

SWITCHING STATION NUMBERS.

Numbers will be used as follows, to designate the several points to which cars are to be delivered in Chicago Terminals:

No.	No.
0. Hold.	41. Pictorial Yard.
1. Belt.	42. Chicago Car Works.
2. Indiana Harbor Belt R. R.	43. B. & O. R. R. via B. O. C. T.
3.	44. Wabash Railroad—47th Street.
4. Baltimore & Ohio Chicago Terminal R. R.	45. Chicago, Indianapolis & Louisville—49th Street.
5. Michigan Central.	46. Chicago & Eastern Illinois—33rd St.
6. New York Central.	47. Ill. Northern Ry.
7. Chicago, Rock Island & Pacific.	48. Corwith Transfer. (Solid).
8. Santa Fe Elevator-Stratton Grain Co.	49. Corwith Freight House.
9. Pennsylvania Co.	50. Cities Service Oil Co., Western Ave.
10. Central Oil Storage Corporation.	51.
11. Peoples Gas Light & Coke Co.—Peoples Gas Stores.	52. Sherman Klove Co.—47th St. and Archer Ave.
12. Chicago & Grand Trunk—Elsdon.	53. M. St. P. & S. S. M. Ry. "Soo Line" via Ill. Nor. Ry.
13. Chicago & Erie—51st Street.	54. Corwith Freight House—To load.
14. Chicago, Burlington & Quincy—Western Avenue.	55.
15. Pittsburgh, Cincinnati, Chicago & St. Louis.	56. Drake Coal & Material Co.
16. Bridgeport Team Track.	57. Crane Company.
17. Clonick Steel Co., Archer and Normal.	58. Industries on C. R. & I. R. R.
18. Clonick Steel Co., 15th and Dearborn Streets.	59. Gage Structural Steel Co., 31st Street and Hoyne Ave.
19. Chicago & North Western, via C. R. & I. R. R.	60. Pioneer Atlas Liquor Co. (Platforms North end tracks 2 and 3 at No. 27).
20. Corwith.	61. Albert Dickinson Co., Twin City Trading Co., 35th Street and California Ave.
21. 18th Street.	62. Commerce Petroleum Co.
22. Team Track 15th & Dearborn Sts.	63. Advance Steel Salvage Corp'n.
23. Long Team Track.	64. The Texas Co.—Drawbridge.
24.	65. R. Lavin & Sons, 35th Street and Kedzie Ave.
25. South end Out Freight House.	66. Pacific Lumber Co.
26. 12th Street Transfer—(Mixed Mdse.)	67. Cook Lumber Terminal Co.
27. National Carloading Corp.—Judson—G. W. Sheldon & Co.—Taylor St.	68. W. P. Collins & Co.
28. C. R. & I. Dock.	69. Acme Steel Co.
29. Pere Marquette R. R.	70. Bismarck Brewing Co.
30. Standard Spring Co.	71.
31. Illinois Central, via Air Line.	72.
32. New York, Chicago & St. Louis.	73.
33. Industries on St. Charles Air Line.	74. National Plywoods, Inc.
34. Chicago & North Western, via Air Line.	75. Fruit Auction Sales Co.
35. Tracks and Industries at Stock Yards.	76. U. S. Fruit Auction Co.
36. C. R. & I. Leavitt St.	77. Fruit Terminal Yard.
37. Alton R. R.—Brighton.	78. Atchison Warehouse-Continental Can Co.
38. Out Freight House to Load.	79. Team Tracks, Ashland Ave.
39. Hansell-Elcock Co.	80.
40. Pictorial House.	

These numbers, when stamped on switch cards on cars, will designate to switchmen the road or industry to which car is to be delivered.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RY. CO. AND THE A. T. & S. F. HOSPITAL ASSOCIATION
 DR. M. L. BISHOFF, *Chief Surgeon, Topeka.*
 DR. H. W. GOOTEE, *Assistant Chief Surgeon, Topeka.*

