Chicago & Western Indiana Railroad

"SAFETY SHOULD BE THE FIRST CONSIDERATION OF EVERY EMPLOYEE. EVERY EMPLOYEE SHOULD REPORT PROMPTLY TO HIS FOREMAN, SOME MEMBER OF THE SAFETY COMMITTEE OR OTHER PROPER PERSON, EVERY UNSAFE CONDITION."

No. 78—TIME TABLE—No. 78

Takes Effect Sunday, September 25, 1938

At 12:01 A. M.

Central Standard Time

Superseding All Previous Time Tables and Supplements

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

NOTE IMPORTANT CHANGES IN RULES

A. N. WILLIAMS,
President and General Manager

W. L. FOX,
General Superintendent

G. VOELKNER,
Superintendent

THE GUNTHORP-WARREN PRINTING COMPANY 210 WEST JACKSON CHICAGO (2500) 18632

RUNNING SOUTH

FIRST CLASS

Telephone Stations	STATIONS	Distance from Chicago	409	69	1	305	411	209	423	333	111	71	21	419	413	105	93
			Santa Fe 9 Pass.	C&W I Pass.	C& EI 1 Pass.	CI& L 5 Pass.	Santa Fe 11 Pass.	GTW 8 Pass.	Santa Fe 23 Pass.	CI& L 23 Pass.	Wab. 11 Pass.	C&W I Pass.	C& EI 21 Pass.	Santa Fe 19 Pass.	Santa Fe 13 Pass.	C&W I Pass.	C& EI 93 Pass.
			Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Sat. Only	Daily
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M
N	Lv. CHICAGO	.....	1.45	6.25	8.10	9.15	9.30	10.00	10.01	11.30	11.35	11.42	12.00	12.01	1.10	1.18	2.30
N	A., T. & S. F. Junc (1.3)	1.3	1.49	6.29	8.14	9.19	9.34	10.04	10.05	11.34	11.38	11.46	12.03	12.05	1.14	1.22	2.34
N	40th St (2.4)	3.7	.....	6.33	8.19	9.23	.....	10.07	.....	11.38	11.42	11.51	12.07	.....	.....	1.26	2.38
N	47th St (.8)	4.5	.....	6.34	s 8.20	9.24	.....	10.08	.....	11.39	11.43	s 11.52	12.08	.....	.....	s 1.27	2.39
.....	49th St (.3)	4.8	.....	.....	.....	.....	.....	10.09	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	55th St	5.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 11.55	.....	.....	.....	s 1.29	.....
N	59th St (.5)	6.2	.....	6.36	8.24	9.28	.....	.....	.....	11.43	11.46	s 11.57	12.11	.....	.....	s 1.30	2.42
N	Englewood (.4)	6.6	.....	6.37	s 8.25	s 9.29	.....	.....	.....	s11.44	s11.47	s 12.00	s12.12	.....	.....	s 1.32	s 2.43
.....	Normal Park (.6)	7.2	.....	.....	8.26	9.30	.....	.....	.....	11.45	11.48	s 12.02	.....	.....	.....	s 1.34	2.44
N	Hamilton Park (72nd St.) (.5)	7.7	.....	6.39	8.27	9.31	.....	.....	.....	11.46	11.49	s 12.04	12.13	.....	.....	s 1.36	2.45
.....	Auburn Park (79th St) (.9)	8.6	.....	6.40	8.29	9.32	.....	.....	.....	11.47	.....	s 12.06	12.14	.....	.....	s 1.38	2.46
N	81st St (.3)	8.9	.....	6.41	8.30	9.33	.....	.....	.....	11.48	.....	.....	12.15	.....	.....	1.39	2.47
N	Oakdale (1.2)	10.1	.....	6.42	8.32	.....	.....	.....	.....	.....	.....	s 12.17	12.16	.....	.....	s 1.40	2.48
.....	Euclid Park (.9)	11.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.19	.....	.....	.....	s 1.42	.....
.....	Fernwood (.7)	11.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.20	.....	.....	.....	s 1.43	.....
.....	North Roseland (.5)	12.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.21	.....	.....	.....	s 1.44	.....
.....	Roseland (.5)	12.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.23	.....	.....	.....	s 1.46	.....
.....	Sheldon Park (.5)	13.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 12.25	.....	.....	.....	s 1.48	.....
D	Kensington (.5)	13.7	.....	.....	s 8.39	.....	.....	.....	.....	.....	.....	s 12.27	12.22	.....	.....	s 1.49	2.55
D	Dolton (2.9)	16.6	.....	6.55	s 8.44	.....	.....	.....	.....	.....	.....	12.32	12.25	.....	.....	1.54	2.58
.....	Dolton Junc (.2)	16.8	.....	.....	8.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.59
N	Yard Center (1.2)	18.0	.....	.....	8.47	.....	.....	.....	.....	.....	.....	.....	12.26	.....	.....	.....	3.00
N	Pullman Junc (3.4)	12.3	.....	.....	.....	9.38	.....	.....	.....	11.53	.....	.....	.....	.....	.....	.....	.....
N	So. Deering (112th St.) (2.7)	15.0	.....	.....	.....	9.42	.....	.....	.....	11.57	.....	.....	.....	.....	.....	.....	.....
N	Draw Bridge (Calumet) (1.5)	16.5	.....	.....	.....	9.44	.....	.....	.....	11.59	.....	.....	.....	.....	.....	.....	.....
N	Burnham (1.7)	18.2	.....	.....	.....	9.48	.....	.....	.....	12.04	.....	.....	.....	.....	.....	.....	.....
N	State Line (1.6)	19.8	.....	.....	.....	9.50	.....	.....	.....	12.05	.....	.....	.....	.....	.....	.....	.....
N	Hammond (1.)	20.8	.....	.....	.....	s 9.56	.....	.....	.....	s12.09	.....	.....	.....	.....	.....	.....	.....
N	Ar. So. Hammond (2.5)	23.3	.....	.....	.....	10.06	.....	.....	.....	12.15	.....	.....	.....	.....	.....	.....	.....
			A M	A M	A M	A M	A M	A M	A M	P M	A M	P M	P M	P M	P M	P M	P M
	Figures between Stations show Distances		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily Ex. Sun.	Sat. Only	Daily

A—Northward trains are superior to trains of the same class in opposite direction on single track only.
B—The following signs indicate:—s Regular Stops; f Flag station.
C—Inferior Class Trains using the C. I. & L. tracks between State Line and South Hammond, must know that all First Class Trains due have arrived before proceeding.

D—Trains will run not to exceed eight (8) miles an hour over connections between Roosevelt Rd. and Taylor Street.
E—All trains must approach 14th Street Grade Crossing under Control.
F—All trains approach 112th Street Grade Crossing under Control.
G—No. 71 will use freight track from 74th St. to Oakdale.

☞Attention is called to the importance of conductors, engineers and all others concerned, examining bulletin books daily.

On account of the limited side clearance of Girders, Bridges and other Structures at various points along the C. & W. I. tracks, all Train and Engine Men are warned not to hang on side of engine or cars. Special attention is called to girder bridges in Englewood team yard and steel columns and platforms in Taylor St. Yard, Dearborn Station.

