12
6:11	8:16	12:30	4:16	6:28	10:16
6:15	8:20	12:34	4:20	6:32	10:20
6:19	8:24	12:38	4:24	6:36	10:24
6:22	8:26	12:42	4:26	6:38	10:26
6:27	8:31	12:48	4:31	6:43	10:31
6:32	8:36	12:54	4:36	6:48	10:36
6:39	8:45	1:04	4:45	6:55	10:45
6:45	8:50	1:10	4:50	7:00	10:50

ARRIVE MORRIS

Yorkville
Kollman
Brown School
Kentland
Lisbon Center
Peterson
Central
Saratoga
Church Road
Wilson
C. O. & P. Depot
Morris—Hotel Commercial

ARRIVE YORKVILLE

Daily Except Sunday					Sat
A M	A M	P M	P M	P M	Only
7:50	9:55	3:45	6:00	8:05	12:10
7:38	9:46	3:25	5:48	7:56	11:58
7:34	9:42	3:20	5:44	7:53	11:54
7:29	9:36	3:14	5:39	7:48	11:49
7:25	9:31	3:08	5:35	7:45	11:45
7:22	9:27	3:04	5:32	7:40	11:42
7:18	9:23	3:00	5:28	7:38	11:38
7:15	9:20	2:56	5:25	7:35	11:35
7:10	9:15	2:49	5:20	7:30	11:30
7:05	9:10	2:43	5:15	7:25	11:25
6:55	9:00	2:31	5:05	7:15	11:15
6:50	8:55	2:25	5:00	7:10	11:10

LEAVE MORRIS

SUNDAY ONLY

LEAVE YORKVILLE

A M	A M	P M	P M	P M
7:30	9:30	1:30	5:30	9:30
7:42	9:42	1:42	5:42	9:42
7:45	9:45	1:45	5:45	9:45
7:50	9:50	1:50	5:50	9:50
7:54	9:54	1:54	5:54	9:54
7:57	9:57	1:57	5:57	9:57
8:01	10:01	2:01	6:01	10:01
8:03	10:03	2:03	6:03	10:03
8:08	10:08	2:08	6:08	10:08
8:13	10:13	2:13	6:13	10:13
8:20	10:20	2:20	6:20	10:20
8:25	10:25	2:25	6:25	10:25

ARRIVE MORRIS

Yorkville
Kollman
Brown School
Kentland
Lisbon Center
Peterson
Central
Saratoga
Church Road
Wilson
C. O. & P. Depot
Morris—Hotel Commercial
Telephone Yorkville 15

ARRIVE YORKVILLE

A M	A M	P M	P M	P M
9:25	11:25	3:25	7:25	11:25
9:15	11:15	3:15	7:15	11:15
9:11	11:11	3:11	7:11	11:11
9:07	11:07	3:07	7:07	11:07
9:03	11:03	3:03	7:03	11:03
9:00	11:00	3:00	7:00	11:00
8:57	10:57	2:57	6:57	10:57
8:54	10:54	2:54	6:54	10:54
8:49	10:49	2:49	6:49	10:49
8:44	10:44	2:44	6:44	10:44
8:35	10:35	2:35	6:35	10:35
8:30	10:30	2:30	6:30	10:30

LEAVE MORRIS

AT MORRIS
C. O. & P.

East	West
5:40 a.m.	5:50 a.m.
6:50 a.m.	7:00 a.m.
7:47 a.m.	7:55 a.m.
8:47 a.m.	8:55 a.m.
10:47 a.m.	9:55 a.m.
12:47 p.m.	10:55 a.m.
1:47 p.m.	12:55 p.m.
2:47 p.m.	2:55 p.m.
4:47 p.m.	3:55 p.m.
5:47 p.m.	4:55 p.m.
6:47 p.m.	6:55 p.m.
8:47 p.m.	8:55 p.m.
10:47 p.m.	11:53 p.m.
11:50 p.m.	

C. R. I. & P.

East	West
4:25 a.m.	1:35 a.m.
6:28 a.m.	3:18 a.m.
7:58 a.m.	9:10 a.m.
10:40 a.m.	10:41 a.m.
11:23 a.m.	2:52 p.m.
3:42 p.m.	5:22 p.m.
5:10 p.m.	6:45 p.m.
8:01 p.m.	
	7:10 P.
	7:28 P.
	7:46 p.m.
	11:38 p.m.

Tickets, freight rates and other information at Yorkville office.
All shipments must be plainly marked and prepaid unless otherwise agreed. Consignments to points where we have no agent will be left at owner's risk. Freight will be handled only on car leaving Yorkville at 11:55 a. m. and leaving Morris at 2:25 p. m. All perishable goods must be delivered to and from the car.
F. M. ZIMMERMAN, G. M.

Plate 10: Fox & Illinois Union public timetable dated 1 Jan. 1915. The Fox & Illinois Union Railroad operated between Yorkville, in the Fox River valley, and Morris, in the Illinois River valley. This interurban lasted from 1911 to 1931. There were five grain elevators along the line, so several farmers brought the line and operated freight service with a gasoline powered freight motor until 1938. This reprint timetable from 1 Jan. 1915 shows service every 2 to 3 hours. It was typical of many interurbans running through sparsely populated rural Illinois. There was an additional late night trip of Saturday in each direction, and this timetable shows connections with steam and electric lines in both Yorkville and Morris.



INTERURBAN TIME TABLE

Chicago & Joliet Electric Railway Company

SOUTH BOUND

	A. M.											P. M.										
Chicago, Leave.....	6:30	7:00	8:00	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	12:00	1:00			
Lyons.....	6:28	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28	8:28	9:28	10:28					
Summit.....	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	12:15	1:15			
Argo.....	6:47	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47	7:47	8:47	9:47	10:47	12:17	1:17			
Sub-Station.....	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	8:49	9:49	10:49	12:19	1:19			
Bethania.....	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:53	9:53	10:53	12:23	1:23			
Justice Park.....	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55	10:55	12:25	1:25			
Mt. Forest.....	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	8:58	9:58	10:58	12:28	1:28			
Willow Springs.....	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:30	1:30			
Lambert (Sag).....	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:09	9:09	10:09	11:09	12:39	1:39			
Hastings.....	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	8:14	9:14	10:14	11:14	12:44	1:44			
Lemont, St. V's St.....	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16	8:16	9:16	10:16	11:16	12:46	1:46			
Romeo.....	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26	8:26	9:26	10:26	11:26	12:56	1:56			
Lockport (9th St.).....	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:35	11:35	1:05	2:05			
Dellwood Park.....	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42	10:42	11:42	1:12	2:12			
Penitentiary.....	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	8:46	9:46	10:46	11:46	1:16	2:16			
Joliet, Arrive.....	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	8:58	9:58	10:58	11:58	1:28	2:28			

NORTH BOUND

	A. M.											P. M.										
Joliet, Leave.....	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30			
Penitentiary.....	4:11	5:11	6:11	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	9:11	10:41			
Dellwood Park.....	4:16	5:16	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16	8:16	9:16	10:46			
Lockport (9th St.).....	4:21	5:21	6:21	7:21	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:21	7:21	8:21	9:21	10:51			
Romeo.....	4:29	5:29	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	8:29	9:29	10:59			
Lemont, St. V's St.....	4:39	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	8:39	9:39	11:09			
Hastings.....	4:42	5:42	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42	11:12			
Lambert (Sag).....	4:47	5:47	6:47	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47	7:47	8:47	9:47	11:17			
Willow Springs.....	4:56	5:56	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	8:56	9:56	11:26			
Mt. Forest.....	4:58	5:58	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	8:58	9:58	11:28			
Justice Park.....	5:01	6:01	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	9:01	10:01	11:31			
Bethania.....	5:02	6:02	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02	8:02	9:02	10:02	11:32			
Sub-Station.....	5:06	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06	9:06	10:06	11:36			
Argo.....	5:08	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	8:08	9:08	10:08	11:38			
Summit.....	5:12	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12	10:12	11:42			
Lyons.....	5:25	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25				
Chicago, Arrive.....	5:35	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:35	11:55			

Interurban Express Cars stop at designated streets between Cicero and 72nd aves., Chicago.
 Through tickets sold to all stations on the C. O. & P. Interurban Railway to Minooka, Morris, Seneca, Marseilles, Streator, Grand Ridge, Ottawa, Utica, La Salle, Peru, Spring Valley, Ladd, Bureau and Princeton.

Plate 11: Chicago & Joliet Electric Railway 1 Oct. 1922 public timetable. The Chicago & Joliet Electric Railway connected with Chicago & Joliet, 40 miles to the southwest. The C&J shared a station with the Chicago Surface Lines at Archer and Cicero Avenues. Passengers had to transfer to an Archer Ave. streetcar to reach downtown Chicago. At Lyons, the C&J connected with the Chicago & West Towns Railway's streetcars. Chicago & Joliet interurbans took 40 minutes to make the 40 miles trip from Joliet. At Joliet, the C&J connected with the Chicago, Ottawa & Peoria (an Illinois Traction property) whose cars served Starved Rock State Park and other points in the Illinois River valley. The Lyons branch closed on 9 Nov. 1932. The Argo-Lockport segment was abandoned on 30 Sept. 1933 due to Archer Ave. construction work. The Argo-Cicero Ave. service ceased on 17 Jan. 1934.

**CHICAGO & JOLIET ELECTRIC RAILWAY COMPANY
CHICAGO & JOLIET TRANSPORTATION COMPANY**

TIME TABLE
(STANDARD TIME)

**CHICAGO INTERURBAN, LOCKPORT AND
JOLIET CITY STREET CAR LINES
AND MOTOR COACH LINES**

Effective May 3rd, 1927

CHICAGO INTERURBAN

Cars leave for Chicago: A. M.—4:00, *5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00 and 12:00. P. M.—1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 and 10:30.
*Leave from Chicago and Clinton Streets.
From 6:00 A. M. cars leave from Ticket Office, Ottawa and Clinton Streets.

STREET CAR LINES
Lockport-Rockdale Through Route

LOCKPORT
(EIGHT CAR SCHEDULE)

	Min. after each hour
Lv. Chicago-Jefferson	05 21 36 51
Collins-Cass	11 26 41 56
Penitentiary	20 35 50 05
Dellwood	28 43 58 13
Ar. First St., Lockport	40 55 10 25

INBOUND

Lv. First St., Lockport	07 22 37 52
Dellwood	16 31 46 61
Penitentiary	24 39 54 09
Collins-Cass	32 47 62 77
Ar. Clinton-Ottawa	44 59 14 29

(SEVEN CAR SCHEDULE)

	Min. after each hour
Lv. Chicago-Jefferson	05 21 36 51
Collins-Cass	11 26 41 56
Penitentiary	20 35 50 05
Dellwood	28 43 58 13
Ar. First St., Lockport	40 55 10 25

INBOUND

Lv. First St., Lockport	36 51 06 21
Dellwood	43 58 13 28
Penitentiary	51 06 21 36
Cass-Collins	61 16 31 46
Ar. Clinton-Ottawa	65 20 35 50

Eight Car Schedule from 4:35 A. M. to 9:35 A. M. and 2:45 P. M. to 7:45 P. M.
Seven Car Schedule from 9:35 A. M. to 3:05 P. M. and 7:05 P. M. to 11:05 P. M., then 11:20 and 11:45 P. M.
First car leaves Chicago and Jefferson Streets at 4:20 A. M.
First car leaves Lockport at 5:17 A. M.
Latest cars leave Chicago and Jefferson Streets at 11:05, 11:20 and 11:45 P. M.
Latest cars leave Lockport at 11:20 P. M., 11:51 P. M. and 12:17 A. M.

ROCKDALE
OUTBOUND

	Min. after each hour
Lv. Clinton-Ottawa	05 20 35 50
Center-Jefferson	09 24 39 54
*Morgan Street Sw.	13 28 43 58
McDonough Street Sw.	17 32 47 02
*Mill Switch	20 35 50 05
Ar. Terminus	28 43 58 13

INBOUND

Lv. Terminus	20 35 50 05
*Mill Switch	35 50 05 20
McDonough Street Sw.	41 56 11 26
*Morgan Street Sw.	43 58 13 28
Center-Jefferson	48 03 18 33
Ar. Chicago-Jefferson	51 06 21 36

*Regular passing Switch.
First car leaves Clinton and Ottawa Streets at 5:05 A. M.
First car leaves Rockdale at 5:30 A. M.
Latest cars leave Clinton and Ottawa Streets at 11:05, 11:20 and 11:45 P. M.
Latest cars leave Rockdale at 11:20 and 11:45 P. M. and 12:38 A. M.

