

# Chicago & Western Indiana Railroad



## No. 8 TIME TABLE No. 8

TAKES EFFECT SUNDAY, MAY 3, 1896,  
At 12 O'CLOCK NOON.

SUPERSEDING TIME TABLE No. 7, Dated April 5, 1896.



*For the Government and Information of Employes Only.*

NOTE IMPORTANT CHANGES IN RULES.



**B. THOMAS,**

President and Gen'l Manager.

**W. J. HOLTON,**

Chief Train Despatcher.

**J. M. WARNER,**

Superintendent.

No. ....  
General Superintendent's Office  
MAY 4 1896  
A. T. & S. F. R. R.  
TOPEKA, KANSAS.



# RUNNING SOUTH.

## FIRST-CLASS.

SUNDAY ONLY.

																	63	65	223	221	67	117					
C&E I 47 Pass.	Wab Ry 15 Pass.	C&E I 49 Pass.	C&GT 20 Pass.	C&E I 51 Pass.	C&E I 53 Pass.	C&E I 59 Pass.	C&E I 12 Pass.	C&GT 6 Pass.	C&E I 5 Pass.	LNA&C 3 Pass.	LNA&C 35 Pa-s.	Wab Ry 3 Pass.	C&E I 61 Pass.	Santa Fe 1 Pass.	Wab Ry 48 Pass.	C&GT 30 Pass.	C&E I 3 Pass.	C&E I 63 Pass.	C&E I 65 Pass.	C&GT 24 Pass.	C&GT 22 Pass.	C&E I 67 Pass.	Wab Ry 17 Pass.	Telegraph Stations.	STATIONS.	Distance from Chicago.	
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only				
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	P M	A M	P M	P M	P M	P M	P M	P M			
6.05	6.10	6.18	6.20	6.28	6.43	7.30	8.00	8.15	8.25	.30	8.32	9.00	9.30	10.28	10.30	11.30	11.34	8.23	1.13	1.15	4.20	5.15	7.00	N	<b>Lv CHICAGO</b> .....		
6.09	6.14	6.22	6.26	6.32	6.47	7.34	8.06	8.21	8.29	8.34	8.38	9.06	9.34	10.34	10.36	11.36	11.88	8.27	1.17	1.21	4.26	5.19	7.04	N	Grove St.....	1.0	
																									A., T. & S. F. Junc..	1.3	
s 6.12	s 6.17	s 6.25	s 6.30	s 6.35	s 6.50	s 7.37	s 8.10	s 8.25	s 8.32	s 8.37	s 8.42	s 9.10	s 9.37	s 10.40	s 11.40	s 11.41		s 8.30	s 1.20	s 1.25	s 4.30	s 5.23	s 7.07	N	Archer Ave.....	1.7	
6.15	6.20	6.28	6.33	6.38	6.53	7.40	8.13	8.28	8.35	8.40	8.45	9.13	9.40	10.43	11.43	11.44		8.33	1.23	1.28	4.33	5.25	7.10	N	31st St.....	2.6	
																									33d St.....	2.8	
6.18	6.23	6.31	6.36	6.41	6.56	7.43	8.15	8.31	8.38	8.43	8.48	9.16	9.43	10.46	11.46	11.47		8.36	1.26	1.31	4.36	5.28	7.13	N	39th St.....	3.5	
6.19	6.24	6.32	6.37	6.42	6.57	7.44	8.17	8.32	8.39	8.44	8.49	9.17	9.44	10.47	11.47	11.48		8.37	1.27	1.32	4.37	5.29	7.14	N	41st St.....	3.9	