RUNNING SOUTH

FIRST CLASS

121	331	73	5	113	421	75	451	417	405	215	97	307	401	303	463	403	407	207	95	335	117	23	9	Distance from Chicago	STATIONS	Telephone Stations
Wab 21 Pass.	CI& L 31 Pass.	C&W I Pass.	C& EI 5 Pass.	Wab. 13 Pass.	Santa Fe 21 Pass.	C&W I Pass.	Erie 2 Pass.	Santa Fe 17 Pass.	Santa Fe 5 Pass.	GTW 14 Pass.	C& EI 97 Pass.	CI& L 7 Mail	Santa Fe 1 Pass.	CI& L 3 Pass.	Erie 8 Pass.	Santa Fe 3 Pass.	Santa Fe 7 Pass.	GTW 6 Pass.	C& EI 95 Pass.	CI& L 35 Pass.	Wab. 17 Pass.	C& EI 23 Pass.	C& EI 9 Pass.			
Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. and Sat. Only	Daily Ex. Sun.	Daily	Tues. and Sat. Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	PM	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M			
4.30	5.00	5.18	5.22	5.25	5.45	5.48	6.00	7.15	8.00	8.01	8.10	8.15	8.45	9.20	10.00	10.15	10.35	11.00	11.25	11.45	11.50	11.55	11.59	.....	Lv. CHICAGO	N
4.34	5.04	5.22	5.26	5.29	5.49	5.52	6.04	7.19	8.04	8.05	8.14	8.19	8.49	9.24	10.05	10.19	10.39	11.04	11.29	11.49	11.54	11.59	12.03	1.3	A., T. & S. F. Junc. (1.3)	N
4.37	5.08	5.26	5.30	5.34	.....	5.56	6.08	.....	.....	8.09	8.19	8.23	.....	9.29	10.08	.....	.....	11.09	11.33	11.53	11.59	12.04	12.08	3.7	40th St. (2.4)	N
4.39	5.09	s 5.27	s 5.31	s 5.35	.....	s 5.57	6.09	.....	.....	s 8.10	8.20	8.24	.....	9.30	10.09	.....	.....	s11.10	11.34	11.54	12.00	12.05	f12.09	4.5	47th St. (.8)	N
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.11	.....	.....	.....	.....	.....	.....	.....	11.11	.....	.....	.....	.....	.....	4.8	49th St. (.3)	
.....	.....	s 5.29	.....	.....	.....	s 5.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.7	55th St.	
4.41	5.13	s 5.31	5.34	5.39	.....	s 6.00	6.13	.....	.....	.....	8.23	8.28	.....	9.34	10.13	.....	.....	.....	11.37	11.58	12.04	12.09	12.13	6.2	59th St. (.5)	N
f 4.42	s 5.14	s 5.33	s 5.35	s 5.40	.....	s 6.01	s 6.14	.....	.....	.....	s 8.24	s 8.29	.....	s 9.35	f10.14	.....	.....	.....	s11.38	s11.59	s12.05	s12.10	s12.14	6.6	Englewood (.4)	N
4.43	5.15	s 5.35	s 5.37	5.41	.....	s 6.03	6.15	.....	.....	.....	.....	8.30	.....	9.36	10.15	.....	.....	.....	11.39	12.00	12.06	12.11	12.15	7.2	Normal Park (.6)	
4.44	5.16	s 5.37	5.38	5.42	.....	s 6.05	6.16	.....	.....	.....	8.26	8.31	.....	9.37	10.16	.....	.....	.....	11.40	12.01	12.08	12.12	12.17	7.7	Hamilton Park (72nd St.) (.5)	N
.....	5.17	s 5.40	s 5.39	.....	.....	s 6.07	6.17	.....	.....	.....	8.27	8.32	.....	9.38	10.18	.....	.....	.....	11.41	12.02	.....	12.14	12.18	8.6	Auburn Park (79th St.) (.9)	
.....	5.18	5.41	5.40	.....	.....	6.08	6.18	.....	.....	.....	.....	8.33	.....	9.39	10.19	.....	.....	.....	11.42	12.03	.....	12.15	12.19	8.9	81st St. (.3)	N
.....	.....	s 5.43	5.42	.....	.....	s 6.09	.....	.....	.....	.....	8.28	.....	.....	.....	.....	.....	.....	.....	11.43	.....	.....	12.16	12.20	10.1	Oakdale (1.5)	N
.....	.....	s 5.45	.....	.....	.....	s 6.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.0	Euclid Park (.9)	
.....	.....	s 5.46	.....	.....	.....	s 6.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.7	Fernwood (.7)	
.....	.....	s 5.48	.....	.....	.....	s 6.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.2	North Roseland (.5)	
.....	.....	s 5.50	.....	.....	.....	s 6.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.7	Roseland (.5)	
.....	.....	s 5.52	.....	.....	.....	s 6.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13.2	Sheldon Park (.5)	
.....	.....	s 5.53	s 5.50	.....	.....	s 6.21	.....	.....	.....	.....	8.35	.....	.....	.....	.....	.....	.....	.....	11.50	.....	.....	12.22	12.26	13.7	Kensington (.5)	D
.....	.....	5.58	s 5.54	.....	.....	6.26	.....	.....	.....	.....	8.38	.....	.....	.....	.....	.....	.....	.....	11.53	.....	.....	12.26	12.30	16.6	Dolton (2.9)	D
.....	.....	.....	s 5.57	.....	.....	.....	.....	.....	.....	.....	8.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16.8	Dolton Junc. (.2)	
.....	.....	.....	5.59	.....	.....	.....	.....	.....	.....	.....	8.40	.....	.....	.....	.....	.....	.....	.....	11.55	.....	.....	12.28	12.32	18.0	Yard Center (1.2)	N
.....	5.23	.....	.....	.....	.....	.....	6.23	.....	.....	.....	.....	8.38	.....	9.43	10.23	.....	.....	.....	.....	12.08	.....	.....	.....	12.3	Pullman Junc. (3.4)	N
.....	5.27	.....	.....	.....	.....	.....	6.27	.....	.....	.....	.....	8.42	.....	9.47	10.27	.....	.....	.....	.....	12.12	.....	.....	.....	15.0	So. Deering (112th St.) (2.7)	N
.....	5.30	.....	.....	.....	.....	.....	6.30	.....	.....	.....	.....	8.45	.....	9.50	10.30	.....	.....	.....	.....	12.15	.....	.....	.....	16.5	Draw Bridge (Calumet) (1.5)	N
.....	5.34	.....	.....	.....	.....	.....	6.33	.....	.....	.....	.....	8.48	.....	9.54	10.33	.....	.....	.....	.....	12.19	.....	.....	.....	18.2	Burnham (1.7)	N
.....	5.35	.....	.....	.....	.....	.....	6.35	.....	.....	.....	.....	8.50	.....	9.55	10.35	.....	.....	.....	.....	12.20	.....	.....	.....	19.8	State Line (1.6)	N
.....	s 5.38	.....	.....	.....	.....	.....	6.40	.....	.....	.....	.....	s 8.55	.....	s 9.58	10.40	.....	.....	.....	.....	s12.24	.....	.....	.....	20.8	Hammond (1.)	N
.....	5.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.10	.....	10.03	.....	.....	.....	.....	.....	12.36	.....	.....	.....	23.3	Ar. So. Hammond (2.5)	N
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	PM	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M			
Daily	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. and Sat. Only	Daily Ex. Sun.	Daily	Tues. and Sat. Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Figures between Stations show Distances	

H—All C. & W. I. Suburban Trains will stop at 134th Street for passengers.

I—No. 23 will stop at 47th St. on flag for revenue passengers for Villa Grove and South.

J—No. 121 will stop at Englewood for revenue passengers for Decatur and St. Louis.

K—No. 117 will stop on signal at 47th St., to receive paying passengers.

L—No. 463 will stop at Englewood for passengers for east of Hammond.

☞Attention is called to the importance of conductors, engineers and all others concerned, examining bulletin books daily.

On account of the limited side clearance of Girders, Bridges and other Structures at various points along the C. & W. I. tracks, all Train and Engine Men are warned not to hang on side of engine or cars. Special attention is called to girder bridges in Englewood team yard and steel columns and platforms in Taylor St. Yard, Dearborn Station.