WILCOX-CASS STREET THROUGH ROUTE

WILCOX STREET
OUTBOUND

	Min. after each hour
Lv. Office	12 24 36 48 99
Jefferson & Center Sts.	17 29 41 53 05
Richmond Street Sw.	19 31 43 55 07
*Taylor Street Sw.	24 36 48 00 12
Ar. Hutchins St.	29 41 53 05 17

INBOUND

Lv. Hutchins St.	31 43 55 07 19
*Taylor Street Sw.	36 48 00 12 24
Richmond Street Sw.	39 51 03 15 27
Jefferson & Center Sts.	41 53 05 17 29
Ar. Chicago-Jefferson Sts.	45 57 09 21 33

*Regular Passing Switch.
First car leaves office at 5:12 A. M., then every 12 minutes until 11:00 P. M., then 11:20 and 11:45 P. M.

First car leaves Hutchins Street 5:31 A. M., then every 12 minutes until 11:19 P. M., then 11:38 P. M. and 12:03 A. M.

CASS STREET

OUTBOUND

	Min. after each hour
Lv. Chicago-Jefferson Sts.	45 57 09 21 33
Cass-Collins	51 03 15 27 39
*Henderson Avenue	53 05 17 29 41
*Cemetery Sw.	57 09 21 33 45
Ar. Terminus	62 14 26 38 50

INBOUND

Lv. Terminus	04 16 28 40 52
*Cemetery Sw.	09 21 33 45 57
*Henderson Avenue	15 27 39 51 03
Cass-Collins	19 31 43 55 07
Ar. Office	24 36 48 00 12

*Regular Passing Switches.
First car leaves Chicago and Jefferson Streets at 4:55 A. M., 5:09 A. M., then every 12 minutes until 10:57, then 11:28 P. M. and 11:45 P. M.
First car leaves terminus at 5:14 A. M., 5:28 A. M., then every 12 minutes until 11:16 P. M., then 11:44 P. M. and 12:04 A. M.

RICHARDS STREET

OUTBOUND

Lv. Chicago and Jefferson	25 35
*Oscar Ave. Sw.	33 03
Ar. S. Richards and Manhattan Rd.	38 08

INBOUND

Lv. S. Richards and Manhattan Rd.	41 11
*Oscar Ave. Sw.	48 18
Ar. Chicago and Jefferson	54 24

From 5:25 to 7:55 A. M. and 4:10 to 6:25 P. M. leaving Chicago and Jefferson Streets and from 5:41 to 8:11 A. M. and 4:11 to 6:41 P. M. leaving Manhattan Road two cars are operated, leaving Chicago and Jefferson Streets at 19:25-40 and 55 minutes after each hour and Manhattan Road 11:26-41 and 56 minutes after each hour.
On Saturdays 15 minute service extended from 4:10 P. M. to 10:25 P. M.
*Passing Switch with two car operation, except as otherwise noted on bulletin for extra car service.
First car leaves Chicago and Jefferson Streets 5:25 A. M.; S. Richards and Manhattan Road 5:41 A. M.
Latest cars leave Chicago and Jefferson Streets at 11:10 and Office at 11:45 P. M.
Latest cars leave S. Richards Street and Manhattan Road 11:25 and 12:30 P. M.

SECOND AVE.-HICKORY ST. THROUGH ROUTE

SECOND AVENUE

OUTBOUND

Lv. Chicago-Jefferson	04 23 38 53
Second-Eastern	13 28 43 58
*Meda Ave. Sw.	16 31 46 01
*Briggs Road Sw.	24 39 54 09
Ar. Terminus	29 44 59 14

INBOUND

Lv. Terminus	35 50 05 20
*Briggs Road Sw.	39 54 09 24
*Meda Ave. Sw.	46 01 16 31
Second-Eastern	49 04 19 34
Ar. Chicago-Jefferson	55 10 25 40

*Regular passing Switch.
First car leaves Chicago and Jefferson Streets at 5:08 A. M.
Latest cars leave Terminus at 5:22 A. M.
Latest cars leave Chicago and Jefferson Streets at 11:20 and 11:45 P. M.
Latest cars leave Terminus at 11:43 P. M. and 12:08 A. M.

HICKORY STREET

OUTBOUND

Lv. Chicago-Jefferson	10 25 40 55
*Church Sw.	17 32 47
*Smith Street Sw.	25 40 55 10
Ar. Terminus	30 45 00 15

INBOUND

Lv. Terminus	33 48 03 18
*Smith Street Sw.	40 55 10 25
*Church Sw.	47 02 17 32
Center-Jefferson	49 04 19 34
Ar. Chicago-Jefferson	53 08 23 38

*Regular passing Switch.
First car leaves Chicago and Jefferson Streets at 5:18 A. M.
First car leaves Terminus at 5:33 A. M.
Latest cars leave Chicago and Jefferson Streets at 11:20 and 11:45 P. M. Leave Terminus 11:45 P. M. and 12:08 A. M.

FOURTH AVENUE

Between Chicago and Jefferson Streets and Rowell and Fourth Avenues.

OUTBOUND

Lv. Chicago-Jefferson	00 12 24 36 48
From 5:24 A. M. until 8:24 A. M.	
Lv. Chicago-Jefferson	06 25 45
From 8:25 A. M. until 3:24 P. M.	
Lv. Chicago-Jefferson	00 12 24 36 48
From 3:24 P. M. until 7:24 P. M.	
Lv. Chicago-Jefferson	05 25 45
From 7:25 P. M. until 11:15 P. M.	

INBOUND

Lv. Rowell-Fourth	04 12 24 36 48
From 5:30 A. M. until 8:24 A. M.	
Lv. Rowell-Fourth	13 25 35
From 8:25 A. M. until 3:24 P. M.	
Lv. Rowell-Fourth	04 12 24 36 48
From 3:24 P. M. until 7:24 P. M.	
Lv. Rowell-Fourth	15 35 55
From 7:25 P. M. until 11:05 P. M.	

First car leaves Chicago and Jefferson Streets at 5:24 A. M.
First car leaves Rowell and Fourth Avenues at 5:30 A. M.
Latest cars leave Chicago and Jefferson Streets at 11:25 and 11:45 P. M.
Latest cars leave Rowell and Fourth Avenues at 11:25 and 11:55 P. M.

Plate 12: Chicago & Joliet Electric 3 May 1927 public. The road also operated the local streetcars in Joliet and Lockport. This 1927 local folder shows service on five streetcar routes and six motor coach lines. It is interesting to note the detail in this timetable as meeting points of passing cars on single track lines are shown. The asterisks signify the location of the passing switches. The last lines (Lockport-Rockdale and Wilcox-Cass St.) were converted to bus on 1 Aug. 1934.

Joliet and Eastern Traction Co.

TIME TABLE

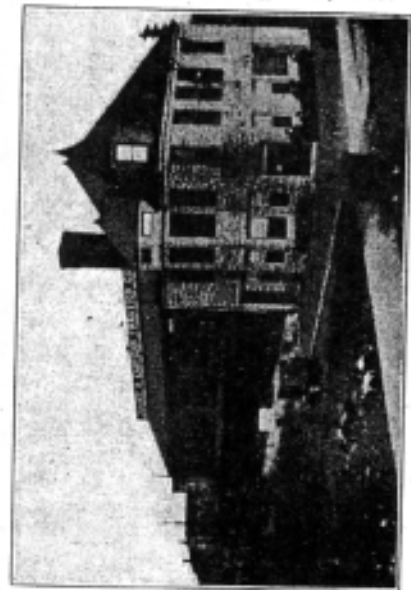
Effective Sunday, April 29, 1917.

DAILY EXCEPT SUNDAYS EASTWARD

Leave Joliet	Leave Highland Park	Leave New Lenox	Leave Frankfort	Leave Matteson	Arrive Chicago Hgts.
5:10am	5:22am	5:37am	6:00am	6:21am	6:35am
7:00	7:12	7:25	7:47	8:06	8:20
9:00	9:12	9:25	9:47	10:06	10:20
10:30	10:42	10:55	11:17	11:36	11:50
12:00n	12:12pm	12:25pm	12:47pm	1:06pm	1:20pm
1:30pm	1:42	1:55	2:17	2:36	2:50
3:00	3:12	3:25	3:47	4:07	4:20
4:00	4:12	4:25	4:47	5:07	5:20
5:00	5:12	5:25	5:47	6:07	6:20
6:10	6:22	6:36	7:02	7:21	7:35
8:00	8:12	8:25	8:47	9:06	9:20
9:30	9:42	9:55	10:17	10:36	10:50
11:00	11:12	11:24	11:44	12:03am	12:15am

WESTWARD

Leave Chicago Hgts.	Leave Matteson	Leave Frankfort	Leave New Lenox	Leave Highland Park	Arrive Joliet
7:00am	7:14am	7:34	6:05am	6:18am	6:32am
9:00	9:14	9:34	7:53	8:03	8:20
10:30	10:44	11:04	9:53	10:03	10:20
12:00n	12:14pm	12:34pm	11:23		
1:30pm	1:44	2:04	12:23		
3:30	3:44	3:04	3:25		
4:30	4:44	4:04	4:25		
5:45	6:07	5:04	5:25		
6:30	6:44	6:25			
8:00	8:14	7:04	7:23		
9:30	9:44	8:34	8:53		
11:05	11:20	10:04	10:23		
12:15am	12:30am	11:44	12:03am		
		12:50am			



NEW JOLIET TERMINAL

601 Clinton Street

Phone 242

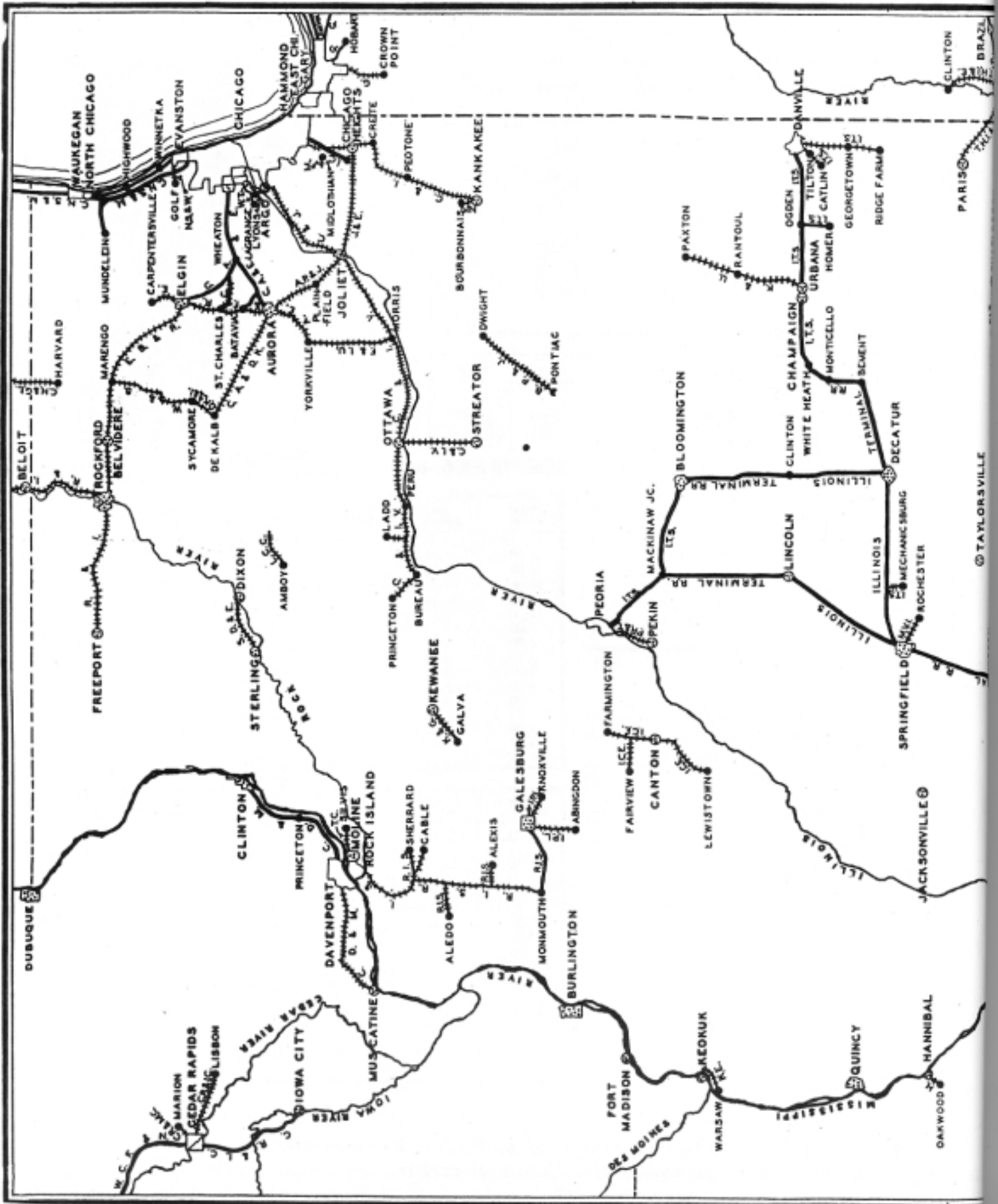
SUNDAYS ONLY---Inclu

Leave Joliet	Leave Highland Pk.	Leave New Lenox	Leave Frankfort	Leave Matteson	Arrive Chgo. Hts.
7:00am	7:12am	7:25am	6:00am	6:21	6:35am
9:00	9:12	9:25	7:47	8:07	8:20
10:00	10:12	10:25	9:47	10:07	10:20
11:00	11:12	11:25	10:47	11:07	11:20
12:00n	12:12pm	12:25pm	11:47	12:07pm	12:20pm
1:00pm	1:12	1:25	12:47pm	1:07	1:20
2:00	2:12	2:25	1:47	2:07	2:20
3:00	3:12	3:25	2:47	3:07	3:20
4:00	4:12	4:25	3:47	4:07	4:20
5:00	5:12	5:25	4:47	5:07	5:20
6:00	6:12	6:25	5:47	6:07	6:20
7:00	7:12	7:25	6:47	7:07	7:20
8:00	8:12	8:25	7:50	8:14	8:27
9:30	9:42	9:55	8:47	9:07	9:20
11:00	11:12	11:24	10:17	10:37	10:50
			11:44	12:03am	12:15am

