


The map shows a route starting at Williams Bay and Lake Geneva, passing through Putlana, 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

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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.

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G. E. FINCH, Gen. Mgr.

# QUARTERLY ISSUE NO. 110

SUMMER 2005

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

**Membership and dues:** Membership is open to any person or organization interested in timetables or related memorabilia. Membership includes subscriptions to: The Timetable Collector and The First Edition. Dues are \$25.00 per year for regular membership, \$30.00 per year for contributing membership and \$40.00 for foreign membership. Send dues checks (made payable to the National Association of Timetable Collectors, Inc.) to: George Fletcher, P. O. Box 217, Bethpage, NY 11714-0217 Send membership changes, address changes ,etc to John Krattinger, P. O. Box 217, Bethpage, NY 11714-0217

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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.

Peppers, 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			
Fontana, 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	4.55	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	.....	.....	.....	.....
Ar. Walworth (C M & St. P).....	.....	.....	9.50	.....	.....	.....	.....	6.03	.....	.....	.....	.....
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	
A. E. & C. Chicago.....Lv	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Elgin.....Ar			7.56	9.25	11.35	1.34	3.25	5.30	7.05	8.35
<b>SUNDAY LEAVE CHICAGO</b>			8.58	10.53	12.58	2.55	4.55	6.50	8.25	9.55
<b>SUNDAY ARRIVE ELGIN</b>			7.20	9.20	11.20	1.20	3.20	5.20	6.50	8.20
E. & B. Elgin.....Lv			8.57	10.57	12.57	2.57	4.57	6.57	8.27	9.57
Gilberts.....	7.00	9.00	11.00	1.00	3.00	5.00	7.00	8.30	10.00	
Huntley.....	7.25	9.25	11.25	1.25	3.25	5.25	7.25	8.55	10.25	
Union.....	7.33	9.33	11.33	1.33	3.33	5.33	7.33	9.05	10.33	
Marengo.....	7.48	9.48	11.48	1.48	3.48	5.48	7.48	9.18	10.48	
Garden Prairie.....	5.50	7.57	9.57	11.57	1.57	3.57	5.57	7.57	9.27	10.55
Belvidere.....Ar	8.08	8.10	10.10	12.10	2.10	4.10	6.10	8.10	9.43	
R. & I. Belvidere.....Lv	4.24	8.24	10.24	12.24	2.24	4.24	6.24	8.24	9.54	
Rockford.....Ar	6.50	8.25	10.25	12.25	2.25	4.25	6.25	8.25	9.55	
<b>EASTBOUND</b>										
Train Numbers on E. & B. Line	2	4	6	8	10	12	14	16	18	20
STATIONS	See Note A	See Note C						See Note D	See Note F	
R. & I. Rockford.....Lv	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Belvidere.....Ar			7.00	9.40	11.40	1.40	3.40	5.40	7.40	9.15
E. & B. Belvidere.....Lv			6.24	8.24	10.24	12.24	2.24	4.24	6.24	8.24
Garden Prairie.....Ar			6.25	8.25	10.25	12.25	2.25	4.25	6.25	8.25
Marengo.....			6.39	8.39	10.39	12.39	2.39	4.39	6.39	8.39
Union.....	5.50	7.53	9.53	10.52	12.52	2.52	4.52	6.52	8.52	10.27
Huntley.....	5.58	7.00	9.00	11.00	1.00	3.00	5.00	7.00	9.00	
Gilberts.....	8.12	7.14	9.14	11.14	1.14	3.14	5.14	7.14	9.14	
Elgin.....Ar	6.25	7.25	9.25	11.25	1.25	3.25	5.25	7.25	9.25	
A. E. & C. Elgin.....Lv	6.46	7.48	9.48	11.48	1.48	3.48	5.48	7.48	9.48	
Chicago.....Ar	8.50	8.05	10.05	12.05	2.05	4.02	6.05	8.05	10.05	
<b>SUNDAY LEAVE ELGIN</b>	8.15	9.19	11.15	1.30	3.20	5.31	7.30	9.30	11.20	
<b>SUNDAY ARRIVE CHICAGO</b>	7.00	8.00	10.00	12.00	2.00	4.00	6.00	8.00	10.00	
	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—Daily 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 20<sup>th</sup> 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	6:53-B	6:57	7:01	7:12
7:25	7:40	Harlem only		6:56	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	7:08-B	7:11	7:15	7:26
And every 15 minutes until				7:12-B	7:15	7:19	7:30
P.M.	P.M.	P.M.	P.M.	7:13	7:19	7:23	7:34
2:30	2:45	2:48	2:59	7:15-B	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	7:28	7:34	7:38	7:49
2:55	3:14	3:17	3:28	7:33-B	7:46	7:50	8:01
3:05	3:21	Harlem only		7:43	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	7:58	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
3:38-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		3:18-B	3:18	3:22	3:33
4:15	4:30	4:33	4:44	3:30-B	3:33	3:37	3:48
4:23-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
4:54-B	5:09	5:12	5:23	4:15	4:21	4:25	4:36
4:56-B	5:11	5:14	5:25	4:28-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
5:38-B	5:53	5:56	6:07	6:00	6:06	6:10	6:21
5:45	6:00	6:03	6:14	6:00-B	6:03	6:07	6:18
5:53-B	6:08	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	7:43	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
10:06	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	12:10
11:00	11:15	11:18	11:29	12:05	12:11	12:15	Harlem only
11:06	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	3.05	4.55
4.00	5.48	6.28	3.35	4.05	5.30
4.45	6.00	6.45	4.30	5.05	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	10.30	11.25	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	11.35	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 CHICAGO  
 Phone Westworth 2750  
 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 63<sup>rd</sup> & 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 79<sup>th</sup> 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 F.
	7:28 F.
	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	8:30	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	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 51
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 60 12
Ar. Hutchins St.	29 41 53 65 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 60 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	14 23 32 53
Second-Eastern	13 28 43 58
*Meda Ave. Sw.	16 31 46 61
*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 60 15

**INBOUND**

Lv. Terminus	33 48 63 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.