CHICAGO TERMINAL DIVISION

FT. MADISON HOSPITAL	LOCAL SURGEONS
DR. E. L. DURRILL, <i>Surgeon in Charge</i>	DR. T. J. KASTER, <i>Polk and State Sts., and 35th and Archer, Chicago</i>
DR. T. A. HELLER, <i>Assistant Surgeon</i>	DR. T. JOHNSTON, <i>35th and Archer, Chicago</i>
DR. R. S. REIMERS, <i>Eye, Ear, Nose and Throat Specialist</i>	DR. JOHN A. ANTE, <i>Polk and State Sts., Chicago</i>
DR. J. M. CASEY, <i>Anaesthetist and Local Surgeon</i>	DR. W. H. PECK, <i>Eye, Ear, Nose and Throat, 31 N. State St., Chicago</i>
DR. E. C. TUCKER, <i>Consulting Dentist</i>	

R. D. MONTGOMERY, *General Watch Inspector, Topeka*
 J. H. MACE, *Assistant General Watch Inspector, (Roadway and Station Service), Kansas City, Mo.*

LOCAL WATCH INSPECTORS, CHICAGO TERMINAL DIVISION
 RHEIN'S, INC., 1536 West 47th St., Chicago
 BENNETT E. LASHER, 3805 So. Kedzie Ave., Chicago

THE ATCHISON, TOPEKA & SANTA FE RAILWAY CO.

EASTERN LINES
EASTERN DISTRICT

Chicago Terminal Division

EMPLOYEES'
TIME TABLE NO.

68

IN EFFECT

SUNDAY, JUNE 11, 1939

At 12:01 O'Clock A. M.
Central Standard Time

Superseding Time Table No. 67, dated June 12, 1938 and any supplements thereto.

THIS TIME TABLE IS FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES OF THIS COMPANY ONLY.

F. A. LEHMAN
 General Manager,
 Topeka, Kansas

J. A. GILLIES
 Asst. General Manager
 Topeka, Kansas

C. W. PHILHOUR
 Superintendent
 Chicago, Ill.

CHICAGO TERMINAL DIVISION

WESTWARD.

				FIRST CLASS.													Time Table No. 68 June 11, 1939		Distance from Chicago	Miles
33	37	43	51	7	3	1	5	17	21	13	19	23	11	9						
California, Texas, Oklahoma, Fast Frt.	New Mex., Colorado, Kansas, Fast Frt.	Arizona, California, Fast Freight	Way Freight	Fast Mail Express	California Limited	The Scout	The Ranger	The Super Chief	El Capitan	Motor	The Chief	Grand Canyon Limited	The Kansas Cityan	The Navajo						
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Saturday	Leave Tuesday and Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM	PM	AM	AM	PM 10.35	PM 10.15	PM 8.45	PM 8.00	PM 7.15	PM 5.45	PM 1.10	PM 12.01	AM 10.30	AM 9.30	AM 1.35						
				10.39	10.19	8.49	8.04	7.19	5.49	1.14	12.05	10.34	9.34	1.39						
				10.46	10.25	8.57	8.12	7.25	5.55	1.21	12.12	10.42	9.40	1.47						
										f1.24										
8.00	6.00	8.30	6.45																	
			6.50																	
			6.55 AM	10.50 PM	10.31 PM	9.02 PM	8.17 PM	7.29 PM	5.59 PM	1.27 PM	12.17 PM	10.47 AM	9.44 AM	1.52 AM						
PM	PM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Saturday	Arrive Tuesday and Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

No. 33, 37, 43, 51, 32, 34, 36, 40, 42, 44, and 52 have no Time Table
Corwith is not a register station for First Class Trains.

C. & W. I. R. R. Tracks are used from C. & W. I. Junction to Dearborn Station. Stewart Avenue Crossing is used jointly with I. C. R. R. and is governed by hand sig

C. & W. I. RULES AND TIME TABLE GOVERN BETWEEN CHICAGO AND

SPECIAL RULES AND REGULATIONS

Effective on the Chicago Terminal Division and superseding all General Rules inconsistent therewith.

1. A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple as color indication for dwarf signal.

2. Rules Nos. 5, 15, 86, 95, 97, 221, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

The time applies at the siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of the trains to meet or pass are shown by small figures in close proximity.

Both the arriving and leaving times of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding is shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders.

On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 384. They must not take loaded cars without the waybill or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Foreign cars must be accompanied by return slip bill (Form 1850).