WESTWARD

Leave Chgo. Hts.	Leave Matteson	Leave Frankfort	Leave New Lenox	Leave Highland Pk.	Arrive Joliet
7:00am	7:14am	7:34	7:55am	8:05am	8:20am
9:00	9:14	9:34	9:25	9:35	9:50
10:30	10:44	11:04	9:55	10:05	10:20
11:30	11:44	12:04pm	11:25	11:35	11:50
12:30pm	12:44pm	1:04	12:25pm	12:35pm	12:50pm
1:30	1:44	2:04	1:25	1:35	1:50
2:30	2:44	3:04	2:25	2:35	2:50
3:30	3:44	4:04	3:25	3:35	3:50
4:30	4:44	5:04	4:25	4:35	4:50
5:30	5:44	6:04	5:25	5:35	5:50
6:30	6:44	7:04	6:25	6:35	6:50
8:00	8:14	8:34	7:25	7:35	7:50
8:30	8:44	9:03	8:55	9:05	9:20
9:30	9:44	10:04			
11:05	11:20	11:44	10:23	10:33	10:50
12:30am	12:44am	1:05am	12:03am	12:13am	12:25am

Plate 13: Joliet & Eastern Traction public of 29 April 1917. This interurban connected Joliet and Chicago Heights. One of the weakest of all Illinois interurbans, it was built in 1909 and abandoned in 1923. This reproduction 1917 timetable shows 60-90 minute headways. Cars took a leisurely 80 minutes to make the 20 mile trip between Joliet and Chicago Heights.



Chicago and Illinois Valley Railroad

BOOK of TRAINS

Containing Schedules of
Passenger Service
Electric Trains and Motor Coaches

between

Joliet	Utica
Morris	Peru
Ottawa	Spring Valley
Streator	De Pue
Starved Rock	Bureau
La Salle	Princeton

CHICAGO

and Intermediate Points

In Effect January 20, 1929

CHICAGO, ILL.

Miles	West-Bound STATIONS	1	5	7	9	11
		Daily Ex. Sun.	Daily	Daily	Daily	Daily
00.00	Chicago (I) (C. & J. E.)	AM	AM	AM	AM	AM
3.50	Summit					30
4.50	Argo					40
9.00	Willow Springs					45
13.40	Lambert					55
17.00	Lemont					06
20.80	Romeo					16
24.50	Lockport					25
25.50	Dellwood Park					32
29.50	Joliet (C. & J. E. Ry.)					36
00.00	Joliet (C. & I. V.)					50
2.72	Rockdale					05
11.32	Minooka					18
21.91	Morris				6 20	34
32.18	Seneca				6 39	57
37.78	Marseilles				6 53	15
45.07	Ottawa			6 25	7 10	30
53.48	Starved Rock			6 47	7 33	48
54.87	Utica			6 50	7 37	12
59.38	LaSalle	5 10	5 50	7 10	7 55	16
61.14	Peru	5 20	6 00	7 23		35
65.58	Spring Valley	5 39	6 15	7 40		46
69.71	Marquette		6 38	7 55		02
70.54	Howe		6 40	7 57		16
71.66	DePue		6 45	7 59		18
76.16	Bureau			8 09		20
85.48	Princeton (C. & I. V.)			8 33		

PRINCETON, ILL.

Miles	East-Bound STATIONS	2	4	6	8	10	11
		Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
00.00	Princeton (C. & I. V.)	AM	AM	AM	AM	AM	AM
9.32	Bureau						5 45
13.82	DePue						6 09
14.94	Howe						6 20
15.77	Marquette						6 22
19.90	Spring Valley				6 30		6 24
24.34	Peru			6 03	6 26		6 39
26.10	LaSalle			6 15	6 35		7 10
30.61	Utica			6 29			7 26
32.05	Starved Rock			6 33			7 30
40.41	Ottawa	5 10	6 00	7 00			8 05
47.70	Marseilles	5 28	6 19				8 23
53.30	Seneca	5 42	6 33				8 37
63.57	Morris	6 00	6 55				8 57
74.16	Minooka		7 16				9 17
82.76	Rockdale		7 32				9 32
85.48	Joliet (C. & I. V.)		7 45				9 45
00.00	Joliet (C. & J. E. Ry.)		8 00				10 00
4.00	Dellwood Park		8 16				10 16
5.00	Lockport		8 20				10 20
8.70	Romeo		8 27				10 27
12.50	Lemont		8 36				10 36
16.10	Lambert		8 44				10 44
20.50	Willow Springs		8 54				10 54
25.00	Argo		9 07				11 07
26.00	Summit		9 10				11 10
29.50	Chicago (I) (C. & J. E.)		9 20				11 20

Notes: (1) C. & J. Electric Ry. cars arrive and depart at station located at Archer and Cicero Avenues. Take Surface Cars from Chicago loop marked "Archer."
Time can be saved by those living in Englewood and South Chicago, Ill., by using surface cars on 63rd St. to Argo.

Passengers for Grand Ridge and Streator change to motor coach at Ottawa. Passengers for Ladd change at Spring Valley. P. M. time shown in bold face figures; A. M. time in light face. All trains daily unless otherwise noted. Schedules subject to change without notice.

Plate 14: Chicago & Illinois Valley public dated 20 Jan. 1929. The C&IV, successor to the Chicago, Ottawa & Peoria, extended 85 miles from Joliet to Princeton. Controlled by the Illinois Traction System (later, the Illinois Terminal), the C&IV was originally planned as part of an ITS super interurban which would connect Chicago to St. Louis via Peoria and Springfield. Unfortunately, the gap between the Illinois Valley divisions and the main division was never closed. The Ottawa-Spring Valley-Ladd line was first to built (1902) and the first to be abandoned (1924). The line was completed to Joliet in 1912. The Streator branch and DePue-Princeton portion of the main line were abandoned in 1929. The final Joliet-DePue trains ran until 13 May 1934, and most of the equipment was transferred to the parent IT lines.



"THE NEW WAY"

**BETWEEN
GALESBURG-MONMOUTH-ALEXIS-ALEDO-ROCK ISLAND-MOLINE-DAVENPORT**
OFFICIAL TIME TABLE—EFFECTIVE OCTOBER 1, 1917

GENERAL INFORMATION

TIME

The time is subject to change without notice, and is not guaranteed, nor does the Rock Island Southern Railway hold itself responsible for omissions or errors in these rates.

RATES FOR CHILDREN

Children under five years of age, in charge of a competent person, will be carried free. Children over five and under twelve years of age will be charged half rate, adding sufficient to make half fare and to four or over twelve, full rate.

BAGGAGE

One hundred and fifty (150) pounds of baggage may be checked free on each full ticket, and seventy-five (75) pounds on each half ticket.

No single piece of baggage exceeding 40 cubic feet in measurement or 100 pounds in weight will be checked.

Excess weight of baggage will be charged as follows:

When the first three packages free in excess are checked, the excess baggage rate per 100 pounds is 25 cents; 25 to 500 pounds rate is 30 cents; 500 to 1,000 pounds rate is 35 cents.

Overweight will be added to all excess baggage charges to make them and in 3 cts.

Minimum charge for any one shipment of excess baggage, 50 cents.

RATES

Short line rates between all junction points as follows:

BETWEEN

Galesburg and Rock Island.....\$1.50
Galesburg and Alexis......50
Galesburg and Aledo......40
Galesburg and Monmouth......40
Rock Island and Monmouth......50
Rock Island and Alexis......50
Monmouth and Alexis......25

SOUTHBOUND											NORTHBOUND										
STATIONS	700	702	704	706	708	710	712														
Daily	Mo	Tu	We	Th	Fr	Sa	Su	Daily	Mo	Tu	We	Th	Fr	Sa	Su						
Rock Island, Ill.	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00					
Moline	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12					
Wagon	1:22	2:22	3:22	4:22	5:22	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22					
Paper Ridge	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32					
Marionville	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42					
Southern Jct.	1:52	2:52	3:52	4:52	5:52	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52					
Malvernville	2:02	3:02	4:02	5:02	6:02	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02					
Chickert	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12					
Aledo	2:22	3:22	4:22	5:22	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22					
Aledo Jct.	2:32	3:32	4:32	5:32	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32					
Monmouth	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42					
Galesburg	2:52	3:52	4:52	5:52	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52					

GENERAL INFORMATION
(Carried Forward)

LIMITS AND STOP-OVERS

Fares apply only for continuous passage tickets. No stop-overs will be allowed.

CONNECTIONS

are made with other traction and steam lines as shown below:

Rock Island, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry.

Davenport, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry. and Iowa Traction Co., and Davenport and Muscatine, Ill.

Moline, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry.

Aledo, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry.

Monmouth, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry.

Galesburg, Ill., C. & N. I. & P. Ry., C. & M. S. Ry., C. & S. Ry., C. & A. Ry., C. & W. Ry.

*Direct connection by city cars from Rock Island, Ill.

DISPUTES

Agents and conductors are governed by the rules of this Company. In case of disputes with them, it is always best to refer the same to the nearest office of the Assistant General Manager, who will promptly investigate and adjust any disputes.

Information regarding Special Cars, time tables, guides, etc., will be furnished upon application to:

G. W. GUACKENBUSH,
Assistant General Manager
Rock Island, Ill.

Plate 16: Rock Island Southern public of 1 Oct. 1917. The western portion of Illinois had few interurbans. The 19 miles Galesburg-Monmouth segment was a typical DC interurban using trolley pole equipped cars. The 60 mile Rock Island-Monmouth portion used high-voltage AC and pantograph-equipped cars. Regular passenger service ended in 1926. The AC portion was converted to steam operation when passenger service stopped, but the southern DC line continued with electric freight. Over the years, the railroad deteriorated and several branches were abandoned. The last train between Galesburg and Monmouth operated on 15 Feb. 1952. This fancy multicolor public shows service every two to three hours on the Galesburg-Monmouth portions as well as on the Aledo and Alexis branches. The branches to Cable and Sherrard (shown on the map as thinner lines) had only freight service using steam locomotives.

Second Class Eastward		MAIN LINE					Second Class Westward	
		STATIONS						
A. M.		LV.	AR.				A. M.	
7:00	15	50	Monmouth	7-70			10:15	
			1.0					
7:05	51	53	Irish City		1.0		10:20	
			2.8					
7:17		54	Stokness		3.8		9:58	
			1.0					
7:21		55	Sullivans		4.8		9:54	
			1.0					
7:25		56	Butlers		5.8		9:50	
			2.0					
7:35		58	Cameron		7.8		9:42	
			3.6					
7:47		60	Cocora		11.4		9:38	
			0.4					
7:49		62	Gales		11.8		9:38	
			6.5					
9:15		69	Galesburg	70	18.3		9:00	
A. M.			AR.	LV.			A. M.	

No. 600 has right over No. 601, Monmouth to Galesburg.

TIME TABLE RULES

1. Train registering books are located at Milan, Gilchrist, Alledo, Monmouth and Galesburg.
2. A train must not leave its initial station until its Conductor has ascertained if any train orders, or obtained clearance card, Form A.
- 3a Milan is the initial station for southward trains on Main Line.
- 3b Gilchrist is the initial station for Northward trains on Main Line and Westward trains on Alledo Line.
- 3c Alledo is the initial station for Eastward trains on the Alledo Line.
- 3d Monmouth is the initial station for Eastward trains on the East Line.
- 3e Galesburg is the initial station for Westward trains on the East Line.
3. The minimum clearance for overhead structures at Adams Road and Hooks Road is 25 feet from top of rail.
4. Railroad crossings at grade are located as follows:
 Gilchrist, C&N - .1 mile south of station
 Monmouth, C&N - 1.4 miles North of station
5. The following signs indicate - F, Fuel; T, Torrefable; TO, Train-Order Sign; W-Water Station; Y, Kye.
6. Company Surgeons are located as follows:
 Davenport, Iowa, Dr. R. P. Carney, Chief Surgeon, Ph. 3-2260
 Reynolds, Ill., Dr. A. Emmons, Phone 1 or 25
 Monmouth, Ill., Dr. C. Sherreck, Phone 2051
7. At Presumption, Gilchrist, Alledo and Monmouth, all trains will come to a full stop at Parred State Highway crossings, and proceed under flag. Trainmen will flag these crossings.