RUNNING NORTH

FIRST CLASS

Telephone Stations	STATIONS	Distance from Chicago	454	94	336	408	410	24	206	422	96	118	304	66	216	10	404	68	112	452	402	6	406
			Erie 7 Pass.	C& EI 94 Pass.	CI& L 36 Pass.	Santa Fe 8 Pass.	Santa Fe 10 Pass.	C& EI 24 Pass.	GTW 5 Pass.	Santa Fe 22 Pass.	C& EI 96 Pass.	Wab. 18 Pass.	CI& L 4 Pass.	C&W I Pass.	GTW 15 Pass.	C& EI 10 Pass.	Santa Fe 4 Pass.	C&W I Pass.	Wab. 12 Pass.	Erie 1 Pass.	Santa Fe 2 Pass.	C& EI 6 Pass.	Santa Fe 6 Pass.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Thurs. Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
N	Ar. CHICAGO	.....	1.00	5.15	6.15	6.20	6.45	6.55	7.00	7.15	7.15	7.20	7.30	7.33	7.45	7.48	7.50	7.58	8.00	8.05	8.50	8.52	9.20
N	1.3 A., T. & S. F. Junc	1.3	12.54	5.09	6.09	6.14	6.39	6.49	6.54	7.08	7.10	7.15	7.26	7.27	7.39	7.41	7.44	7.51	7.54	8.00	8.44	8.45	9.14
N	2.4 40th St	3.7	12.48	5.03	6.03	.....	.....	6.43	6.48	.....	7.03	7.08	7.18	7.21	7.33	7.36	.....	7.46	7.48	7.55	.....	8.38	.....
N	.8 47th St	4.5	12.47	5.02	6.02	.....	.....	6.42	s 6.47	.....	7.02	7.07	7.17	s 7.20	f 7.32	s 7.35	.....	s 7.45	s 7.47	7.54	.....	s 8.37	.....
.....	.3 49th St	4.8	.....	.....	.....	.....	.....	.....	6.46	.....	.....	.....	.....	.....	7.31	.....	.....	.....	.....	.....	.....	.....	.....
.....	55th St	5.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 7.18	.....	.....	.....	s 7.42	.....	.....	.....	.....	.....
N	.5 59th St	6.2	12.44	4.58	5.59	.....	.....	6.38	.....	.....	6.58	7.03	7.14	s 7.17	.....	7.31	.....	s 7.41	7.43	7.51	.....	8.33	.....
N	.4 Englewood	6.6	f12.43	s 4.57	s 5.58	.....	.....	s 6.37	.....	.....	s 6.57	s 7.02	s 7.13	s 7.15	.....	s 7.30	.....	s 7.39	s 7.42	f 7.50	.....	s 8.32	.....
.....	.6 Normal Park	7.2	12.42	4.56	5.57	.....	.....	6.36	.....	.....	6.56	7.01	.....	s 7.13	.....	f 7.29	.....	s 7.37	7.41	7.49	.....	8.31	.....
N	.5 Hamilton Park (72nd St.)	7.7	12.41	4.55	5.56	.....	.....	6.35	.....	.....	6.55	6.59	7.12	s 7.11	.....	7.28	.....	s 7.35	7.39	7.48	.....	8.29	.....
.....	.9 Auburn Park (79th St.)	8.6	12.39	4.54	5.55	.....	.....	6.34	.....	.....	6.54	.....	7.11	s 7.09	.....	7.27	.....	s 7.33	.....	7.47	.....	8.28	.....
N	.3 81st St	8.9	12.38	4.53	5.54	.....	.....	6.33	.....	.....	6.53	.....	7.10	7.08	.....	7.25	.....	7.32	.....	7.46	.....	8.27	.....
N	1.2 Oakdale	10.1	.....	4.52	.....	.....	.....	6.31	.....	.....	6.52	.....	.....	s 7.07	.....	7.24	.....	s 7.31	.....	.....	.....	8.25	.....
.....	.9 Euclid Park	11.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 7.05	.....	.....	.....	s 7.29	.....	.....	.....	.....	.....
.....	.7 Fernwood	11.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 7.03	.....	.....	.....	s 7.27	.....	.....	.....	.....	.....
.....	.5 North Roseland	12.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 7.02	.....	.....	.....	s 7.25	.....	.....	.....	.....	.....
.....	.5 Roseland	12.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 7.00	.....	.....	.....	s 7.24	.....	.....	.....	.....	.....
.....	.5 Sheldon Park	13.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.58	.....	.....	.....	s 7.22	.....	.....	.....	.....	.....
D	.5 Kensington	13.7	.....	4.45	.....	.....	.....	6.24	.....	.....	6.45	.....	.....	s 6.57	.....	s 7.17	.....	s 7.21	.....	.....	.....	s 8.17	.....
D	2.9 Dolton	16.6	.....	.....	.....	.....	.....	6.20	.....	.....	6.42	.....	.....	6.52	.....	s 7.13	.....	7.16	.....	.....	.....	s 8.12	.....
.....	.2 Dolton Junc	16.8	.....	4.42	.....	.....	.....	6.19	.....	.....	6.41	.....	.....	.....	.....	7.12	.....	.....	.....	.....	.....	s 8.11	.....
N	1.2 Yard Center	18.0	.....	4.40	.....	.....	.....	6.17	.....	.....	6.40	.....	.....	.....	.....	7.10	.....	.....	.....	.....	.....	8.10	.....
N	3.4 Pullman Junc	12.3	12.32	.....	5.51	.....	.....	.....	.....	.....	.....	.....	7.06	.....	.....	.....	.....	.....	.....	7.41	.....	.....	.....
N	2.7 So. Deering (112th St.)	15.0	12.27	.....	5.47	.....	.....	.....	.....	.....	.....	.....	7.02	.....	.....	.....	.....	.....	.....	7.37	.....	.....	.....
N	1.5 Draw Bridge (Calumet)	16.5	12.24	.....	5.45	.....	.....	.....	.....	.....	.....	.....	7.00	.....	.....	.....	.....	.....	.....	7.35	.....	.....	.....
N	1.7 Burnham	18.2	12.21	.....	5.42	.....	.....	.....	.....	.....	.....	.....	6.57	.....	.....	.....	.....	.....	.....	7.32	.....	.....	.....
N	1.6 State Line	19.8	12.18	.....	5.40	.....	.....	.....	.....	.....	.....	.....	6.55	.....	.....	.....	.....	.....	.....	7.30	.....	.....	.....
N	1. Hammond	20.8	12.15	.....	s 5.35	.....	.....	.....	.....	.....	.....	.....	s 6.50	.....	.....	.....	.....	.....	.....	7.27	.....	.....	.....
N	2.5 Lv. So. Hammond	23.3	.....	.....	5.25	.....	.....	.....	.....	.....	.....	.....	6.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	Figures between Stations show Distances		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Thurs. Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily

A—Northward trains are superior to trains of the same class in opposite direction on single track only.
B—The following signs indicate:—s Regular Stops; f Flag station.
C—Inferior Class Trains using the C. I. & L. tracks between State Line and South Hammond, must know that all First Class Trains due have arrived before proceeding.
D—Trains will run not to exceed eight (8) miles an hour over connections between Roosevelt Rd. and Taylor Street.
E—All trains must approach 14th Street Grade Crossing under Control.
F—All trains approach 112th Street Grade Crossing under Control.
G—No. 92, No. 94 and No. 96 will stop at 47th St. for passengers from points south of Evansville.
H—All C. & W. I. suburban trains will stop at 134th St. for passengers.
I—No. 10 will use No. 1 track, 81st St. to 59th St. or 47th St.