When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time-table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test 1184, will be prepar man on head end of

This test must brakes upon any tra to such tests, in wh train brakes is not passenger or freight

On passenger tr train switched or a manner: The arriv application and leav will examine each b release and again ex

3. Standard Cl Corwith Telegraph

4. Yard Limits Board, 4,950 feet w switch engines at w

5. Trains must

6. Double trac prescribed by Rule Handle Crossing, A A. T. & S. F. trains traffic on signal indi signal from the swi signal indication in bridge. Illinois Ce signals with the cu trains or engines usi

7. Automatic si

8. Where two o interlocked switch, inferior route, excep

Chicago, Stewar middle arm C. & W arm assigned C. & W

Chicago, Drawbr T. & S. F., lower ar signal assigned A. T three-arm signals as I. C. main tracks.

9. It is danger

Time Table No. 68 June 11, 1939		EASTWARD.											CHICAGO TERMINAL DIVISION							
		FIRST CLASS.																		
		8	10	22	4	2	6	14	20	18	24	12	44	34	40	32	42	36	52	
9	Fast Mail Express	The Navajo	El Capitan	California Limited	The Scout	The Ranger	Motor	The Chief	The Super Chief	Grand Canyon Limited	The Chicago-an	Perishable Express	So. Calif. Chicago Fast Frt.	Texas Chicago Fast Freight	Chicago Fast Freight	Colorado-Chicago Fast Frt.	Meat Express	Way Freight		
Leave Daily	Arrive Daily	Arrive Daily	Arrive Sunday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
AM 1.35	AM 6.20	AM 6.45	AM 7.15	AM 7.50	AM 8.50	AM 9.20	PM 12.10	PM 1.25	PM 1.45	PM 8.50	PM 9.30	AM	AM	AM	AM	AM	PM	PM		
1.39	6.08	6.37	7.06	7.42	8.42	9.12	12.02	1.17	1.37	8.42	9.21									
1.47	6.01	6.26	7.00	7.31	8.31	9.01	11.54	1.06	1.28	8.31	9.15									
							11.51													
												12.45	3.00	3.30	4.00	5.30	3.00	3.00		
																		2.50		
1.52	5.55	6.20	6.54	7.25	8.25	8.55	11.48	1.00	1.24	8.25	9.09	AM	AM	AM	AM	AM	PM	2.40		
																		PM		
Arrive Daily	Leave Daily	Leave Daily	Leave Sunday and Thursday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday and Thursday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		

37, 43, 51, 32, 34, 36, 40, 42, 44, and 52 have no Time Table authority.
 Corwith is not a register station for First Class Trains.
AND TIME TABLE GOVERN BETWEEN CHICAGO AND C. & W. I. JUNCTION
 This time table is used jointly with I. C. R. R. and is governed by hand signals from switchtenders located just west of Crossing and by signals from Interlocking Tower at 21st Street.

When this test is made by inspectors, Air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engine-man on head end of train, who must have a copy before departing.
 This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.
 On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engine-man will, after stopping, make a full service application and leave brakes applied on train. Employee making inspection will examine each brake to see that it is applied, then signal for engine-man to release and again examine train to see that each brake is released.
 3. Standard Clocks at Dearborn Station, 18th Street Yard Office, and Corwith Telegraph Office.
 4. Yard Limits of Chicago Terminal Division extend to Yard Limit Board, 4,950 feet west of Nerska. Extra trains must keep close lookout for switch engines at work at all points within these limits.
 5. Trains must get clearance cards at initial stations.
 6. Double track between Chicago and Nerska. Trains will run as prescribed by Rule D-152. Between Stewart Avenue Crossing and Pan Handle Crossing, A. T. & S. F. main tracks are the two south main tracks A. T. & S. F. trains may use Illinois Central main tracks with the current of traffic on signal indication from Stewart Avenue crossing westward, on hand signal from the switchtender from Pan Handle Crossing eastward, and on signal indication in either direction with the current of traffic from Drawbridge. Illinois Central main tracks are governed by color light automatic signals with the current of traffic; these tracks are not in yard limits and trains or engines using them must protect as per Rule 99.
 7. Automatic signals between Stewart Avenue Crossing and Nerska.
 8. Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:
 Chicago, Stewart Avenue—eastward: top arm assigned I. C. tracks, middle arm C. & W. I. tracks, lower arm 18th Street Yard. Westward: top arm assigned C. & W. I. tracks, lower arm A. T. & S. F. or I. C. tracks.
 Chicago, Drawbridge—Eastward: top arm assigned Alton, middle arm A. T. & S. F., lower arm I. C. main tracks. Westward: top arm of double arm signal assigned A. T. & S. F., lower arm I. C. main tracks. Top arms of three-arm signals assigned Alton, middle arms, A. T. & S. F., lower arms I. C. main tracks.
 9. It is dangerous to stand erect upon, or hang on side of cars, and