Stations	Sta. No's.		Stations		Trainorder Water-Fuel and Kye	Dist. from Rock Island	*701 Daily Except Sunday Mixed	
			LV.	AR.				
							P. M.	
							*12:30	
	28	5	Rock Island					
			5.5					
		8	Milan	70	5.5		12:00	
			3.5					
	32	9	Black Hawk			9.1	11:45	
			4.2					
	39	13	Taylor Ridge	70	15.3		11:30	
			4.2					
	43	19	Reynolds	70-	17.5		11:15	
			3.5	F-W				
		21	Southern Jct.		21.1		10:35	
			4.0					
	50	25	Hatherville	W-Y	25.1		10:20	
			3.9					
	52	29	Gilchrist		29.0		10:00	
			AR.	LV.			A. M.	
			ALLEDO LINE					Second Class Eastward
			STATIONS					*701 Thurs. and Sat. Mixed
A. M.			LV.	AR.			A. M.	
9:00	18	29	Gilchrist		29.0		9:50	
			6.5					
9:20		5	ALLEDO		35.5		9:50	
A. M.			AR.	LV.			A. M.	

* Time shown on this card at Rock Island is for information only. Trainmen will be governed by current Time Table of the C.R.I. & P.Ry. on Joint track between Rock Island and Milan.

No. 700 has right over No. 701, Milan to Alledo

Presumption is located on a Spur track, one mile from Southern Junction and traffic will be handled by either No. 700 or 701.

Gil City, Ill., located 1 mile north of Monmouth and Law, located 1.5 miles North of Monmouth. Freight for these stations will be handled by trains No. 600 and 601.

Plate 17: The Rock Island Southern employee timetable of 26 April 1936 was produced on an office duplicating machine. Quite a change from the ornate public of two decades earlier. Although regular passenger service ended in 1926, the employee timetables shows mixed trains service on all branches. The line between Gilchrist and Laws, north of Monmouth was out of service by 1936.

Summer 1910

CARS stop and start at

Frank J. Butler Co.'s
Corner

Successors to John S. Murphy Co.
Pontiac, - - Illinois

Bloomington, Pontiac
& Joliet Electric
Railway Co.

**OFFICIAL
TIME TABLE**

H. A. FISHER, President
Office, 219 W. Washington St.
Pontiac, Illinois.

COMPLIMENTS OF
FRANK J. BUTLER CO
AND
PONTIAC STATE BANK
PONTIAC, - ILLINOIS



FRANK J. BUTLER CO. Not the Oldest, But the Largest and the Best. Drug, Book and
Jewelry Store in Pontiac. Successors to John S. Murphy Co.

NORTH BOUND.

	Daily Except Sunday							Dly Ex. Sat. Nat. Saturday Only	
	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. Reformatory	5:40	8:25	10:30	1:10	3:15	5:15	7:15	9:30	10:30
Pontiac	5:45	8:30	10:35	1:15	3:20	5:20	7:20	9:35	10:35
Nolan	6:00	8:45	10:48	1:30	3:33	5:33	7:33	9:48	10:48
Cayuga	6:05	8:50	10:53	1:35	3:38	5:38	7:38	9:53	10:53
Interurban Pk.	6:15	9:00	11:00	1:45	3:48	5:48	7:48	10:03	11:03
Odell	6:21	9:06	11:05	1:51	3:54	5:54	7:54	10:10	11:10
Virden	6:27	9:12	11:12	1:57	4:01	6:01	8:01	10:17	11:17
Rilling	6:35	9:20	11:18	2:05	4:08	6:08	8:08	10:23	11:23
Ar. Dwight	6:45	9:30	11:25	2:15	4:15	6:15	8:15	10:30	11:30

SOUTH BOUND.

	Daily Except Sunday							Dly Ex. Sat. Nat. Saturday Only	
	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. Dwight	7:30	9:30	11:25	2:15	4:15	6:15	8:30	10:30	11:30
Rilling	7:37	9:37	11:32	2:22	4:22	6:22	8:37	10:37	11:37
Virden	7:42	9:42	11:37	2:27	4:27	6:27	8:42	10:42	11:42
Odell	7:50	9:50	11:45	2:35	4:35	6:35	8:50	10:50	11:50
Interurban Pk.	7:56	9:55	11:50	2:40	4:40	6:40	8:55	10:55	11:55
Cayuga	8:02	10:03	11:58	2:48	4:48	6:48	9:05	11:05	12:05
Nolan	8:07	10:08	12:03	2:53	4:53	6:53	9:10	11:10	12:10
Pontiac	8:20	10:25	12:18	3:10	5:10	7:10	9:25	11:25	12:25
Ar. Reformatory	8:25	10:30	12:23	3:15	5:15	7:15	9:30	11:30	12:30

THE SORT OF JEWELRY You'd care to wear yourself at FRANK J. BUTLER CO.
South Side Square. Eyes Tested by Graduate Optician.

Plate 18: Bloomington, Pontiac & Joliet Electric Railway public for the summer of 1910. The road was completed in 1905. It was intended to become part of a connecting traction line between Chicago and St. Louis. It did not reach either Joliet or Bloomington (both of which were served by the Illinois Traction System), but built only 18 miles between Pontiac and Dwight. The interurban paralleled the Chicago & Alton Railroad veering away only to reach the centers of towns it served. The last car ran on 24 Nov. 1924.

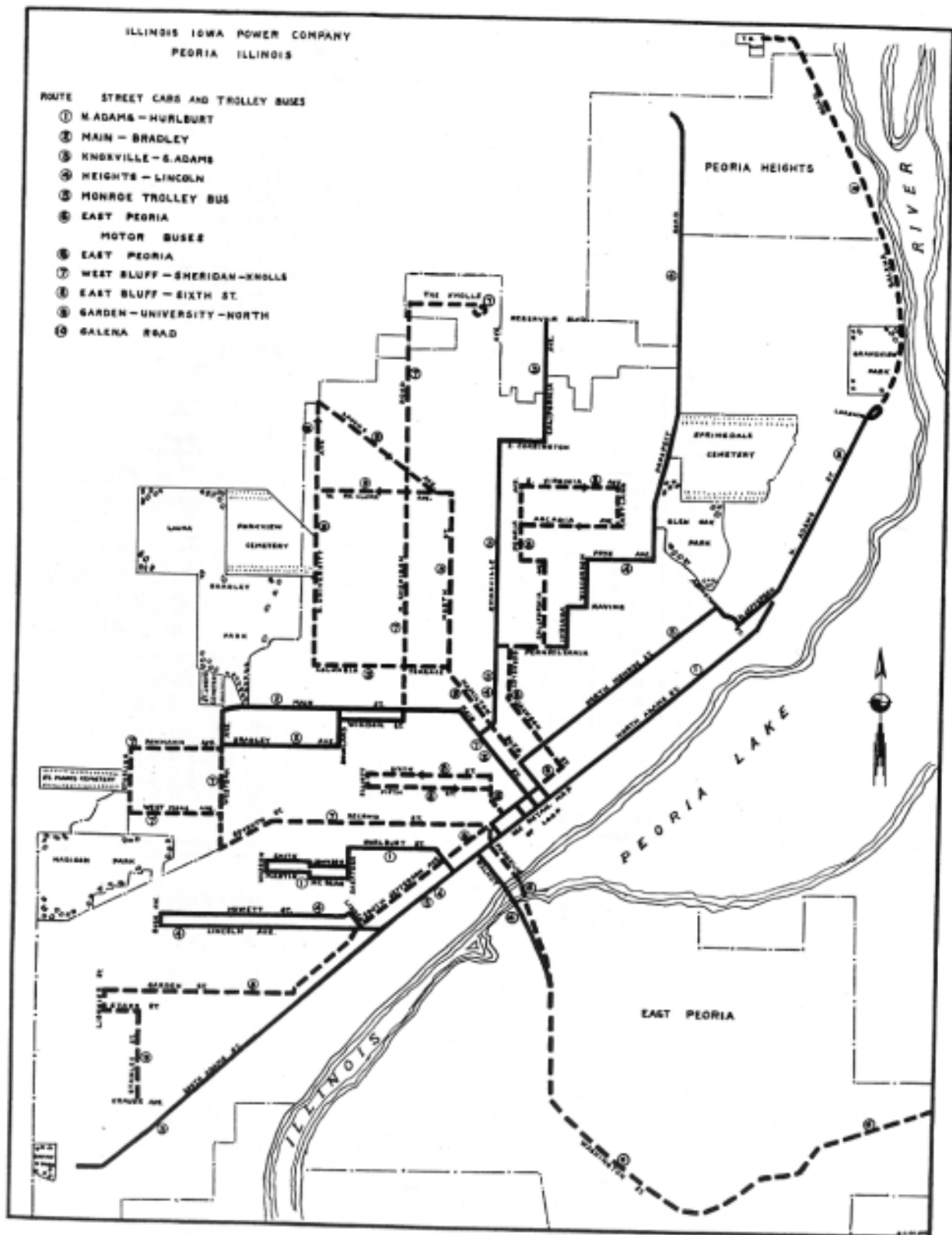


Plate 19: The Illinois Terminal-controlled Illinois-Iowa Power Co., operated the local transit system in Peoria. This map, courtesy of Russell Powers, shows the system as of the early 1940s. At this point, Peoria boasted streetcars, trolley coaches and motor buses. Buses were substituted for streetcars and trolley coaches in Oct. 1946.

**EDWARDSVILLE-COLLINSVILLE
TO
EAST ST. LOUIS AND ST. LOUIS**

Train No.	Leave Edw-ville	Leave Mary-ville	Leave Cuba	Leave Collins-ville	Leave Longs Jct.	Leave Lams-downe	Arrive East/ St. Louis	Arrive St. Louis
201.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
201.....		5.06	5.14	5.20	5.28	5.48	6.03	6.09
201.....		5.12	5.22	5.27	5.37			
203.....		5.19	5.26	5.32	5.41			
*281.....		*6.21	*5.28	*5.33	*5.43	*6.02	*6.17	St.Yds. only
205.....	6.05	6.22	6.30	6.36	6.45	7.03	7.16	7.22
*811 Ltd.....		*6.47	*6.54	*7.00	*7.09	*7.23	*7.37	*7.43
*283.....				*7.18	*7.27	*7.42	*7.57	*8.03
207.....	7.05	7.22	7.30	7.36	7.45	8.03	8.16	8.22
*285 Ltd.....				*8.15	*8.24	*8.40	*8.53	*8.59
209.....	8.05	8.22	8.30	8.36	8.45	9.03	9.16	9.22
*818 Ltd.....				*9.09	*9.18	*9.34	*9.50	*9.56
211.....	9.05	9.22	9.30	9.36	9.45	10.03	10.16	10.22
213.....	10.05	10.22	10.30	10.36	10.45	11.03	11.16	11.22
						P.M.	P.M.	P.M.
215.....	11.05	11.22	11.30	11.36	11.45	12.03	12.16	12.22
217.....	P.M.	P.M.	P.M.	P.M.				
219.....	12.05	12.22	12.30	12.36	12.45	1.03	1.16	1.22
1287.....	1.05	1.22	1.30	1.36	1.45	2.03	2.16	2.22
221.....	2.05	2.22	2.30	2.36	2.45	3.03	3.16	3.22
1289.....				12.05	12.14	12.33	12.46	12.52
223.....	3.05	3.22	3.30	3.36	3.45	4.03	4.16	4.22
225.....	4.05	4.22	4.30	4.36	4.45	5.03	5.16	5.22
*815 Ltd.....				*5.05	*5.14	*5.33	*5.46	*5.52
227.....	5.05	5.22	5.30	5.36	5.45	6.03	6.16	6.22
229.....	6.05	6.22	6.30	6.36	6.45	7.03	7.16	7.22
231.....	7.05	7.22	7.30	7.36	7.45	8.03	8.16	8.22
233.....	8.05	8.22	8.30	8.36	8.45	9.03	9.16	9.22
235.....	9.05	9.22	9.30	9.36	9.45	10.03	10.16	10.22
237.....	10.05	10.22	10.30	10.36	10.45	11.03	11.16	11.22
						A.M.	A.M.	
239.....	11.20	11.40	11.48	11.55	12.04	12.20		
	A.M.	A.M.	A.M.	A.M.				
241.....	12.40	1.16	1.23	1.30	1.39			

All trains Daily, unless otherwise shown.
 *Daily except Sunday.
 †Saturday only.
 ‡Transfer at Lansdowne Jct. to City Car for points in East St. Louis and to St. Louis.
 Note—Limited Trains are shown "Ltd." and will make stops as follows:
 In Collinsville at:

- O'Farrel Street,
- Collinsville Avenue,
- Lindell,
- Clay and Summit Streets,
- Hesperia Street,
- Clinton Street,
- Center Street,
- Seminary Street,
- Ticket Office,
- Chestnut and Main Streets,
- All Regular Stops North of Ticket Office

Note—Cars are due at:
 Fairmount Race Track, South-bound, five minutes after time shown for "Longs Jct."