RUNNING NORTH

FIRST CLASS

414	420	72	418	92	100	338	306	110	22	74	8	218	424	330	412	124	Distance from Chicago	STATIONS	Telephone Stations
Santa Fe 14 Pass.	Santa Fe 20 Pass.	C&W I Pass.	Santa Fe 18 Pass.	C& EI 92 Pass.	C&W I Pass.	CI& L 38 Pass.	CI& L 6 Pass.	Wab. 10 Pass.	C& EI 22 Pass.	C&W I Pass.	C& EI 8 Pass.	G T W 17 Pass.	Santa Fe 24 Pass.	CI& L 30 Pass.	Santa Fe 12 Pass.	Wab. 24 Pass.			
Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Sun. & Thurs. Only	Daily	Sat. Only	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily			
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M			
12.10	1.25	1.27	1.45	2.00	2.45	3.10	5.15	5.30	5.32	.....	7.50	8.10	8.50	9.00	9.30	9.35	.....	Ar. CHICAGO	N
12.04	1.19	1.20	1.39	1.54	2.40	3.05	5.10	5.25	5.27	.....	7.45	8.04	8.44	8.54	9.24	9.30	1.3	A., T. & S. F. Junc. (1.3)	N
.....	.....	1.13	.....	1.48	2.33	2.59	5.03	5.20	5.23	.....	7.38	7.58	.....	8.48	.....	9.27	3.7	40th St. (2.4)	.....
.....	.....	s 1.12	.....	1.47	s 2.32	2.57	5.02	5.19	5.22	6.54	7.37	f 7.57	.....	8.47	.....	9.26	4.5	47th St. (.8)	N
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.56	.....	.....	.....	.....	4.8	49th St. (.3)	.....
.....	.....	s 1.08	.....	.....	s 2.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.7	55th St.	.....
.....	.....	s 1.06	.....	1.43	s 2.26	2.54	4.59	5.15	5.19	6.51	7.33	.....	.....	8.44	.....	9.24	6.2	59th St. (.5)	N
.....	.....	s 1.04	.....	s 1.42	s 2.25	s 2.53	s 4.58	s 5.14	s 5.18	6.50	s 7.32	.....	.....	s 8.43	.....	f 9.23	6.6	Englewood (.4)	N
.....	.....	s 1.02	.....	1.41	s 2.23	2.52	4.57	5.12	5.17	.....	7.31	.....	.....	8.42	.....	9.20	7.2	Normal Park (.6)	.....
.....	.....	s 1.00	.....	1.40	s 2.21	2.51	4.56	5.11	5.16	.....	7.30	.....	.....	8.41	.....	9.19	7.7	Hamilton Park (72nd) (.5)	N
.....	.....	s12.58	.....	1.39	s 2.19	2.50	4.55	.....	5.15	.....	7.29	.....	.....	8.40	.....	.....	8.6	Auburn Park (79th) (.9)	.....
.....	.....	12.57	.....	1.38	.....	2.49	4.54	.....	5.14	6.44	7.28	.....	.....	8.39	.....	.....	8.9	81st St. (.3)	.....
.....	.....	s12.53	.....	1.37	s 2.15	.....	.....	.....	5.12	6.43	7.27	.....	.....	.....	.....	.....	10.1	Oakdale (1.2)	N
.....	.....	s12.50	.....	.....	s 2.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.0	Euclid Park (.9)	.....
.....	.....	s12.48	.....	.....	s 2.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.7	Fernwood (.7)	.....
.....	.....	s12.46	.....	.....	s 2.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.2	North Roseland (.5)	.....
.....	.....	s12.44	.....	.....	s 2.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.7	Roseland (.5)	.....
.....	.....	s12.42	.....	.....	s 2.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13.2	Sheldon Park (.5)	.....
.....	.....	s12.40	.....	1.30	s 2.05	.....	.....	.....	5.05	6.36	7.20	.....	.....	.....	.....	.....	13.7	Kensington (.5)	D
.....	.....	12.35	.....	1.27	1.59	.....	.....	.....	5.02	6.32	7.17	.....	.....	.....	.....	.....	16.6	Dolton (2.9)	D
.....	.....	.....	.....	1.26	.....	.....	.....	.....	5.01	.....	7.16	.....	.....	.....	.....	.....	16.8	Dolton Junc. (.2)	.....
.....	.....	.....	.....	1.25	.....	.....	.....	.....	5.00	.....	7.15	.....	.....	.....	.....	.....	18.0	Yard Center (1.2)	N
.....	.....	.....	.....	.....	.....	2.46	4.51	.....	.....	.....	.....	.....	.....	8.36	.....	.....	12.3	Pullman Junc. (3.4)	N
.....	.....	.....	.....	.....	.....	2.42	4.47	.....	.....	.....	.....	.....	.....	8.32	.....	.....	15.0	So. Deering (112th St.) (2.7)	N
.....	.....	.....	.....	.....	.....	2.40	4.45	.....	.....	.....	.....	.....	.....	8.30	.....	.....	16.5	Drawbridge (Calumet) (1.5)	N
.....	.....	.....	.....	.....	.....	2.37	4.42	.....	.....	.....	.....	.....	.....	8.27	.....	.....	18.2	Burnham (1.7)	N
.....	.....	.....	.....	.....	.....	2.35	4.40	.....	.....	.....	.....	.....	.....	8.25	.....	.....	19.8	State Line (1.6)	N
.....	.....	.....	.....	.....	.....	s 2.30	s 4.38	.....	.....	.....	.....	.....	.....	s 8.23	.....	.....	20.8	Hammond (1.)	N
.....	.....	.....	.....	.....	.....	2.24	4.25	.....	.....	.....	.....	.....	.....	8.16	.....	.....	23.3	Lv. So. Hammond (2.5)	N
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M			
Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Sun. Only	Daily	Sat Only	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		Figures between Stations show Distances	

J—No. 10 will stop at Roseland Mondays to Fridays inclusive to land passengers.

L—No. 118 will stop on signal at 47th St. to discharge paying passengers.

M—Nos. 454 and 452 will stop at Englewood to discharge passengers from east of Hammond.

O—No. 24 will stop at 47th St. to discharge revenue passengers from St. Louis.

P—No. 124 will stop at Englewood to discharge passengers from Decatur and St. Louis.

Book of Rules dated July 1, 1913, will govern in all cases except when they conflict with the following

SPECIAL RULES

No. 1. A—The main tracks are designated by numbers commencing with No. 1 for the most easterly and continuing west, except that at 87th Street Nos. 1 and 2 tracks cross Nos. 3 and 4 tracks and continue south on the west side to Pullman Junction, and where otherwise designated in this Rule.

B—Tracks are designated as follows: Between Dearborn Station and a point approximately 250 feet south of the south line of Roosevelt Rd. (12th Street) all tracks are included in Taylor Street Yard. Trains must be moved through the yard under full control, as track is liable to be occupied. In case of accident responsibility rests with the approaching train.

C—Between Roosevelt Rd. and 15th Street there are two main tracks and three yard leads. Track 1 will be used for Northward Traffic. Track No. 2 will be used for Southward Traffic. The East, West and Monon leads will be used for trains in both directions between 12th Street and 15th Street, and will be governed by yard rules. West lead north of C. I. & L., connection will not be used by other than coach engines except by permission of Yardmaster at Taylor St.

D—Between 15th and 16th Streets there are two main tracks and two yard leads. Track No. 1 will be used for Northward Traffic. Track No. 2 will be used for Southward Traffic. The two leads will be used for switching and trains working on these tracks will be governed by yard rules.

E—Between 16th and 21st Streets there are four main tracks. No. 1 will be used for northward passenger trains; No. 2 for southward passenger trains; No. 3 will be used for northward traffic and No. 4 for southward traffic.

F—Between 21st and 46th Sts. there are six main tracks. No. 1 will be used by northward passenger trains; No. 2 will be used by southward passenger trains; Nos. 3 and 5 will be used by northward traffic; Nos. 4 and 6 will be used by southward traffic.

G—Between 47th and 49th Streets, there are 8 main tracks and 2 yard leads. Tracks No. 1 and 2, for northward passenger trains; track No. 3 for southward passenger trains; track No. 4 for northward traffic; track No. 5 for southward traffic; track No. 6 Switching lead under yard rule; Grand Trunk No. 1, In-bound Grand Trunk traffic; Grand Trunk No. 2, Out-bound Grand Trunk traffic; and two Switching leads, C. J. No. 1 and C. J. No. 2, under yard rule, C. J. No. 1, traffic to C. & W. I., C. J. No. 2, traffic to C. J.

H—Between 49th and 81st St. Junction there are six tracks: No. 1 will be used by northward passenger trains *except between the hours of* 5.00 p. m. and 7.00 p. m. daily, *when No. 1 will be used for southward C. & W. I. suburban trains or other traffic when necessary, between* 47th *and* 81st *Street interlocking towers.* Trains using No. 1 track must clear track by time mentioned for change of traffic or protect in both directions, as required by time table Rule 18. No. 2 will be used by northward passenger trains. No. 3 will be used by southward passenger trains. No. 4 will be used by northward freight trains. No. 5 by southward freight trains. No. 6 track is a switching lead, trains using this track will be governed by yard rules.

I—Particular attention is called to the fact that track No. 1 is not equipped with block signals for Southward Movement.

J—Enginemen and Trainmen of all trains using No. 1 track in either direction must approach and pass 55th, 59th, 63rd, 68th, 72nd and 79th Street Stations carefully, and all trains using tracks No. 1, 2 or 3 must approach and move through Englewood Passenger Station under full control, keeping sharp lookout to avoid any chance of accident.

K—Between 80th-81st St. Junction and Pullman Junction. There are four main tracks. No. 1 track Northward passenger trains, No. 2 track Southward passenger trains. No. 3 track Northward freight trains. No. 4 track Southward freight trains.

L—Between Pullman Junction and State Line there are two main tracks; No. 1 track northward traffic; No. 2 southward traffic.

M—Between Pullman Junction and 110th St., there are two additional tracks. No. 3 track located to the East of No. 1 for northward movements. All northward trains will approach South Deering (112th Street) expecting a "19 Order," instructing trains to use No. 3 track from 110th Street. Crews using No. 3 track from 110th Street will look after their own switches, leaving same properly lined and locked for No. 1 track after using and must not pass over switches onto No. 3 track at a speed exceeding 12 miles per hour, and will come to a stop at Stop Board located near 95th Street and not proceed until they receive a clear hand signal from the switchtender on the ground, who will use a Yellow flag by day and a Yellow light by night. Southward trains using No. 4 track from Pullman Junction will receive a "19 Order" at Pullman Junction and will come to a stop at the Stop Board located just north of the fouling point with No. 2 track at 110th Street. Crews using No. 4 track will look after their own switches at 95th Street (Pullman Junction) and 110th Street, leaving same properly lined and locked for No. 2 track after using. All trains moving to or from No. 3 and No. 4 tracks and while occupying same will protect their trains as required by time table Rule 18, and Rule AB-7 of Current Time Table.