s 6.21	s 6.26	s 6.34	s 6.39	s 6.44	s 6.59	s 7.46	s 8.19	s 8.34	s 8.41	s 8.46	s 8.51	s 9.19	s 9.46	s 10.49	s 11.49	s 11.50		s 8.39	s 1.29	s 1.34	s 4.39	s 5.31	s 7.16	N	47th St.....	4.6	
																									49th St.....	4.9	
s 6.25	s 6.29	s 6.31		s 6.48	s 7.03	s 7.50	s 8.22			s 8.44	s 8.49	s 8.54	s 9.22	s 9.50	s 10.52		s 11.54	s 8.43	s 1.33			s 5.35	s 7.19	N	55th St.....	5.6	
s 6.27		s 6.39		s 6.50	s 7.05	s 7.52							s 9.52				s 11.56	s 8.45	s 1.35			s 5.37		N	59th St.....	6.1	
s 6.28	s 6.32	s 6.41		s 6.52	s 7.07	s 7.54	s 8.25		s 8.47	s 8.52	s 8.57	s 9.25	s 9.54	s 10.55		s 11.58		s 8.47	s 1.37			s 5.39	s 7.22	N	Englewood.....	6.6	
s 6.30	s 6.33	s 6.43		s 6.54	s 7.09	s 7.56	s 8.26		s 8.48	s 8.53	s 8.59	s 9.27	s 9.56	s 10.57		s 12.00		s 8.49	s 1.39			s 5.41	s 7.23	D	Normal Park.....	7.2	
s 6.32				s 6.56	s 7.11	s 7.58							s 9.58			s 12.02		s 8.51	s 1.41			s 5.43		N	72d St.....	7.7	
	6.35						8.28		8.50	8.55	9.01	9.30		10.59									7.25	N	Auburn Junc.....	8.0	
s 6.33	s 6.45			s 6.57	s 7.12	s 7.59							s 9.59			s 12.03		s 8.52	s 1.42			s 5.44		N	76th St.....	8.3	
s 6.35	s 6.45			s 6.59	s 7.14	s 8.01	8.30		8.52	8.56	9.02		s 10.01	11.01		s 12.05		s 8.55	s 1.44			s 5.46		N	Auburn Park.....	8.6	
s 6.37				s 7.00	s 7.16	s 8.02							s 10.03			s 12.07		s 8.56	s 1.46			s 5.48		D	81st St.....	8.9	
s 6.38				s 7.01	s 7.17	s 8.01							10.04			12.08		s 8.57	s 1.47			s 5.49		N	83d St.....	9.2	
6.39	6.49			7.02	7.18	8.05	8.33		8.54	8.59	9.06		10.05	11.04		12.09		8.58	1.48			5.50		N	Hammond Junc.....	9.5	
6.42	6.50			7.05	7.20	8.07			8.55				10.07			12.11		9.00	1.50			5.52		N	Oakdale.....	10.1	
							8.38			9.04	9.11		11.10											N	Burnside.....	11.9	
							8.40			9.05	9.13		11.12											N	Pullman Junc.....	12.2	
							8.46			9.10	9.18		11.18											N	112th St.....	15.0	
							8.50			9.14	9.22		11.22											N	Draw Bridge (Calu)	16.5	
							s 8.54			9.17	9.26		11.26											N	Hegewisch.....	18.2	
							8.57			9.20	9.30		11.30											N	State Line.....	19.8	
							9.00																	N	ArHammond.....	20.8	
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	A M	A M	P M	P M	P M	P M	P M	P M			
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only		Figures between Stations show Distances.		