**Lebanon and O'Fallon to East St. Louis and St. Louis
Daily Except Sundays and Legal Holidays**

Train No.	Leave Lebanon	Leave O'Fallon	Leave Parkis	Leave Fairview	Leave Prospect	Arrive Edgemo-nt	Leave Edgemo-nt	Lv. Ridge Jct.	Arrive E.St. Louis	Arrive St. Louis
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
401	5.20	5.36	5.45	5.53	6.03	6.05	6.05		6.13	6.30
403			5.50	5.50	6.07	6.10	6.14		6.30	6.42
405	6.15	6.31	6.40	6.48	6.57	7.00	7.02		7.14	7.25
407	7.17	7.33	7.42	7.51	7.59	8.02	8.03		8.16	8.27
411	8.32	8.48	8.53	9.02	9.11	9.14	9.14		9.28	9.38
413	10.03	10.16	10.25	10.34	10.47	10.50	10.55		11.09	11.21
415	12.00	12.16	12.25	12.34	12.47	12.50	12.55		1.09	1.21
417	1.55	2.11	2.20	2.29	2.37	2.40	2.40		2.54	3.05
851	x 3.02	x 3.16	x 3.23	x 3.31	x 3.42	x 3.45	x 3.45		x 4.23	x 4.45
419	x 3.30	x 3.46	x 3.53	x 4.03	x 4.12	x 4.15	x 4.15		x 5.01	x 5.13
421			x 4.17	x 4.26	x 4.33	x 4.38	x 4.47		x 5.42	x 5.54
423	4.45	5.01	5.08	5.17	5.25	5.28	5.28		x 6.56	
425	x 6.10	x 6.20	x 6.28	x 6.37	x 6.40	x 6.40	x 6.40			
427	x 5.55	x 6.11	x 6.20	x 6.29	x 6.37	x 6.40	x 6.40		x 6.56	
853	x 5.55	x 6.11	x 6.20	x 6.29	x 6.37	x 6.40	x 6.40		x 7.54	x 8.06
429	6.45	7.01	7.08	7.17	7.25	7.28	7.28			
431	8.23	8.41	8.50	9.04	9.13	9.20	9.25		x 9.33	x 9.53
433	8.32	8.46	8.53	9.04	9.13	9.20	9.25		x 11.30	x 11.52
435	10.30	10.46	10.55	11.04	11.13	11.20	11.25			
437	12.45	1.01	1.10							

†Via Cleveland Ave. and Belleville Electric Div.
 x Saturday Only.
 * Daily Except Saturday and Sunday.
 ‡ Via Belleville Sub. Div.—Transfer at Edgemo-nt.

**Lebanon and O'Fallon to East St. Louis and St. Louis
Sundays and Legal Holidays**

Train No.	Leave Lebanon	Leave O'Fallon	Leave Parkis	Leave Fairview	Leave Prospect	Arrive Edgemo-nt	Leave Edgemo-nt	Lv. Ridge Jct.	Arrive E.St. Louis	Arrive St. Louis
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
601			6.05	6.14	6.27	6.30	6.40	6.54	7.06	7.17
603	6.30	6.46	6.55	7.04	7.17	7.20	7.25	7.33	7.51	8.07
605	7.30	7.46	7.55	8.04	8.17	8.20	8.25	8.33	8.51	9.07
607	8.30	8.46	8.55	9.04	9.17	9.20	9.25	9.33	9.51	10.07
609	9.30	9.46	9.55	10.04	10.17	10.20	10.25	10.33	10.51	11.07
611	10.30	10.46	10.55	11.04	11.17	11.20	11.25	11.33	11.51	12.07
613	11.30	11.46	11.55	12.04	12.17	12.20	12.25	12.33	12.51	13.07
615	1.30	1.46	1.55	2.04	2.17	2.20	2.25	2.33	2.51	3.07
617			3.10	3.19	3.29	3.32	3.40	3.54	4.06	4.21
619	3.30	3.46	3.55	4.04	4.16	4.19	4.19	4.34	4.45	4.51
621	4.35	4.50	4.58	5.07	5.18	5.19	5.19	5.34	5.45	5.51
623	5.35	5.50	5.58	6.07	6.18	6.19	6.19	6.34	6.45	6.51
625	6.35	6.50	6.58	7.07	7.18	7.19	7.19	7.34	7.45	7.51
627	7.35	7.50	7.58	8.07	8.18	8.19	8.19	8.34	8.45	8.51
629	8.35	8.50	8.58	9.07	9.18	9.19	9.19	9.34	9.45	9.51
631	10.30	10.46	10.55	11.04	11.17	11.20	11.25	11.30	11.51	12.07
633	12.45	1.01	1.10							

*Via Belleville Sub. Div.—Transfer at Edgemo-nt.
 All Through Trains Routed via State Street on Sundays and Holidays.

All Trains will make stops at the following points to receive or discharge:
 Collinsville and Broadway,
 Collinsville and Missouri Ave.
 10th and Missouri Ave.
 Cars via State Street will make all stops between Edgemo-nt and Missouri Ave. the same as Belleville Division cars.

All cars will make all local stops between Edgemo-nt and Lebanon on Limited trains Nos. 407 and 425 will stop at Edgemo-nt, Prospect, Fair-

Plate 20: East St. Louis & Suburban Railway Co. public dated 13 Sept. 1925. The system operated 90 miles of electric lines. The cars originated at the foot of Eads Bridge in St. Louis, MO, crossed the Mississippi River over that bridge to East. St. Louis, Lebanon, Edwardsville & Alton. None of these lines were more than 30 miles long, and most of them were suburban in nature. The 1925 timetable shows all the lines (except for the Alton service which was operated under the Alton, Granite & St. Louis name). Service was on an hourly or better headways. The Belleville line had local cars every 15 minutes and several limited trains throughout the day. The timetable also notes "During rush hours and at times when occasion demands, additional service as provided to take care of patrons." The Illinois Terminal leased the Alton and Edwardsville lines in 1930. The Alton line lasted the longest, but the others were abandoned by 1932.

14 BK

THE
ALTON, GRANITE & ST. LOUIS
TRACTION COMPANY

FRED E. ALLEN
W. H. SAWYER } Receivers

ALTON DIVISIONS

TIME TABLE No. 32

FOR EMPLOYEES ONLY

SHOWING TIME OF TRAINS BETWEEN:

ST. LOUIS AND ALTON
MITCHELL AND EDWARDSVILLE

and

INTERMEDIATE POINTS

Also

GENERAL AND SPECIAL INSTRUCTIONS
GOVERNING THE OPERATION ON THE
ABOVE DIVISIONS

EFFECTIVE 4:00 A. M.

Sunday, May 24, 1925

CENTRAL STANDARD TIME

Supersedes Time Table No. 30

W. C. MYERS,
Supt. Transportation and Roadway

JAS. HART,
A. J. GOODPASTER, } Asst. Supts.

ALTON DIVISION—North-Bound							
Miles from Alton	STATIONS	718	118	60	82	720	26
		Second Class	Second Class	FIRST CLASS	FIRST CLASS	Second Class	Second Class
		Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily
LEAVE		PM	PM	PM	PM	PM	PM
0	St. Louis . . .	4 55		5 10	5 15	5 20	5 30
1.26	East St. Louis	5 02		5 16	5 21	5 27	5 36
2.34	St. Clair . . .	5 09		5 22	5 27	5 34	5 42
3.05	Tower	5 12		5 26	5 30	5 37	5 45
5.13	Eagle Park . .	5 17		5 29	5 33	5 42	5 49
5.99	Cambridge . .	5 19		5 31	5 35	5 44	5 51
6.49	3rd & Mad. . .	5 22			5 38	5 47	5 54
7.03	Sulphur			5 34			
8.14	Granite	5 35		5 38	5 47	6 02	6 03
9.46	Fehling	PM		5 41	5 50	PM	6 07
10.49	Nameoki		PM	5 44	5 53		6 12
13.02	Mitchell		5 34	5 47	5 57		6 16
17.17	Poag		5 42		6 04		
19.26	Epping		5 47		6 09		
20.84	Woodlawn . . .		5 51		6 13		
21.89	Edwardsville.		5 56		6 18		
13.75	Lenox		PM	5 49	PM		6 19
16.55	Canal			5 52			6 26
18.75	Hartford			5 54			6 30
20.09	Standard			5 55			6 32
20.35	Wood River . . .			5 56			6 33
22.03	Niagara			5 58			6 37
23.17	Federal			6 00			6 40
24.16	Hume			6 02			6 43
25.53	Washington . . .			6 03			6 44
26.15	Alton			6 10			6 50
	ARRIVE	PM	PM	PM	PM	PM	PM
	RUN No.	8	4	11	7	10	1

Plate 21: Alton, Granite & St. Louis Traction Co. Alton Division employee timetable No. 32 of 24 May 1925. This line, a subsidiary of the East St. Louis & Suburban, ran across the Eads Bridge over the Mississippi River from St. Louis, MO to Alton.

SPECIAL INSTRUCTIONS—Continued

m. SPECIAL POSITIVE STOPS:

Union Street, Edwardsville,
E. D. and C Street, Granite City,
West Roadway Crossing of McKinley Bridge in both directions.

Neidringhaus and Madison Ave., Granite City.
Southbound Edwardsville Trains will stop before fouling main line at Mitchell and will not proceed until after they have ascertained that no first-class trains due are approaching or until they receive a signal from the Operator.

All trains operating via Granite City Loop will stop before fouling main line at 19th and Madison Ave., and 21st and Madison Avenue, and will not proceed until they have ascertained whether any trains are approaching.

n. NORMAL POSITION OF MAIN TRACK SWITCHES:

Cambridge, for via Sulphur.
Mitchell, for Alton-St. Louis Line.
North end of B. and O. viaduct, for trains via 7th Street.
Venice Junction, for Brooklyn Division.
2nd and Madison Avenue, for 2nd Street.
20th and Madison Avenue, as used.
23rd and Madison Avenue, for Alton-St. Louis Line.
18th and Madison Avenue, as used.
Leland Hotel, Edwardsville, for St. Louis Avenue.
At end of all double track, for the approach to the double track.

o. CONNECTIONS:

1. Conductors on all southbound local trains when delayed must notify operator at Hartford whether or not they have any passengers for Edwardsville connection at Mitchell. Hartford operator will then notify dispatcher.

2. Conductors on all trains advertised as making connections with C. P. and St. L. R. R. and Alton and Eastern R. R. at Alton will notify operator at Hartford whether or not they have passengers for this connection. The operator will then notify our agent and operator at Alton so that arrangements can be made to hold C. P. & St. L. and Alton & Eastern trains for connection if necessary.

p. OPERATION OF TERMINAL CROSSINGS IN VENICE:

1. The two flagmen on duty at the Terminal crossing in Venice will use a GREEN Flag for the Electric lines to use the crossing and a WHITE Flag for the Steam Roads to use the crossing.

2. The most northerly track is not controlled by flagmen and must be flagged by the conductor in both directions.

q. TRAIN ORDER HOOPS:

Train order hoops when delivered to train, must be thrown off at the next open train order office unless otherwise directed.

r. SCHEDULE TIME AT GRANITE:

The schedule time shown for trains at Granite applies to the sub-station, end of double track.

s. MANUALLY OPERATED TRAIN ORDER BOARDS:

Are located at:
Dispatchers Office,
Granite
Mitchell
Hartford

When at an angle of 45 degrees or more below horizontal or a green light at night, indicates "Proceed." When in horizontal position and in addition a red light at night, indicates "Stop" and must not be passed without a clearance card.

t. SPRING SWITCHES:

All spring switches on Interurban territory are indicated by a white stripe painted on the switch stand and will be operated the same as rigid switches, except such spring switches located at the following points:

End of all double track.
"B" & "O" viaduct—north end of Gauntlet.
20th and Madison Avenue, northbound.
Junction switch at Cambridge.