N—Between Burnham and State Line there are two sidings, one on either side of the main tracks. Trains using these sidings will be governed by yard rules.

O—Between 80-81st St. Junction and Oakdale there are four main tracks; No. 1 track northward passenger trains: No. 2 track southward passenger trains; No. 3 track northward freight trains; No. 4 track southward freight trains.

P—Between Oakdale and 134th St., there are three main tracks. No. 1 track for Northward traffic. No. 2 track for Southward traffic. No. 3 track located to the east of No. 1 track for Northward traffic. Trains using No. 3 or Northward track between 134th St. and Oakdale must obtain permission from the dispatcher, and will run under control, account not equipped with Block Signals. Permission from dispatcher will be given by message or train order.

Q—Between 134th St. and Yard Center there are two main tracks—No. 1 track northward traffic; No. 2 track southward traffic.

R—Trains may be run on any track with the current of traffic when necessary.

S—Trains of the same class may pass and run ahead of each other without a special order.

No. 2. *Standard Clocks* are located:
Train Dispatcher's Office—Dearborn Station.
49th St. Round House.
59th St. Tower.
Oakdale.
State Line.
South Hammond.

No. 3. *Bulletin Books* are located:
Train Dispatcher's Office—Dearborn Station.
Taylor St.
Wabash Telegraph Office, 47th St.
49th St. Round House.
59th St. Tower.
Erie Yard Office, 51st St.
51st St. Coach Yard—Switch Tender Cabin.
Yard Master's Office—83rd St.
Oakdale.
Yard Center.
State Line.
South Hammond.

No. 4. *Register Books* are located at Train Dispatcher's office, Dearborn Station, for all trains.

Yard Center for all trains. Passenger trains and through freight trains may use register slips.

South Hammond C. I. & L. Telegraph Office for all trains on that line. Register slips may be used at this station.

Conductors will be particular to give the exact number of cars in their train, counting the caboose as one car.

No. 5. *Train Order Signals*, are located Oakdale, Yard Center, Pullman Junction, South Deering, State Line.

No. 6. In regulating the passage of trains over the main tracks, on a question of passage or crossing the trains of the several companies shall have precedence according to class, in the following order:

1st, C. & E. I.; 2d, Wabash; (Decatur Div.); 3d, G. T. W.; 4th, C. & Erie; 5th, C. I. & L.; 6th, Wabash (Detroit Div.); 7th, A. T. & S. F.; 8th, C. & W. I. This rule must not be understood as giving any superiority to a train of inferior class over a train of superior class, but is only to affect trains of the same class in regard to each other.

No. 7.—Yellow or green flags (or marker lamps not burning) by day, and yellow or green lights to side and red lights to rear by night, must be displayed as markers before a train fouls the main track on which the current of traffic is in the direction the train is moving, except when the train has no caboose or when freight car is located behind caboose, a red flag by day and two or more red lights by night must be displayed.

No. 7-A.—The display of white flags and lights as signals as prescribed by Rule 21, Book of Rules, may be omitted on all trains except passenger extras.

No. 7-B.—Trains not scheduled on C. & W. I. time table will be designated as extra trains and may use main tracks with current of traffic and without running orders, except as provided in Rules 10 and 10-A.

No. 8.—First class trains of tenant lines not displaying signals, on arrival at junction points will use main tracks with current of traffic and assume the schedule on C. & W. I. time table when such schedule corresponds in number, class and direction with the time table of such tenant line.

No. 9.—When C. & E. I., Wabash, Erie, Grand Trunk or A. T. & S. F. first class trains are run in sections, the train orders issued by these companies authorizing the display of signals will be authority to display signals over C. & W. I. tracks, unless otherwise ordered by the C. & W. I. dispatcher.

No. 10.—Between State Line and Pullman Jct., extra trains may run ahead of regular trains on signal indication with the current of traffic and without running orders, except at connection with Ford Plant and adjacent crossover between the main tracks south of 130th Street, trains or engines before entering upon main tracks from Ford Lead or crossing over must advise dispatcher the position of semaphore indicator located at switch to be used, and after receiving his permission to occupy the main track, or crossover, do so only under flag protection. Extra trains enroute to Ford Plant must advise dispatcher by telephone when clear of main track.

No. 10-A.—Between Oakdale and Yard Center, extra trains may use the main tracks with current of traffic and without running orders. A dispatcher's telephone is located at 95th St. for use of train crews when needed.

No. 11.—Foreign engines will not be allowed to come on to main tracks between the hours of 4 P. M. and 9 P. M. except for delivery of live stock or perishable for yards of tenant lines, or equipment for passenger yards. Foreign or tenant line engines will not be allowed to hold main tracks waiting for room to be made in yards for receiving their cars; when they cannot be received promptly engine and cars must be returned to road it came from with as little delay as possible.

No. 12.—Foreign yard engines handling transfers to or from the yards of the tenant companies or Roosevelt Rd. (12th St.) yards will have the right to use the main tracks between Chicago and 49th St. without running orders. All foreign engines coming on to main tracks for any other purpose must first obtain permission at the telephone office nearest to the connection.

No. 13.—Crews of foreign engines coming onto tracks of C. & W. I. must be familiar with rules and route they expect to use, otherwise they will request a pilot.

No. 14.—All trains and engines upon arrival at their yards or junctions must clear main tracks at once. Switching on or from the main track, or using yard connections or cross-overs for switching purposes is positively forbidden.

No. 15.—Discontinued.

No. 16.—Switch tenders are located at the following points. 12th St., 31st St., 80th St. (freight tracks), Pullman Junction and Oakdale. It will be their duty to assist trainmen in turning switches and protecting their trains; but conductors and foremen of engines must, in all cases, know that their trains are properly protected by flag or fixed signals before crossing on to main track, and must take extra precautions in stormy and foggy weather, and at points where the view is obstructed by curves, buildings, etc. At all points where Switchtenders are located, Train and Enginemen must know that Signal is intended for them before accepting it, and must know that Switches are properly set before using them. When necessary for trains to make an irregular movement at Interlocking, or at other points, the Conductor or Engineer must in all cases have a thorough understanding with Towerman, Switchtender or Dispatcher as to just what is to be done, protecting themselves properly as the rules require.

No. 17.—Great care should be taken in giving hand signals to guard against their being taken by other than train for which intended. Switchtenders should stand at a point on the track the train is occupying, facing the train when giving the signal. Trainmen should satisfy themselves that the signal is intended for them before accepting it. At 31st St., 80th St., Oakdale and other points where hand signals are required, switch tenders will use a yellow flag by day and yellow light by night for northward trains, a green flag by day and a green light by night for southward trains. Switchtenders, when reporting for duty, must examine all switches to see that they are in proper condition.

No. 18 (Superseding Rule 99 of Book of Rules).—When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it, and, when added protection is needed, a lighted fusee must be used.

The front of a train must be protected in the same way when necessary, by the front brakeman or fireman.

No. 19.—A train finding a fusee burning on track it is using will stop, extinguish fusee and proceed under control expecting to find track occupied. A train finding a fusee burning near track it is using will stop and proceed with caution expecting to find track occupied.

Torpedoes or lighted fusees must not be placed on or within 100 feet of public roads, street crossings, bridges, buildings, or any place which might result in injury to persons or damage to property.

No. 20.—Trains must use caution in passing a train receiving or discharging passengers at a station; and must not pass between the train and the station at which the passengers are being received or discharged.

Trains must approach stations where a *passenger train may be expected to be standing or approaching* under such control as to avoid passing it while at station.

When passenger trains from opposite directions approach a station simultaneously the southward train shall have preference.

No. 21.—Conductors and foremen of engines must report to the SUPERINTENDENT promptly by wire any delays to their trains. Passenger trains running as passenger extras will report any delays over the schedule time of regular passenger trains between the points run.

Conductors and foremen in charge of Extra trains will also report promptly by wire any delay to passenger trains caused by their train.

Conductors and enginemen must report promptly anything coming under their observation, in violation of the rules of the company or that, in their judgment, should be given attention in the interest of safety and good service.

No. 22.—In case of accident the conductor will at once report to the SUPERINTENDENT by wire from the nearest telephone office, giving cause of accident, extent of damage, what tracks are blocked if any, and what assistance is required; if the steam derrick is needed, on what track the derrick should be sent to work to the best advantage; also state if the track men are required. A regular report on Form 618 must be filled out by the conductor and engineer, and forwarded to the Superintendent not later than the following day after the accident occurs.