especially cars of extraordinary height or width, while passing over, through, or under the following named tracks, bridges and structures. (See Rule 310.)

LOCATION.	TRACK.	STRUCTURE.
Taylor Street	1, 2, 3, and 4	Warehouse platforms.
12th Street	3 and 4	Freight house platforms.
"	"	Viaduct.
"	4	Out freight house.
"	1, 2, 3, 4, 5, 6 and 7	Cars standing on tracks.
14th Street	1, lead and long team track	Telegraph wire.
"	1	In freight house.
"	"	Platform.
15th Street	4	Telegraph wire.
"	5	Pictorial building.
Clark Street	"	Pictorial and milk platforms.
16th Street	"	Overhead bridges.
17th Street	"	Overhead bridges.
"	Dining car track	Platform.
"	Oil and dining car tracks	Cars standing on tracks.
"	Oil track	Sand bin and oil house platform.
18th Street	"	Viaduct.
"	7	Telegraph pole.
21st Street	"	Interlocking plant.
22nd Street	Westbound track	Interlocking signal pole.
24th St. and Normal Ave.	Clonick Steel Co.	Overhead support to gate.
Main Line	"	C. & A. crossing bridge.
Corwith	West wye	Iron bridge.
"	East wye	Iron bridge.
"	Tracks 3, 6, and 7, and lead to tracks 4 and 5 east end of old yard, 1 and 2 east side of freight house, 9 and 10 north end of yard.	Cars standing on tracks.

The clearance under 18th Street viaduct on lead track is 15 feet 8 inches; on track leading to storage track and Coach yard 15 feet 11 inches.
 Clearance under overhead bridges at 16th and Clark streets is 15 feet 11 inches.
 Cars and loads measuring in excess of above figures above the rail must not be moved under these viaducts.
 10. Unless otherwise directed, first-class trains must clear the schedule time of Nos. 11-12-17-18-21-22 not less than five minutes, and all other trains and engines must clear the schedule time of these trains not less than ten minutes. Transfer trains must not occupy main tracks less than ten minutes ahead of passenger trains. Freight trains must clear passenger trains ten minutes between Nerska and Corwith Junction.
 11. On double track, when one track becomes obstructed, the following will govern: Trainmasters or yardmasters on duty will issue necessary instructions for trains or engines to run against the current of traffic between such

When this test is made by inspectors, Air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engine-man on head end of train, who must have a copy before departing.
 This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.
 On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engine-man will, after stopping, make a full service application and leave brakes applied on train. Employee making inspection will examine each brake to see that it is applied, then signal for engine-man to release and again examine train to see that each brake is released.
 3. Standard Clocks at Dearborn Station, 18th Street Yard Office, and Corwith Telegraph Office.
 4. Yard Limits of Chicago Terminal Division extend to Yard Limit Board, 4,950 feet west of Nerska. Extra trains must keep close lookout for switch engines at work at all points within these limits.
 5. Trains must get clearance cards at initial stations.
 6. Double track between Chicago and Nerska. Trains will run as prescribed by Rule D-152. Between Stewart Avenue Crossing and Pan Handle Crossing, A. T. & S. F. main tracks are the two south main tracks A. T. & S. F. trains may use Illinois Central main tracks with the current of traffic on signal indication from Stewart Avenue crossing westward, on hand signal from the switchtender from Pan Handle Crossing eastward, and on signal indication in either direction with the current of traffic from Drawbridge. Illinois Central main tracks are governed by color light automatic signals with the current of traffic; these tracks are not in yard limits and trains or engines using them must protect as per Rule 99.
 7. Automatic signals between Stewart Avenue Crossing and Nerska.
 8. Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:
 Chicago, Stewart Avenue—eastward: top arm assigned I. C. tracks, middle arm C. & W. I. tracks, lower arm 18th Street Yard. Westward: top arm assigned C. & W. I. tracks, lower arm A. T. & S. F. or I. C. tracks.
 Chicago, Drawbridge—Eastward: top arm assigned Alton, middle arm A. T. & S. F., lower arm I. C. main tracks. Westward: top arm of double arm signal assigned A. T. & S. F., lower arm I. C. main tracks. Top arms of three-arm signals assigned Alton, middle arms, A. T. & S. F., lower arms I. C. main tracks.
 9. It is dangerous to stand erect upon, or hang on side of cars, and