SPECIAL INSTRUCTIONS—Continued

u. SPEED RESTRICTIONS:

1. The speed of trains is restricted as follows:

All spring switches (Trailing).....	10 miles per hour
Alton City Limits (City Hall to Washington).....	12 miles per hour
"B" & "O" viaduct.....	8 miles per hour
Clover Leaf Viaduct (Cambridge).....	10 miles per hour
Eads Bridge and Approach.....	10 miles per hour
Edwardsville City Limits.....	12 miles per hour
Federal Curve.....	20 miles per hour
Fehling Curve.....	15 miles per hour
Granite City Limits.....	12 miles per hour
Nameoki City Limits.....	10 miles per hour
Illinois Avenue (Alton).....	10 miles per hour
Lewis Station Road Crossing.....	3 miles per hour
Madison and 20th Street (Granite).....	6 miles per hour
Madison Ave., between 2nd Street and 14th Street.....	12 miles per hour
Mitchell Viaduct Curves.....	6 miles per hour
Nameoki Curve.....	6 miles per hour
Wood River Interlocker, northbound trains from a point 800 feet south of derail to railroad crossing.....	15 miles per hour
Wood River Interlocker, southbound trains from a point 800 feet north of derail to railroad crossing.....	15 miles per hour
Springs Curve.....	6 miles per hour
Sulphur Cut-off (20th Street Curve).....	6 miles per hour
Between Sulphur and Cambridge.....	20 miles per hour
Hartford Road Crossing.....	3 miles per hour
Troy and Eastern Viaduct (Eagle Park).....	10 miles per hour
Standard Road Crossing.....	10 miles per hour
Yeager Park Road Crossing (Alton).....	10 miles per hour
Union Street Curve, Edwardsville.....	6 miles per hour
West Approach of Broadway viaduct westbound.....	10 miles per hour

2. All trains operating over Eads Bridge approach in either direction must run under perfect control so that in case team or truck pulls over on track you will be able to stop before colliding with same.

3. Special mention is made of speed over Highway Crossings at the following points which are considered extremely hazardous:

4th Street and Edwardsville Road (Between Cambridge and Granite, via Sulphur.)	
Highway Crossing north end of Madison Avenue, Granite	
Potato Road in Nameoki	
Long Lake	Mitchell
Bluff Road	Hartford
Lewis Crossing	Standard
Woodlawn Curve	Wood River
Union Street Curve	Yeager Park

In addition to the above crossings all other highway crossings and street intersections not mentioned in the Time Table or otherwise should be observed and careful operation exercised to prevent accidents. In approaching these crossings it must not be taken for granted that occupants of automobile and other vehicles are aware of the approaching car or train and great care must be exercised to avoid collisions. Sounding the gong and blowing the whistle is imperative but this act alone does not prevent accidents; the brakes must be relied upon and reduction of speed must be made at these crossings when automobiles or other vehicles are in the vicinity. The rate of speed should be such that your car or train can be brought to a stop in order to avoid an accident should the driver attempt to cross unexpectedly. Motormen must operate over these crossings at such speed that a collision will be impossible where any responsibility may be placed against the train crew.

Reducing speed over these crossings will consume more time in making schedules but it is imperative that we operate accordingly and avoid accidents.

Plate 22: Alton, Granite & St. Louis Traction Co. employee timetable No. 32 shows 2 trains per hour during most of the day. The Illinois Terminal purchased the AG&StL in 1933. The line was abandoned in 1953.

SCHEDULE OF FARES

CITY ONLY

Adult (12 yrs. and over).....	Cash 10c	Token 2 for 15c
Child (5 yrs. to 11 yrs. incl.).....	5c	
Students with identification cards.....	5c	

BRIDGE ONLY

Adult (12 yrs. and over).....	Cash 10c	Token 2 for 15c
Child (5 yrs. to 11 yrs. incl.).....	5c	

EAST ST. LOUIS-ST. LOUIS

Adult (12 yrs. and over).....	Cash 15c	Token E. St. Louis token, plus 5c
Child (5 yrs. to 11 yrs. incl.).....	7c	

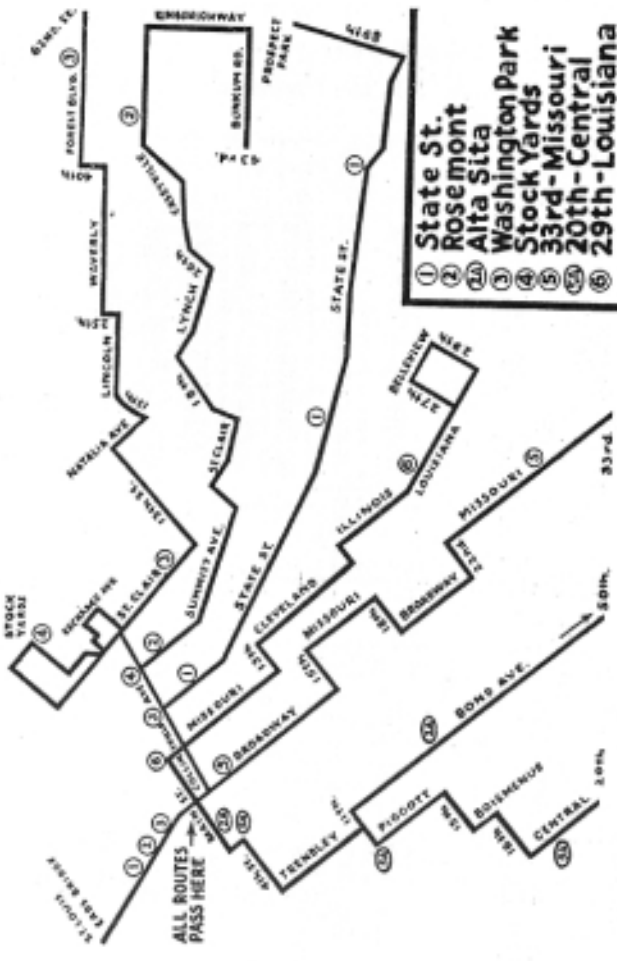
WASHINGTON PARK DIVISION

JTE: From Third and Washington Ave., St. Louis, Mo. via Eads Bridge, Broadway, Collinsville Ave., St. Clair Ave., 13th St., Natalia Ave., 15th St., Lincoln Ave., 25th St., Waverly Ave., 40th St., Forest Blvd. to 62nd St.

OUTBOUND

WEEK DAYS				SATURDAYS				SUNDAYS			
St. Louis	Main Bdry.	St. Louis	Main Bdry.	St. Louis	Main Bdry.	St. Louis	Main Bdry.	St. Louis	Main Bdry.	St. Louis	Main Bdry.
AM	AM	PM	PM	AM	AM	PM	PM	AM	AM	PM	PM
12.15	12.30	4.25	4.30	12.15	12.20	3.00	3.05	12.15	12.20	PM	PM
	1.10	4.35	4.40		1.10	3.12	3.17		1.10	9.10	9.15
4.35	4.40	4.45	4.50	4.35	4.40	3.24	3.29		4.05	9.50	9.55
5.00	5.05	5.10	5.15	5.00	5.05	3.36	3.41	5.00	5.05	10.10	10.15
	5.30	5.35	5.40		5.30			5.40	5.45	10.30	10.35
5.45	5.50	5.55	5.60	5.45	5.50	3.48	3.53	6.10	6.15	10.50	10.55
6.00	6.05	6.10	6.15	6.00	6.05	4.00	4.05	6.30	6.35	11.10	11.15
6.15	6.20		6.25	6.15	6.20	4.12	4.17	6.50	6.55	11.30	11.35
6.30	6.35	6.40	6.45	6.30	6.35	4.24	4.29	7.10	7.15	11.50	11.55
6.45	6.50	6.55	6.60	6.45	6.50	4.36	4.41	7.30	7.35	12.10	12.15
	7.00	7.05	7.10		7.00	4.48	4.53	7.50	7.55		1.30
7.15	7.20	7.25	7.30	7.15	7.20	5.00	5.05	8.10	8.15		4.05
7.30	7.35	7.40	7.45	7.30	7.35	5.12	5.17	8.30	8.35		
7.45	7.50	7.55	7.60	7.45	7.50	5.24	5.29	8.50	8.55		
8.00	8.05	8.10	8.15	8.00	8.05	5.36	5.41	9.10	9.15		
8.15	8.20	8.25	8.30	8.15	8.20	5.48	5.53	9.30	9.35		
8.30	8.35	8.40	8.45	8.30	8.35	5.60	5.65	9.50	9.55		
8.45	8.50	8.55	9.00	8.45	8.50	5.72	5.77	10.10	10.15		
9.00	9.05	9.10	9.15	9.00	9.05	5.84	5.89	10.30	10.35		
9.15	9.20	9.25	9.30	9.15	9.20	5.96	6.01	10.50	10.55		
9.30	9.35	9.40	9.45	9.30	9.35	6.08	6.13	11.10	11.15		
9.45	9.50	9.55	10.00	9.45	9.50	6.20	6.25	11.30	11.35		
10.00	10.05	10.10	10.15	10.00	10.05	6.32	6.37	11.50	11.55		
10.15	10.20	10.25	10.30	10.15	10.20	6.44	6.49	12.10	12.15		
10.30	10.35	10.40	10.45	10.30	10.35	6.56	7.01	12.30	12.35		
10.45	10.50	10.55	11.00	10.45	10.50	7.08	7.13	12.50	12.55		
11.00	11.05	11.10	11.15	11.00	11.05	7.20	7.25	1.15	1.20		
11.15	11.20	11.25	11.30	11.15	11.20	7.32	7.37	1.35	1.40		
11.30	11.35	11.40	11.45	11.30	11.35	7.44	7.49	1.55	2.00		
11.45	11.50	11.55	12.00	11.45	11.50	7.56	8.01	2.15	2.20		
12.00	12.05	12.10	12.15	12.00	12.05	8.08	8.13	2.35	2.40		
12.15	12.20			12.15	12.20	8.20	8.25	2.55	2.60		
12.30	12.35	4.35	4.40		11.12	11.17	10.18	10.23	3.15	3.20	
12.45	12.50				11.24	11.29	10.30	10.35	3.35	3.40	
	1.00				11.36	11.41	10.50	10.55	3.55	4.00	
	1.15				11.48	11.53	11.10	11.15	4.15	4.20	
	1.30				12.00	12.05	11.30	11.35	4.35	4.40	
	1.45				12.12	12.17	11.50	11.55	4.55	5.00	
	1.60				12.24	12.29	12.15	12.20	5.15	5.20	
	1.75				12.36	12.41			5.35	5.40	
	1.90				12.48	12.53	4.35	4.40	5.55	5.60	
	2.05				1.00	1.05			6.15	6.20	
	2.20				1.12	1.17			6.35	6.40	
	2.35				1.24	1.29			6.55	7.00	
	2.50				1.36	1.41			7.15	7.20	
	2.65				1.48	1.53			7.35	7.40	
	2.80				2.00	2.05			7.55	7.60	
	2.95				2.12	2.17			8.15	8.20	
	3.10				2.24	2.29			8.35	8.40	
	3.25				2.36	2.41			8.55	8.60	
	3.40				2.48	2.53					
	3.55										
	4.10										
	4.25										
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	8.10										
	8.25										
	8.40										
	8.55										

ROUTES



Transfers will be issued to any intersecting route to be used at such point subject to time limitation and to complete a continuous ride in the original direction of travel.

Plate 23: East St. Louis City lines public issued April 1939. The East St. Louis Transit Co. was among the earliest acquisitions of National City Lines. Streetcars were abandoned in 1935 and this 1939 timetable show bus service on the Washington Park Division and a map of the entire system. The Washington Park line was one of the three bi-state lines. The buses crossed the Mississippi River on the Eads Bridge and terminated at Third and Washington in St. Louis. The local city fare in East St. Louis was 10 cents while the "interurban" fare between St. Louis and East St. Louis was 15 cents.

- No. 1—Meeting Points are indicated by heavy figures within heavy lines.
 No. 2—The small number shown above time within heavy lines indicates the train to be met.
 No. 3—Speed limit must be observed as follows: Eldorado, in business section, 10 miles per hour; Eldorado, outside of business section, 15 miles per hour; Harrisburg, in business section, 6 miles per hour; Harrisburg, outside of business section, 15 miles per hour. Carrier Mills, 15 miles per hour.
 No. 4—Yard Limits are as follows: Harrisburg, Church Street to White City. Muddy, Vaughn Road to Middlefork Drainage Ditch. Eldorado, Beulah Heights to Eldorado Station. Carrier Mills, East Limits to Carrier Mills.
 No. 5—Passing and Stop Track Accommodations: Beulah Heights, 10 cars. Muddy, 10 cars. No. 12 Connection, 25 cars. White City, 7 cars. Car Barn, 20 cars. Davis Switch, 3 cars. Harrisburg, 3 cars. Davis Switch, 3 cars. High School, 3 cars. Poor Farm, 7 cars. Ledford, 3 cars. East Limits, 4 cars. Carrier Mills, 3 cars.
 No. 6—Register Stations: Eldorado, all trains. Carrier Mills, all trains. Harrisburg, all trains. Car Barn, all trains originating or terminating. Wason, 102, 103, 104 and 105. Poor Farm, 102.
 Trains 101, 102, 103, 104 and 105 are mixer trains and will be operated when needed.
 No. 7—Special Bedding: are posted in employes' room and Dispatcher's office, and should be consulted each day before going out on run.
 No. 8—Conductors and Motormen will be held equally responsible for the proper observance of all rules and orders affecting the movement of their trains.
 No. 9—At night and during stormy and foggy weather, Conductors will use red flags.