No. 23.—In case main track is obstructed from any cause, making it necessary to move trains around the obstruction, trainmen must familiarize themselves with the situation and where possible promptly advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher promptly they should arrange to flag their train around the obstruction, protecting it properly by flag. When from any cause a freight train is unable to clear the main track promptly for a passenger train, where possible they must immediately advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher, the conductor and engineer must arrange to run the passenger train around, protecting it properly by flag.

No. 24.—If necessary for trains to cross over and use the opposite main track, it should be understood that a fixed or hand signal, indicating a cross-over movement gives the train no right to move against the current of traffic without proper protection, either by flag or train orders in the territory governed by train order signals south of Oakdale and Pullman Jct.; for the territory north of Oakdale and Pullman Jct., a Special Order, Form "B" will be used. Northward movement from Canal Street Yard on No. 6 track, may be made without Form B order, under flag protection, after receiving permission from Towerman at 21st Street. Telephone for communicating with 21st Street is located at 23rd Street Auto platform.

No. 25.—Where gates are established at street crossings, all trains must approach the crossing prepared to stop before passing over if the gates are not down or they do not receive a clear signal from the crossing watchman.

This rule applies to trains of every class. Conductors will report all delays caused by not getting proper signals at crossings.

When gatemen are obliged to leave their towers to put out lights on gates or for any other purpose, the *gates must be put down before leaving the tower* in every case.

No. 26.—While standing in the train shed at Dearborn Station, engineers must so regulate their fires as to prevent unnecessary smoke and steam.

Fires in stoves must be so regulated as to prevent smoking while in the train shed.

No. 27.—All Employees are warned of Close Clearance, as follows:

All tracks in train shed, Dearborn Station and Taylor Street Yard. Side and top clearance.

Roosevelt Road Viaduct.
15th and 16th St. Subway.
18th St. Viaduct and Yard Tracks.
18th St. Yard Dock Tracks.
Signal Bridges—17th, 19th, 24th, 28th and 33rd Streets.
Automobile Platform, 23rd St. and Team Tracks, Canal St. Yard—23rd to 31st Streets. Gantry Crane Tracks 46, 47 and 48 Canal St. Yard. Crane must be stationed at North End while Switching Crane Tracks.
40th St. Elevated Railway Bridge.
Bridge Girders all streets, 40th St. to 71st Street (side clearance).
51st Street Coach Yard (side clearance).
Englewood Freight House and Team Yard.
C. R. I. & P. overhead crossing—79th St.
Passenger track overhead crossing, 87th St.
All industry tracks at Warehouses and Coal Bins.

Train and Engineman must not ride on top or hang on side of cars or engines while passing above points, and when switching Industries or tracks in Taylor Street Yard must use extreme caution at all times.

No. 28—Night signals shall be displayed from sundown until sunrise, and when, by reason of storms, fog, or other causes, the day signals cannot be clearly seen.

FIXED SIGNALS

No. 29—Semaphore signals at 15th and 16th St. Interlocking Plants; and at the 21st St. Interlocking Plant for southward tracks; indications are as follows:

Home Signal—Arm horizontal; indicated at night by red light } Stop
Arm at an angle of 60 degrees or more to the mast; indicated at night by a green light } Proceed

Clark St. Signal Bridge—For East and West leads—South ward movement only.

Distant Signal—Arm in horizontal position; indicated at night by a yellow light } Proceed with caution
Arm at an angle of 60 degrees or more to the mast; indicated at night by a green light } Proceed

No. 30—Semaphore signals, except those at 15th, 16th and 21st St. Interlocking Plants and color light signals at Oakdale, indications are as follows:

Home Signal—Arm horizontal; indicated at night by a red light } Stop
Arm at an angle of 45 degrees to the mast; indicated at night by a yellow light } Proceed with caution
Arm in a vertical position parallel to the signal mast; indicated at night by a green light } Proceed

Where two arm Home signals are located, the top arm indicates for the main route, and the bottom arm for any slow speed route.

Where three arm Home signals are located semaphore arms control routes as follows:

Top Arm—Main Route.
Middle Arm—Medium Speed Route.
Lower Arm—Slow Speed Route.

Lower Arm at an angle of 45° (shown at night by a yellow light) indicates that track is set for either straight or diverging movement and track may or may not be occupied.

Train must proceed at slow speed prepared to stop short of any obstruction.

Where there is no medium speed route or diverging route, the middle arm or 2nd arm is fixed.

No. 31.—The indications at hand throw switches will be as follows:

White banner or green light { Switch set for main track.
Red banner or red light { Switch set for turn-out

No. 32.—Trains or engines shall be run to, but not beyond a signal indicating stop.

No. 33.—Enginemen and trainmen must not accept clear hand signals as against fixed signals, until they are fully informed of the situation and know that they are protected. Where fixed signals are in operation, hand signals must not be given or accepted against them, except as provided in Time Table Rules Nos. AB 5 and AB 6.

No. 34.—For any irregular movement, inside the territory covered by an interlocking plant, trainmen must have a thorough understanding with the towerman in advance. The greatest care must be exercised in making such moves.

No. 35.—Engineers must not use sand while passing over interlocking plants. Towermen are hereby instructed to promptly report any violations of this rule.

No. 36.—Trains using No. 1 northward track will move under full control approaching dwarf signal governing this track about 250 feet south of Roosevelt Road Viaduct, and may proceed on **caution indication** of signals. Trains moving northward on East or West Leads at this point must come to a stop at dwarf signal located to the right of track they are using, regardless of position of signal, and may proceed on **caution indication** of signals. Trains moving northward on either track No. 1, or East or West Lead, must not pass North Line of Viaduct until a proceed hand signal is given by switchtender on the ground. Enginemen or Trainmen must know that signal is intended for them and that switches are properly set before proceeding further.

No. 37.—The movement of trains over the main tracks or through the cross-overs and connections to the various yards between 15th and 19th Streets will be governed by standard interlocking signals.

No. 38.—Movement of trains over the crossings and connections with the A. T. & S. F., P. F. W. & C., C. & A. and I. C. railroads, located between 19th and 22nd Streets, will be governed by standard interlocking signals.

All northward trains will come to a full stop at these crossings, regardless of position of the semaphore.

Southward trains may proceed on a clear signal indication without making stop for crossing.

All trains must adhere strictly to maximum speed limits through the interlocking plant as shown in Rule 75.

No. 39.—31st Street cross-overs between tracks 1, 2, 3, 4, 5 and 6, connections south end of Canal St. Yard, and north end of C. & E. I. Yard.

Stop boards located to right of tracks 3, 4, 5 and 6 with current of traffic. All trains using tracks 3, 4, 5 or 6 will come to a stop at the stop board and trains coming from yards will stop back of fouling point with main line and proceed only on hand signal given by switch tender on ground located at a point on the track in use, who will use a green flag or light for southward trains and a yellow flag or light for northward trains.

Note.—Connections between tracks 1, 2 and 3 are spiked and may be used only in emergency, after advising the Dispatcher, and then under full protection.

No. 40.—39th Street P. Ft. W. & C. crossing to north Y of the C. J. Ry. Trains will be governed by standard interlocking signals.

No. 41.—41st Street P. Ft. W. & C. crossing to south Y of the C. J. Ry. Trains will be governed by standard interlocking signals. The movement of trains over the main tracks or through the cross-overs and connections to the yard between 39th and 41st streets, will be governed by standard interlocking signals.

No. 42.—The movement of trains over the main tracks or through the cross-overs and connections to the various yards at 47th Street will be governed by standard interlocking signals.

Telephones for communicating with the Levermen are conveniently located at 40th Street and 47th Street Interlocking Plants.

To signal Leverman, lift receiver off hook and wait for him to answer. Trainman will then report his train or engine number, on what track located, and move to be made. When through using telephone, he must hang up receiver and close door of box.

No. 43.—At 59th St., Englewood Connecting Railway (P. C. C. & St. L.) trains will be governed by standard interlocking signals.

No. 44.—At 74th St. Junction of Wabash and the Belt Railway Company of Chicago with the Chicago & Western Indiana, trains will be governed by standard interlocking signals.

Telephones for communicating with towerman at 74th St. are conveniently located.

No. 45.—At 80th Street (Junction of C. & W. I. main line and Dolton Line freight tracks No. 3 and 4, Belt Ry. of Chicago and Passenger tracks).