Special Rules and Regulations, Continued

points as is necessary to get around obstruction, either personally or through towermen at their respective locations. Such movements must be made at restricted speed.

RAILROAD CROSSINGS AT GRADE.

Chicago—Stewart Avenue, I. C., C. & W. I., and P. R. R. Interlocking Plant. No distant signals or derails. Stop eastward and secure hand signal in addition to semaphore signal before proceeding. Hand signal will be given with a green signal if approach is on Illinois Central track and with a white signal if on Santa Fe track.

Chicago—Panhandle. P. R. R., B. & O. C. T. and C. J. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.
Corwith Jct.—I. N. Standard Interlocking Plant.
Nerska—Chicago Belt. Standard Interlocking Plant.

WHISTLE SIGNALS FOR INTERLOCKING PLANTS

13. Trains leaving Corwith yard: One (1) whistle for Illinois Northern Ry., two (2) whistles for east wye, three (3) whistles for west wye.

Trains on east bound main track: One (1) whistle for going through, two (2) whistles for Corwith yard.

Trains on west bound main track: One (1) whistle for through, two (2) whistles for Corwith yard, one long and two short for Junction yard.

Trains going south on Illinois Northern Ry: One (1) whistle for Corwith yard.

Trains going east on west bound main track: Three (3) whistles, to Corwith yard, four (4) whistles.

Trains going west on east bound main track: Three (3) whistles for going through, four (4) whistles for Corwith yard.

Trains moving through crossover between 38th Street, and C. & A. crossing, in either direction: Two (2) long and one (1) short whistle.

DRAWBRIDGE.

One (1) whistle for trains moving in either direction.

PANHANDLE CROSSING.

Trains moving through on main line in either direction: One (1) whistle.

Trains moving from east bound main track to Produce Terminal: Three (3) short whistles.

Trains moving from Produce Terminal to west bound main track: Three (3) short whistles.

Trains moving between Produce Terminal and Chicago Jct. R. R. tracks: Four (4) short whistles.

ELSDON JCT.

For straight track: One (1) whistle.

For wye to go onto Indiana Harbor Belt R. R. tracks: Two (2) whistles. Same signals in opposite direction.

FLAGGING THROUGH INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

SPEED REGULATIONS.

14. The following will be observed in connection with Rule 10-A Rules and Regulations of the Operating Department:

Restricted speed signals (yellow) will be located approximately one mile in advance on each side of structure or track over which speed of trains shall be reduced.

Permanent slow boards (yellow) with the required numerals in black, will be located not less than 2500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow boards in no wise abrogate nor modify special rules, train orders or instructions further restricting the speed of any or all trains.

Resume speed signals (green) without lettering, will be located at the end of restricted territory at point where rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed only one slow signal (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed signals (green) is passed.

SPEED RESTRICTIONS.

	Passenger Miles Per Hour	Freight Miles Per Hour
Dearborn Station to 12th Street.....	8	8
12th Street to Stewart Avenue Crossing.....	15	12
Drawbridge Interlocking Plant.....	20	15

EXTRACTS FROM CITY ORDINANCES.

That for the purpose of fixing the rates of speed at which railroad companies may operate trains, locomotive engines, or cars, within the corporate limits of the City of Chicago, said city is hereby divided into districts, which are severally numbered and described as follows:

"The First District shall embrace all that portion of the city which is bounded on the south by the center line of Thirty-first Street, on the west by the center line of Western Avenue, on the north by the center line of Fullerton Avenue, and on the east by Lake Michigan.