- No. 10—All fare collected must be registered at the time of collection. Where cash fare receipts are used on account of faulty registers, the receipts must be torn and handed to passenger when fare is collected.
 No. 11—All trains operating in either direction will come to a full stop before crossing Poplar and Geisler Streets, Harrisburg.
 No. 12—A seal record should be taken on all cars pulled from the Illinois Central Connection at Eldorado. When seals are missing you will make note that the seals are gone, and will apply seals, showing number of seals applied. If cars are opened at any of the way-stations between Eldorado and Harrisburg a record should be made of the number of seal broken, also the number of seal applied.
 No. 13—Train No. 6, due to leave Harrisburg at 6:30 A. M., has a regular meeting point shown at the car barn with train No. 102, and will receive a clearance on train No. 102 from the Train Dispatcher at Harrisburg before leaving the Harrisburg Station or before passing the car barn switch. The Conductor on train No. 102 will report to the Dispatcher at Harrisburg from the car barn as soon as his train is in the clear.
 No. 14—Train No. 27, due to leave Eldorado at 10:35 P. M., will wait at the Illinois Central Connection for Illinois Central passenger until 10:50 P. M., and if train is not then within sight or hearing, will proceed to Harrisburg, unless otherwise instructed by Dispatcher.

Stations and Sidings	Mileage										Stations and Sidings	Mileage								Stations and Sidings
	100	1	3	100	5	7	11	17	21	21			105	25	27	29	33	37		
	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.			PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.				
Eldorado		5:00	5:00		7:15	8:15	10:20	12:15	2:15	0:00	Eldorado			4:15	5:15	6:15	8:20	10:25	Eldorado	
I. C. Conn.		5:00	5:00		7:15	8:15	10:20	12:15	2:15	0:00	I. C. Conn.			4:15	5:15	6:15	8:20	10:25	I. C. Conn.	
Beulah		5:00	5:00		7:20	8:20	10:25	12:20	2:20	1:00	Beulah			4:20	5:20	6:20	8:25	10:30	Beulah	
Wason		5:00	¹⁰² 5:12		6:15	7:20	8:20	10:25	12:25	2:25	3:20	Wason		4:15	5:20	6:20	8:20	10:25	Wason	
Muddy		5:20	5:20		6:24	7:26	8:30	10:37	12:35	2:35	3:30	Muddy		4:25	5:30	6:30	8:30	10:35	Muddy	
White City		5:20	5:20		6:28	7:40	8:40	10:40	12:40	2:40	3:40	White City		4:27	5:40	6:40	8:40	10:50	White City	
Car Barn		5:20	5:27		⁶ 6:28	7:42	8:42	10:42	12:42	2:42	3:42	Car Barn		4:28	5:42	6:42	8:42	10:50	Car Barn	
Harrisburg		4:40	⁴ 5:27	⁶ 5:30		⁸ 7:45	¹⁰ 8:45	10:45	12:45	2:45	3:50	Harrisburg	²⁶ 3:45	4:30	²⁸ 5:45	³⁰ 6:45	³² 8:45	10:50	Harrisburg	
Davis		4:45	5:35	5:35		7:51	8:51	10:51	12:51	2:51	3:50	Davis	3:50	²⁸ 4:35	5:31	6:51	8:51	11:00	Davis	
High School		4:47	5:35	5:37		7:53	8:53	10:53	12:53	2:53	3:50	High School	3:50	4:40	5:52	6:52	8:52	11:00	High School	
Poor Farm		4:52	¹⁰² 5:38	5:41		7:58	8:58	10:58	12:58	2:58	3:54	Poor Farm	3:58	4:45	5:58	6:58	8:58	11:08	Poor Farm	
Heato		4:56	5:45	5:45		8:02	9:02	11:02	1:02	3:00	11:04	Heato	4:02	5:02	6:02	7:02	9:02	11:11	Heato	
Ledford		4:57	5:45	5:47		8:03	9:03	11:03	1:03	3:00	11:11	Ledford	4:02	5:02	6:02	7:02	9:02	11:12	Ledford	
East Limits		5:00	5:50	5:50		8:07	9:07	11:07	1:07	3:00	11:24	East Limits	4:07	5:07	6:07	7:07	9:07	11:15	East Limits	
Carrier Mills		5:05	5:54	5:56		8:10	9:10	11:10	1:10	3:10	11:12	Carrier Mills	4:10	5:10	6:10	7:10	9:10	11:18	Carrier Mills	

NORTH BOUND

Stations and Sidings	Mileage										Stations and Sidings	Mileage								Stations and Sidings
	2	4	100	6	8	16	12	18	22	22			26	104	28	30	32	34	38		42
	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	AM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.			PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.	PM Daily Ex. Sun.			
Carrier Mills											Carrier Mills								Carrier Mills	
East Limits											East Limits								East Limits	
Ledford											Ledford								Ledford	
Heato											Heato								Heato	
Poor Farm											Poor Farm								Poor Farm	
High School											High School								High School	
Davis											Davis								Davis	
Harrisburg											Harrisburg								Harrisburg	
Car Barn											Car Barn								Car Barn	
White City											White City								White City	
Muddy											Muddy								Muddy	
Wason											Wason								Wason	
Beulah											Beulah								Beulah	
I. C. Conn.											I. C. Conn.								I. C. Conn.	
Eldorado											Eldorado								Eldorado	

Plate 25: Southern Illinois Railway and Power Co. employee timetable No. 20 of 1 June 1926. The road was a 15 mile interurban that was owned by Central Illinois Public Service Co. It operated from Carrier Mills through Harrisburg to Eldorado in the coal mining area of Illinois. One of the later interurbans to be built, the SIR&P was completed in April 1913. The line used 1200 volt DC throughout its life. The coal hauling business helped the SIR&P last until 30 Nov. 1932. Passenger service was dropped earlier, on 25 Nov. 1931.

Per 203 4/15/23

CENTRAL ILLINOIS TRACTION COMPANY

TIME TABLE No. 31

Taking Effect at 5 O'Clock A. M., Wednesday, August 1, 1923

Superseding All Previous Time Tables

THIS TIME TABLE is for the Government and Information of employes only. Employes will carefully study Time Tables, as important changes have been made. Note changes in time at Sidings and Stations. Destroy all Time Tables of previous dates.

E. F. KELLY,
Division Manager

W. C. HERRING,
Superintendent of Railways

GAZETTE PRINTING CO., MATTOON, ILL.

INOIS TRACTION COMPANY

TIME TABLE No. 31

Miles from Charleston	In Effect, 5 A. M., WEDNESDAY, AUG. 1, 1923	STATIONS	Miles from Mattoon	EASTWARD TRAINS															
				Read Up															
				2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32
				LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL		
				AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM		
.0		Lv. CHARLESTON .Ar	11.2	5.24	7.28	8.28	9.38	10.38	11.48	12.53	1.58	3.13	4.23	5.28	6.43	7.48	8.58	10.18	11.28
.8		.. FAIR GROUNDS ..	10.4	5.20	7.25	8.25	9.35	10.35	11.45	12.50	1.55	3.10	4.20	5.25	6.40	7.45	8.55	10.15	11.25
3.1		... URBAN PARK ...	8.1	5.14	7.18	8.18	9.28	10.28	11.38	12.43	1.48	3.03	4.13	5.18	6.33	7.38	8.48	10.08	11.18
4.7		.. LINDER SIDING ..	6.5	5.12	7.15	8.15	9.25	10.25	11.35	12.40	1.45	3.00	4.10	5.15	6.30	7.35	8.45	10.05	11.15
5.0		..... LOXA	6.2	5.11	7.14	8.14	9.24	10.24	11.34	12.39	1.44	2.59	4.09	5.14	6.29	7.34	8.44	10.04	11.14
9.0		..... SHEAS	2.2	5.06	7.08	8.08	9.18	10.18	11.28	12.33	1.38	2.53	4.03	5.08	6.23	7.28	8.38	9.58	11.08
10.4		... FIFTH STREET ...	.8	5.04	7.05	8.05	9.15	10.15	11.25	12.30	1.35	2.50	4.00	5.05	6.20	7.25	8.35	9.55	11.05
11.2		Ar... MATTOON...Lv	.0	5.00	7.00	8.00	9.10	10.10	11.20	12.25	1.30	2.45	3.55	5.00	6.15	7.20	8.30	9.50	11.00
				AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
				2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32

Superseding all previous Time Tables.
Destroy all Time Tables of previous date.

Figures in Full-faced Type denote meeting points.
Westward Trains will take siding for Eastward Trains.

Plate 26: Central Illinois Traction Co. employee timetable of 1 Aug. 1923. The 12 mile line between Charleston and Mattoon was opened on 15 June 1904. Paralleling the CCC&StL, it offered 16 round trips in 1923 of 29 minute duration. Freight service on the road was halted in 1925, and 18 May 1928 saw the last interurban operations as the road converted to buses the next day. (Editors note: Probably the most misnamed line in Illinois, as it served eastern Illinois. Charleston was home to what became Eastern Illinois University.) Kent Hannah collection.

MAP OF THE CHICAGO

Showing Stations and Connections with Electric

**Points of Interest
AND
Nearest Elevated Station**

RAILROAD STATIONS

Nearest L. Station

Dearborn	State and Dearborn
Grand Central	Quincy
Illinois Central	Twelfth
La Salle	La Salle
Northwestern	Madison and Wells
Northwestern	Clinton
Union	Canal

MISCELLANEOUS

Nearest L. Station

Sears-Roebuck	St. Louis Ave.
Montgomery Ward	Chicago Ave.
Stock Yards	Stock Yards Train
Northwestern University	Davis St.
University of Chicago	University
Conservatory	Garfield Pk., Hamlin

PUBLIC GOLF COURSES

Nearest L. Station

Jackson Park	Jackson Park
Garfield Park	Garfield Park
Lincoln Park	Diversey

BATHING BEACHES

Nearest L. Station

Clarendon Municipal	Wilson
Wilson Beach	Wilson Ave.
Diversey Beach	Diversey
Jackson Park Municipal Beach	Jackson Park Sta.



**One Five Cent Fare
to any Point
in the City**

CONNECTING INTERURBAN

SOUTH—TAKE SO. SIDE ELEVATED, JACKSON PARK BRANCH, AND CHANGE AT

1. Jackson Park Station for cars to South Chicago, Pullman and Gary.
2. Dorchester Avenue Station for cars to Windsor Park, South Chicago and Deering.
3. Cottage Grove Avenue Station for cars to South Chicago, Roseland and West Pullman.
4. South Park Avenue Station for cars to South Chicago, Hammond, Whiting and East Chicago.

TAKE SOUTH SIDE ELEVATED, ENGLEWOOD BRANCH, AND CHANGE AT

5. Halsted Street Station, for cars to Kankakee.

WEST—TAKE METROPOLITAN ELEVATED, ALL BRANCHES, AND CHANGE AT

6. WELLS ST. Terminal to the Aurora, Elgin and Chicago Electric.
7. Marshall Avenue Station to the Aurora, Elgin and Chicago Electric.

Plate 27: Chicago Elevated Railroad system may circa 1918. The Chicago Elevated Railway Collateral Trust was a holding company formed by Samuel Insull, who controlled the local utility, Commonwealth Edison, on 1 June 1911. This holding company merged with the Oak Park line to form the Chicago Rapid Transit Co. on 9 Jan. 1924. The new company had 230 route miles with 210 stations. On 1 Oct. 1947 the Chicago Transit Authority took over the CRT. Kent Hannah collection.