All trains must come to a stop at the Stop-board and will then proceed only on hand signal from the Switchtender who must stand at a point on the track train is occupying, facing the train. Switchtender will use a Yellow Flag by day and a Yellow Light by night for northward trains, and a Green Flag by day and Green Light by night for southward trains.

Train and enginemen must know that signal is intended for them and switches properly set before proceeding.

No. 46.—At 81st Street Junction of Passenger tracks 1, 2 and 3, and Main and Dolton Line Passenger Tracks Nos. 1 and 2 and with Freight Tracks, trains will be governed by standard interlocking signals.

No. 47.—At Oakdale, C. R. I. & P. Crossing, and junction of Dolton Line passenger and freight tracks, trains will be governed by standard interlocking color light signals.

Trains will be governed by signal indication and will make no stop when signal shows proceed indication—**Yellow Light**—but will proceed at a speed not to exceed twenty (20) miles an hour between home signal and C. R. I. & P. crossing.

Signals are of color light type, using lights for both day and night indication—**Red** for stop, **Yellow** for proceed under control.

The northward home signal is a two light signal. The top light governs movement to No. 1 passenger track and the lower light governs movement to No. 3 freight track.

A signal is provided for each track in each direction governing trains over this crossing.

No. 49.—At Dolton, crossing with I. H. B. R. R., B. & O., C. T. R. R. and P. C. C. & St. L. R. R., trains will be governed by standard interlocking signals.

No. 50.—At Pullman Junction all regular movements of trains over connections in C. & W. I. tracks Nos. 1, 2, 3 and 4 and Belt tracks Nos. 1 and 2 will be governed by Standard Semaphore Signals.

The Semaphore signal governing north-ward movements to C. & W. I. tracks Nos. 1 and 3 and Belt track No. 1, located to right of No. 1 track about 25 feet north of C. R. I. & P. Railroad Crossing has three arms.

Top arm governs movement to C. & W. I. No. 1 track.

Middle arm governs movement to C. & W. I. No. 3 track.

Lower arm governs movement to Belt No. 1 track.

Northward trains must not foul C. R. I. & P., N. Y. C. & St. L. tracks unless this semaphore signal is clear.

All irregular movements will be governed by hand signals from switchtender, and such movements must not be made without switchtender's consent.

Proper stops for crossings at this point must be made regardless of position of the Semaphore.

A clear semaphore indication or a hand signal, does not give any train the right to proceed over C. R. I. & P. or N. Y. C. & St. L. R. R., crossings.

No. 51.—Pullman Junction, C. R. I. & P. Crossing. Trains will be governed by a semaphore and gate combined. Diagonal position indicates proceed for trains on the C. & W. I. Tracks. Any other position of target is a stop signal for C. & W. I. trains.

No. 52.—Pullman Junction, N. Y. C. & St. L. Crossing. Trains will be governed by a semaphore or tilting target located at the crossing. A vertical or straight up-and-down position of this target indicates clear for C. & W. I. trains in either direction. Any other position of the target is a stop position for C. & W. I. trains. **All trains must come to a stop at the crossing and not proceed until they receive a proper indication of the target.**

No. 53.—112th Street, trains will be governed by standard interlocking signals.

No. 54.—Calumet Drawbridge. (Main Line.) Trains will be governed by standard interlocking signals.

No. 55.—Burnham, South Chicago & Southern (Pennsylvania Lines) Crossing. Trains will be governed by standard interlocking signals.

No. 56.—State Line:—The Crossings of the I. H. B. R. R. with the C. & E. R. R., C. I. & L. Ry., N. Y. C. & St. L. Ry., B. & O., C. T. R. R. and Wabash R. R.; also the B. & O., C. T. R. R. with the N. Y. C. & St. L. Ry.; C. I. & L. Ry., C. & E. R. R. and B. & O., C. T. R. R. Trains will be governed by standard interlocking signals.

All passenger trains using freight tracks at any point between 16th Street and 110th Street will exercise same care as if running under a caution signal.

No. 57.—Yards:—All yard tracks, including leads, will be used interchangeably. Trains must move at a low rate of speed and under full control prepared to stop within range of vision if the switches are found to be wrong or the track obstructed. In case of accident responsibility rests with the approaching train.

No. 58.—Yard Limits:—Yard limits are designated by limit boards. All trains except regular scheduled passenger trains must be under control in yard limits, except that in Taylor Street yard all trains will be governed by Rule I. A train is under control when it is running at such a rate of speed that it can be stopped within range of vision. *In case of accident the responsibility will rest with the approaching train.*

Yard limit board for Hammond yard on Erie track is located just north of State Line.

Yard limit board for South Hammond yard on C. I. & L. track is located just north of State Line.

Yard limit board for C. & E. I. yard at Dolton Junction is located 50 feet south of 134th St.

No. 59.—A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact must be reported to the Superintendent.

COACH TRAIN BACK UPS

No. 60.—A back up hose must be used for backing all passenger trains, whether loaded or empty, and when handled by yard or road crews, two experienced trainmen must be on forward end of leading car.

All back up hose must have a 3/4-inch minimum opening, and a warning whistle.

When back up hose is used its connection must be tested by making a reduction of train line pressure before train is moved, **and a running test must be made by use of back up hose within 500 feet after train has started back.**

Engineer must not start train until his gauge shows sufficient train line pressure, and after starting must know that running test has been made with tail hose; unless test is made as above he will bring train to a stop.

Use back up hose carefully to avoid emergency application. When making a stop the opening in the back up hose should be gradually increased until train has slowed down as much as desired, or has stopped.

In case of emergency it must be opened wide instantly; when valve is closed the brakes will release and recharge.

AUTOMATIC BLOCK SYSTEM

Governs Trains as follows:

RULES FOR AUTOMATIC BLOCK

AB-1. A—East and West lead between Roosevelt Road (12th Street) and 14th Street for northward movements, signals located on signal bridge 14th Street.

B—Northward track No. 1 from north line of interlocking limits at State Line to Roosevelt Road (12th St.).

C—Northward passenger track No. 2 between 81st St. passenger junction and 46th St.

D—Southward passenger track No. 2 from about 250 feet south of south line of Roosevelt Road (12th St.) to 46th St.; southward passenger Track No. 3, 46th St. to 81st St. passenger junction; and Southward passenger track No. 2 from 81st Street passenger junction to a point 600 feet south of home signal located farthest north, governing southward trains at State Line.

E—The two home signals on south-bound track No. 2 control trains through 21st Street Interlocking Plant only and have nothing to do with the automatic block section from signal bridge south of 18th Street to 24th Street block.

F—Northward track No. 1 from home signal for northward trains at Dolton Interlocking plant to Oakdale Railroad Crossing and from the north limits at the Junction just north of Oakdale (about 400 feet north of Oakdale crossing) to 81st Street passenger junction.

G—Southward track No. 2 from 81st St. passenger junction to the dwarf signal about 500 feet north of Oakdale Railroad Crossing and from 50 feet south of the Railroad Crossing to south end of Dolton interlocking limits where C. & E. I. automatic signals govern.

H—Between Pullman Junction and 110th Street the block signals governing both north and southward trains on tracks No. 1 and 2 are located on Bracket Poles between tracks No. 1 and 2.

See last page for location of signals.

AB-2.—The automatic block signals are of one and two arm three-position semaphore type and are distinguished by pointed blades. Two arm block signals are distinguished from two arm home signals by pointed blades, and at night by upper and lower lights being staggered.

The governing arm is displayed to the right of the signal mast as seen from an approaching train. The indications of one arm block signals are as follows:

STOP— Shown during the day by the semaphore arm in a horizontal position; at night by a red light.

CAUTION—Shown during the day by the semaphore arm in a diagonal position at an angle of 45 degrees to the signal-mast; at night by a yellow light. Indicates proceed carefully.

CLEAR— Shown during the day by the semaphore arm in a vertical position parallel to the signal mast; at night by a green light. Indicates proceed.

The indications of the two arm automatic block signals will be as follows:

STOP— Shown during the day by the arms in a horizontal position; at night by a red light on each arm.

CAUTION—Shown during the day by the upper arm being at an angle of 45 degrees to the signal mast, and the lower arm in a horizontal position at night by a yellow light on upper arm and a red light on lower arm. Indicates approach next signal prepared to stop.

CLEAR— Shown during the day by upper arm in vertical position parallel to the signal mast, and lower arm in horizontal position; at night by a green light on upper arm and a red light on lower arm. Indicates proceed.