"The Second District, all that portion of the city which lies between the boundary line of the First District and the following lines: On the south, the center line of Fifty-first Street extended; on the west, the center line of Crawford Ave.; on the north, the center line of Belmont Avenue; on the east, Lake Michigan.

"The Third district shall embrace all that portion of the city lying between the outer boundary of the Second District and the boundary lines of the city.

"No railway company, railroad engineer, train conductor, or other person shall cause or allow any locomotive engine, car or cars, or train of cars to stop in or remain upon any street and railroad crossing within said city, at which, by the provisions of this article, a flagman is ordered to be stationed and kept, for a longer period than five minutes at any one time, nor upon any other street and railroad crossing in said city for a longer period than five minutes: **Provided, however,** that in case a collision should take place at any or either of the crossings aforesaid reasonable time shall be allowed to remove any obstruction that may be caused thereby.

"Should any street and railway crossing in said city be and remain occupied and obstructed, in whole or in part, by any train of railroad cars for and during the period of five minutes, it shall be the duty of each and every railroad company upon whose line of road such obstructions may occur, their agents or employes, on or before the expiration of said five minutes, when from any cause the entire train can not be propelled or removed to any one side of any street occupied and obstructed as aforesaid, to cause such cars as may be on or near said crossing to be uncoupled, and some one division of the trains as thus made removed from off the aforesaid street and railroad crossing in such manner as to leave said street entirely free and unobstructed five minutes, and said train when again coupled shall be removed forthwith from off any such crossing as aforesaid.

"Every locomotive engine, railroad car, or train of cars running in the night time on any railroad track in said city, shall have and keep while so running a brilliant and conspicuous light on the forward end of such locomotive engine, car, or train of cars. If such engine or train be backing, it shall have a conspicuous light in the rear car or engine, so as to show in what direction said car is moving.

"No railroad company shall cause or allow the whistle of any locomotive engine to be sounded within the city, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons, and to property other than their own, and that in their possession as freight.

"The bell of each locomotive engine shall be rung continually while running within said city, except locomotives running upon the railroad tracks situated east of Indiana Avenue, on the shore of Lake Michigan, between Twenty-second Street and Park Row, in said city, when no bell shall be rung or whistle blown, except as signals of danger.

"No railroad company or person in charge of any locomotive engine shall cause or allow the cylinder cock or cocks, safety valve or other valves of any locomotive engine to be open, so as to allow steam to escape therefrom at any time, while running upon or along any railroad track, or where the engine is within one hundred feet of any street or railroad crossing or viaduct: **Provided however,** that when such engine shall be standing at such point in said city, and for six revolutions of the driving wheel after being put in motion, the said cocks may be opened for the purpose of allowing condensed steam to escape.

"Any person or corporation violating this ordinance shall be fined not less than \$25, nor more than \$100.

"Any railroad company or railroad corporation who shall by themselves, their agents or employes, or any agent or employe of any railroad company or railroad corporation who shall cause or allow any empty railroad car or cars to be detached from any locomotive engine and left to remain upon any street or sidewalk and railroad crossing within said city, for a longer period than five minutes, shall be fined in the sum of \$10 for each and every consecutive five minutes any such railroad car or cars detached as aforesaid shall be so permitted to remain on such street, sidewalk, or railroad crossing.

"No train of a greater length than will reach from one street to another shall be moved for the purpose of transferring said train, or any part of it, to another and opposite or adjoining track or tracks, in making up trains, or distributing the same, except where viaducts are provided.

"Any railroad company or railroad corporation who shall, of themselves, their agents or employes, violate or fail to observe any of the foregoing provisions of this article, or any agent or employe of any railroad company or railroad corporation, or other person, who shall violate or fail to observe the same shall, for each violation or failure to observe the same, where no other penalty is imposed, be fined in a sum not less than \$25, nor exceeding \$100, to be recovered in any court of competent jurisdiction."

G. W. SEARS,
Trainmaster,
Corwith, Ill.

J. C. KRESL,
Chief Dispatcher,
Chillicothe, Ill.

T. O'TOOLE,
Night Chief Dispatcher,
Chillicothe, Ill.