ELEVATED RAILROADS

Cars for various outlying districts, cities and towns

**Points of Interest
AND
Nearest Elevated Station**

PUBLIC BUILDINGS

Nearest L Station

Post Office State-Dearborn
Board of Trade La Salle
County Building Clark and Lake
City Hall Clark and Lake
Art Institute Adams and Wabash
Public Library
Randolph and Wabash

CITY PARKS

Nearest L Station

Grant Adams and Wabash
Washington 55th Street
Jackson Jackson Park
Douglas Douglas Park
Garfield Garfield Park
Humboldt Humboldt Park
Lincoln Sedgwick

BALL GROUNDS

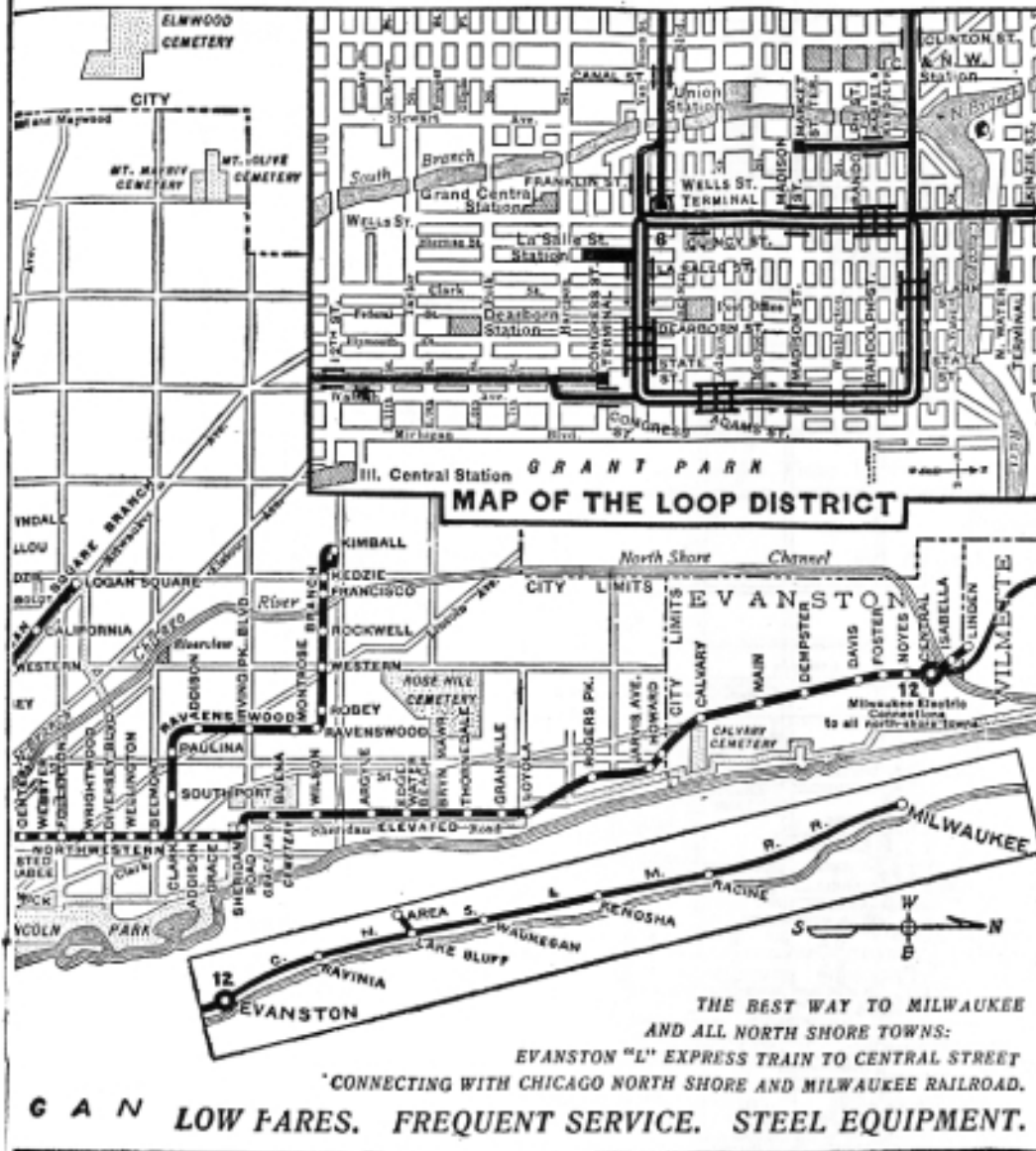
Nearest L Station

White Sox 35th Street
Cubs Addison

AMUSEMENT PARKS

Nearest L Station

Forest Park Desplaines
Riverview Belmont
White City South Park



LOW FARES. FREQUENT SERVICE. STEEL EQUIPMENT.

RAILWAY LINES

- WEST**—TAKE METROPOLITAN ELEVATED, GARFIELD PARK BRANCH, CHANGE AT
 - 8. Laramie Avenue Station to the Aurora, Elgin and Chicago Electric.
 - 9. Desplaines Avenue Station to the Aurora, Elgin and Chicago Electric.
- TAKE METROPOLITAN ELEVATED, DOUGLAS PARK BRANCH, AND CHANGE AT**
 - 10. Sixty-second Avenue Station for cars to Riverside, Brookfield and La Grange.
- TAKE CHICAGO AND OAK PARK ELEVATED, AND CHANGE AT**
 - 11. Wisconsin Avenue Station for cars to River Forest and Maywood.
- NORTH**—TAKE NORTHWESTERN ELEVATED, EVANSTON DIVISION, TO
 - 12. Central Street Station, Evanston, connecting with the Chicago North Shore and Milwaukee Railroad for all North Shore towns and cities.

**Universal Transfers
on the
Elevated**

Plate 28: The CER 1918 map has branches which many of us do not remember. The Westchester branch ended service on 9 Dec. 1951, the Normal Park branch on 29 Jan. 1954, the Stock Yards branch on 6 Oct. 1957, the Kenwood branch on 7 Nov. 1957. The Douglas Park line was cut back to Laramie Ave. in 1949. Also, it shows three downtown terminals which were closed in the 1950's: Congress St.; Market St.; and N. Water St. With the completion of the State St. and Dearborn St. subways, traffic was reduced to a level on the "loop" that permitted closing these terminals.

KANKAKEE & URBANA TRACTION CO.

"University Route"

PAXTON--RANTOUL--URBANA--CHAMPAIGN									URBANA--CHAMPAIGN--RANTOUL--PAXTON								
South Bound									North Bound								
11	9	77	7	78	8	73	1	Miles	STATIONS	72	4	74	4	74	8	16	12
* PM	* PM	* PM	* PM	* PM	* AM	* AM	* AM	0	PAXTON	AM	AM	PM	PM	PM	PM	PM	AM
10:00	7:00	5:50	3:55	12:40	9:50	8:35	6:30	0	GREENHOUSE	8:15	9:35	12:00	3:10	5:25	6:50	9:50	12:20
10:04	7:04	5:54	3:59	12:45	9:54	8:39	6:35	.59	WESLOND PARK	8:09	9:30	12:04	3:04	5:20	6:44	9:44	12:14
10:09	7:09	5:59	4:04	12:49	9:59	8:43	6:39	1.21	LUDLOW	8:05	9:26	12:20	3:00	5:15	6:40	9:40	12:10
10:17	7:17	6:06	4:12	12:57	10:07	8:51	6:50	5.72	WHITEMORE	7:57	9:17	12:12	2:52	5:07	6:32	9:32	12:02
10:22	7:22	6:10	4:16	1:02	10:11	8:56	6:54	8.00	I. C. SHORT LINE	7:52	9:12	12:06	2:47	5:02	6:27	9:27	11:57
10:28	7:28	6:16	4:21	1:07	10:17	9:02	7:00	10.78	RANTOUL	7:47	9:07	12:02	2:42	4:57	6:22	9:22	11:52
10:30	7:30	6:20	4:25	1:10	10:20	9:05	7:05	11.23	CHARUTE FIELD	7:45	9:05	12:00	2:40	4:55	6:20	9:20	11:50
10:32	7:32	6:21	4:27	1:12	10:22	9:07	7:07	11.68	FAIRFAX	7:41	9:01	11:57	2:37	4:52	6:16	9:16	11:46
10:37	7:37	6:24	4:31	1:16	10:26	9:11	7:12	14.00	THOMASBORO	7:37	8:56	11:51	2:31	4:49	6:11	9:11	11:41
10:42	7:42	6:28	4:35	1:20	10:32	9:15	7:17	15.98	SHARPS	7:33	8:52	11:47	2:27	4:45	6:07	9:07	11:37
10:46	7:46	6:31	4:41	1:24	10:36	9:19	7:21	18.08	TOWN HALL	7:29	8:48	11:43	2:23	4:41	6:02	9:02	11:32
10:50	7:50	6:34	4:45	1:28	10:40	9:22	7:25	20.21	FORD'S	7:25	8:45	11:40	2:20	4:38	5:58	8:58	11:29
10:52	7:52	6:35	4:46	1:29	10:42	9:23	7:27	21.41	BIRELEY'S	7:22	8:42	11:37	2:17	4:35	5:55	8:55	11:27
10:54	7:54	6:37	4:48	1:31	10:44	9:25	7:29	22.41	PERKIN'S	7:20	8:40	11:35	2:15	4:34	5:54	8:54	11:25
10:58	7:58	6:40	4:52	1:35	10:48	9:29	7:33	24.78	URBANA-CHAMPAIGN	7:15	8:35	11:30	2:10	4:30	5:50	8:50	11:20
11:05	8:05	6:45	5:00	1:40	10:55	9:35	7:40	25.78	(University of Illinois)	7:10	8:30	11:25	2:05	4:25	5:45	8:45	11:15
PM	PM	PM	PM	PM	AM	AM	AM			*AM	*AM	*AM	*PM	*PM	*PM	*PM	*PM

*Daily

*Daily

RAILROAD CONNECTIONS

AT PAXTON

N. Y. C. & St. L. for Hoopston, Lafayette, Gibson City, Bloomington and Peoria.
I. C. R. R. for Chicago.

AT RANTOUL

I. C. R. R. for LeRoy, and West Lebanon.

AT URBANA

Illinois Traction System, for Danville, Decatur, Springfield, and St. Louis.
Wabash, for Danville, Detroit, Decatur, St. Louis, Springfield and Kansas City.
C. C. C. & St. L. for Bloomington, Peoria, Danville and Indianapolis.

FREIGHT CONNECTIONS

AT URBANA

Illinois Traction System

Wabash Railway Company

Illinois Central R. R.

AT RANTOUL

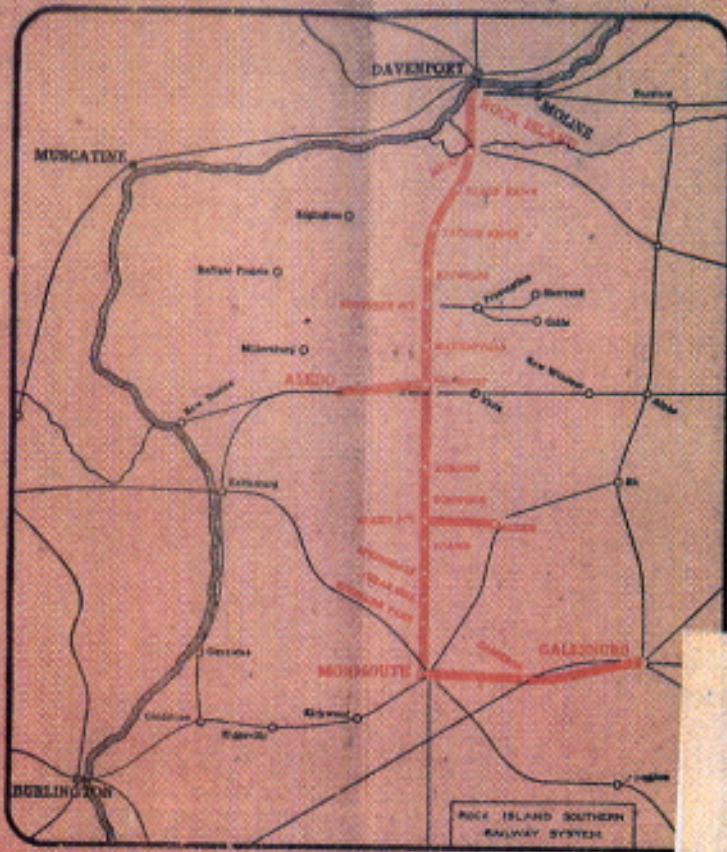
U. S. Government, Chanute Field

Freight Trains Operated Daily

REPRINTED IN 1922

Plate 29: Kankakee & Urbana Traction Co public of 1 Jan. 1925. The "University Route" served the University of Illinois Champaign/Urbana and traveled 26 miles north to Rantoul, Chanute Field, and Paxton. I wonder if Ford's, Bireley's and Perkin's stops were named after local farmers? Like many interurbans in sparsely populated areas, the K&UT ran cars on 2 to 3 hour headways. This reproduction of the 1 Jan. 1925 also mentions that freight trains operated daily. However, the freight service did not amount to much, and the road was abandoned on 26 March 1926.

MAP OF ROCK ISLAND SOUTHERN RAILWAY SYSTEM.



Summer 1916

CARS stop and start at
**Frank J. Butler Co.'s
 Corner**
 Successors to John S. Muesly Co.
 Pontiac, - - - Illinois

Bloomington, Pontiac
 & Joliet Electric
 Railway Co.

**OFFICIAL
 TIME TABLE**

H. A. FISHER, President
 Office, 219 W. Washington St.
 Pontiac, Illinois.

COMPLIMENTS OF
**FRANK J. BUTLER CO
 AND
 PONTIAC STATE BANK**
 PONTIAC, - ILLINOIS

**Chicago and Illinois
 Valley Railroad**

**BOOK of
 TRAINS**

Containing Schedules of
Passenger Service
 Electric Trains and Motor Coaches

between

- | | |
|--------------|---------------|
| Joliet | Utica |
| Morris | Peru |
| Ottawa | Spring Valley |
| Streator | De Pue |
| Starved Rock | Bureau |
| La Salle | Princeton |

CHICAGO

and Intermediate Points

In Effect January 20, 1929



Time Table

"The New Way"
 Between
 Galesburg
 Monmouth
 Alton
 Rock Island
 Moline
 and
 Davenport

October 1st, 1917