CAUTION—Shown during the day by upper arm at an angle of 45 degrees to the signal mast, and lower arm in a vertical position parallel to the signal mast; at night by a yellow light on upper arm and a green light on lower arm. Indicates approach next signal at restricted speed.

AB-3.—Block signals will not relieve trainmen from properly protecting their train by flag as required by the rules.

AB-4.—Block signals apply only to trains running in the established direction.

AB-5.—When a train is stopped by an automatic block signal if the signal does not clear at once train may proceed under control, expecting to find train in block, broken rail or switch not properly set.

Special attention is called to the fact that Rule AB-5 does not apply to home signals at interlocking plants.

AB-6.—When a block signal is out of service, the fact will be indicated by a special notice. A train finding a signal out of service must, unless otherwise directed, be governed by Rule AB-5.

AB-7.—In the territory controlled by automatic signals, indicators consisting of a miniature semaphore are located at the switches. Train crews desiring to use switches must observe the indicator at the switch, which, if open, will foul the main track they expect to use, and be governed by the position of the indicator arm as follows:

Horizontal position indicates stop and shows that a train is approaching.

Indicator arm in a vertical position indicates clear.

AB-8.—Cars or engines on side tracks must stand clear of the main tracks and beyond the insulated joints which are placed near the fouling point.

AB-9.—All switches in main tracks and all cross-over switches between side track and main tracks must be set for straight track when not in use.

Both switches of a cross-over must be opened before a train starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

AB-10.—Block signals control the use of the blocks, but unless otherwise provided, do not affect the superiority of trains under the time table or train rules, nor dispense with the use or the observance of other signals whenever and wherever they may be required.

AB-11.—Within the limits covered by automatic block signals home signals at interlocking plants will be used to give block signal indication except at 21st St. on No. 2 southward track.

EXTRACT FROM ILLINOIS STATE LAW*

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing."

"Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense to be recovered in an action of debt in the name of the people of the State of Illinois, and the corporation on whose road such offense is committed shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and of the preceding section shall extend to and govern all cases of neglect and failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto."

*Note.—This law has been modified by a special enactment which provides that trains shall not be required to stop at grade crossings or drawbridge where interlocking signals are in operation and have been accepted by the State Commissioners.

General Order No. 123, Illinois Commerce Commission

Dated June 22nd, 1927

(1)—All trains must approach street crossings at grade within municipalities with caution, and where view is obstructed from any cause, with train under control;

(2)—Engines must not be backed nor cars pushed over grade crossings in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping train if necessary, or actually flags the crossing if crossing is unprotected by flagman.

No. 75. Speed of Trains at Interlocking Plants and other Points where Speed must be Reduced.

	Main Route.		Diverging Route.
	PASS. TRAINS MI. PER HOUR	FRT. TRAINS MI. PER HOUR	MI. PER HOUR
Taylor St. to Roosevelt Rd.	8	8	
15th to 16th	15	12	8
21st St.	15	12	8
40th	50	50	10
47th	25	15	10
55th St. Curve	45	45	
59th St.	50	50	10
74th St.	50	50	12
81st St.	40	40	20
Oakdale	20	20	20
Roseland Curve	50	50	
Dolton River Bridge	50	50	
Dolton (Pa.)	45	45	12
Nickel Plate Crossings at Pullman Jct.	20	20	12
So. Deering	30	30	12
Reverse Curve (118th St.)	40	40	
Calumet Draw Bridge	30	30	
Burnham	50	50	12
State Line	40	40	12
Track No. 3—Dolton Branch	20	20	

See Rule 30 for slow speed regulations.

Passenger trains when using freight tracks at these points must not exceed speed allowed freight trains. Freight trains when using passenger tracks must not exceed speed allowed on freight tracks.

MAIN TRACK CLEARANCES

Structure	Overhead Clearance From Top of Rail	Side Clearance From Track Center
Roosevelt Road	16 ft. 0 in.	
16th St. Subway	16 ft. 0 in.	6 ft. 7 in. down to 3 ft. 8 in. above T. R. 5 ft. 5 in. at top of rail.
17th St. Signal Bridge	21 ft. 7 in.	7 ft. 0 in.
18th St. Viaduct	17 ft. 5 in.	
19th St. Signal Bridge	22 ft. 0 in.	7 ft. 3 in.
21st St. Inter. Tower Bridge	20 ft. 7¼ in.	7 ft. 1¼ in.
40th St. El. R. R. Bridge	18 ft. 5⅝ in.	
40th Street Girder Bridge		5 ft. 3¾ in. at top of rail 5 ft. 9½ in. at 4 ft. 11⅜ in. above T. R.
55th Street Girder Bridge		5 ft. 5½ in. at top of rail 5 ft. 9½ in. at 4 ft. 2 in. above top of rail 5 ft. 11 in. at 4 ft. 6¾ in. above top of rail.
57th St. to 71st St. Girder Bridge		5 ft. 4 in. at top of rail 5 ft. 10½ in. at 4 ft. 3 in. above T. R.
63rd St. El. R. R. Bridge	21 ft. 3 in.	
79th St. C. R. I. & P. Bridge	17 ft. 5 in.	7 ft. 9¼ in.
Passenger Track Overhead 87th St.	17 ft. 6 in.	8 ft. 2 in.
103rd St. Viaduct, Main Line	22 ft. 0 in.	
Main Line Bascule	21 ft. 3¼ in.	5 ft. 6 in. at top of rail. 6 ft. 10¼ in. at 2 ft. 10 in. above top of rail. 6 ft. 11½ in. at 2 ft. 10 in. to 17 ft. 3 in. above top of rail.
C. S. S. & S. B. R. R. Bridge	21 ft. 3½ in.	
Dolton River Bridge	22 ft. 0 in.	7 ft. 11¾ in. to 18 ft. above top of rail.

Side Track Clearances

18th St. Viaduct	16 ft. 8 in.

Location of Automatic Block Signals from Roosevelt Rd. to 80th St.

NORTHWARD TRACK NUMBERS			SOUTHWARD TRACK NUMBERS		
1	2		1	2	3
0		570 feet South of Roosevelt Rd. Low Signal. Bracket Pole West of Monon Lead, 230 ft. South of Roosevelt Road		1	
2		14th St. Sig. Bridge			
4		Lake Shore Wye Bridge South Side			
		Signal Bridge South of 18th Street Viaduct		5	
6		20th St. Signal Bridge			
8		24th St. Signal Bridge		9	
10		28th St. Signal Bridge		11	
14		33rd St. Signal Bridge		15	
18		38th St. Signal Bridge			
		42nd St. Signal Bridge		21	
26	28	At 55th St.			29
30	32	62nd St. Signal Bridge			33
34	36	65th St. Signal Bridge			35
38	40	69th St. Signal Bridge	37		39-A—39-B
42	44	72nd St. Signal Bridge			
		74th St. Signal Bridge			41
46	48A–48B	76th St. Signal Bridge	45		43-A–43-B
50	52	80th St. Signal Bridge			

BETWEEN 81st ST. AND DOLTON

Northward Track No. 1		Southward Track No. 2
	81ST STREET	
100-A, 100-B		99
		101
	OAKDALE	
104		105
	EUCLID PARK	
106		107
	FERNWOOD	
108		109
	NORTH ROSELAND	
110		111
	ROSELAND	
112		113
	SHELDON PARK	
	KENSINGTON	
114	Bracket Pole east of No. 3 Track	
116	Bracket Pole east of No. 3 Track	117
118	Bracket Pole west of No. 2 Track	119
120	Bracket Pole west of No. 2 Track	121
122-A		123
	CALUMET RIVER BRIDGE	
122		
	DOLTON STATION	
124		
	DOLTON RAILROAD CROSSINGS	

BETWEEN 81st ST. AND STATE LINE

Track No. 1	Track No. 3		Track No. 2
		EIGHTY-FIRST STREET	
202-A, 202-B	202-F		201
			203
204			205
		STATE STREET	
206	Bracket Pole west of No. 2 Track		207
208	Bracket Pole west of No. 2 Track		209
212			
		PULLMAN JUNCTION	
214			213
216			215
218			217
220			219
222			
		S. DEERING (112th St.)	
224			221
226			223
		CALUMET DRAW BRIDGE	
228			225
230			227
232			229
		BURNHAM	
234			231
236			233
		STATE LINE	

M. SWISLOW, Train Master

J. F. PLUNKETT, Ass't Train Master.

I. B. DOWNEY, Chief Train Dispatcher

L. E. RICKETTS
T. D. MOONEY
JOHN AX
} Dispatchers