# RUNNING NORTH.

## FIRST-CLASS.

SUNDAY ONLY.

46 330 2 104 48 410306 50 52 230212 54 358 56 204364402210																				238240 64 66 118 68 208							Telegraph Stations.	STATIONS.	Distance from Chicago.
C & E I 41 Pass.	LNA & C 30 Pass.	C & E I 2 Pass.	Wab Ry 4 Pass.	C & E I 48 Pass.	Santa Fe 10 Pass.	LNA & C 6 Pass.	C & E I 50 Pass.	C & E I 52 Pass.	C & G T 29 Pass.	C & G T 11 Pass.	C & E I 54 Pass.	C & E I 1 Pass.	C & E I 56 Pass.	C & G T 3 Pass.	Wab Ry 45 Pass.	Santa Fe 2 Pass.	C & G T 9 Pass.	C & G T 37 Pass.	C & G T 39 Pass.	C & E I 64 Pass.	C & E I 66 Pass.	Wab Ry 18 Pass.	C & E I 68 Pass.	C & G T 7 Pass.					
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only					
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	P M	A M	A M	P M	P M	P M	P M	P M					
5.24	5.28	5.40	5.48	5.48	5.58	6.00	6.12	6.27	6.30	6.45	7.05	7.10	7.27	9.10	9.45	10.30	11.10	8.22	9.58	12.10	2.40	6.40	6.54	7.40	N	ArCHICAGO.....			
5.20	5.22	5.36	5.38	5.44		5.55	6.08	6.22	6.24	6.39	7.01	7.01	7.23	9.04	9.39		11.04	8.16	9.53	12.06	2.36	6.36	6.50	7.34	N	Grove St..... 1.	1.0		
				5.52												10.24										N	A., T. & S. F. Junc..... 2.	1.3	
s 5.16	s 5.16	s 5.33	s 5.33	s 5.41		s 5.52	s 6.05	s 6.18	s 6.20	s 6.35	s 6.58	s 7.00	s 7.20	s 9.00	s 9.35		s 11.00	s 8.12	s 9.50	s 12.03	s 2.33	s 6.33	s 6.47	s 7.30	N	Archer Ave..... 3.	1.7		
5.13	5.15	5.30	5.33	5.38		5.49	6.02	6.15	6.17	6.32	6.55	6.57	7.17	8.57	9.32		10.57	8.09	9.42	12.00	2.30	6.30	6.44	7.27		31st St..... 4.	2.6		
		s 5.29											s 7.16													N	33d St..... 5.	2.8	
5.10	5.12	5.27	5.29	5.35		5.46	5.59	6.12	6.14	6.29	6.52	6.54	7.14	8.54	9.29		10.54	8.06	9.37	11.57	2.27	6.27	6.41	7.24	N	39th St..... 6.	3.5		
5.09	5.11	5.26	5.28	5.34		5.45	5.58	6.11	6.13	6.28	6.51	6.53	7.13	8.53	9.28		10.53	8.05	9.35	11.56	2.26	6.26	6.40	7.23	N	41st St..... 7.	3.9		
s 5.07	s 5.09	s 5.24	s 5.26	s 5.32		s 5.43	s 5.56	s 6.09	s 6.11	s 6.26	s 6.49	s 6.51	s 7.11	s 8.51	s 9.26		10.51	s 8.03	s 9.33	s 11.54	s 2.24	s 6.24	s 6.38	s 7.21		47th St..... 8.	4.6		
								6.10	6.25					8.50			10.50	8.02	9.32						7.20	N	49th St..... 9.	4.9	
s 5.03	5.06	5.21	5.23	s 5.28		s 5.39	s 5.52	s 6.03			s 6.45	s 6.48	s 7.07		9.23						s 11.56	s 2.20	s 6.21	s 6.34		N	55th St..... 10.	5.6	
s 5.01				s 5.26		s 5.50	s 6.04				s 6.43		s 7.05								s 11.48	s 2.18		s 6.32			N	59th St..... 11.	6.1
s 4.59	s 5.03	s 5.17	s 5.20	s 5.24		s 5.35	s 5.48	s 6.03			s 6.41	s 6.45	s 7.03		s 9.20						s 11.46	s 2.16	s 6.18	s 6.30		N	Englewood..... 12.	6.6	
s 4.57	5.01	5.15	5.19	s 5.22		5.33	5.46	s 6.01			s 6.39	s 6.43	s 7.01		9.18						s 11.44	s 2.14	s 6.17	s 6.28		D	Normal Park..... 13.	7.2	
s 4.55				s 5.20			s 5.58				s 6.37		s 6.59								s 11.42	s 2.12	s 6.26				N	72d St..... 14.	7.7
	4.58		5.17			5.31						6.41			9.16								6.11			N	Auburn Junc..... 15.	8.0	
s 4.54		5.13		s 5.19			s 5.57				s 6.36		s 6.58								s 11.41	s 2.11	s 6.25				N	76th St..... 16.	8.3
s 4.53	4.56	5.12		s 5.18		5.29	s 5.56				s 6.34	s 6.40	s 6.56		9.14						s 11.39	s 2.09	s 6.23				N	Auburn Park..... 17.	8.6
s 4.51		s 5.11		s 5.16			s 5.51				s 6.32		s 6.54								s 11.37	s 2.08	s 6.21			D	81st St..... 18.	8.9	
s 4.50				s 5.14			s 5.53				s 6.31		s 6.53								s 11.36	s 2.07	s 6.20				N	83d St..... 19.	9.2
4.49	4.52	5.09		5.13		5.26	5.52				6.30	6.37	6.52		9.11						11.3	2.96	6.19				N	Hammond Junc..... 20.	5
4.47		5.08		5.12			5.50				6.28		6.50								11.33	2.04	6.17			N	Oakdale..... 21.	10.1	
	4.47					5.21					s 6.32				9.06											N	Burnside..... 22.	11.9	
	4.46					5.19					s 6.30				9.04											N	Pullman Junc..... 23.	12.2	
	4.40					5.14					f 6.25				8.59											N	112th St..... 24.	15.0	
	4.36					5.11					f 6.21				8.56												N	Draw Bridge (Calu) 25.	18.5
	4.33					5.08					s 6.18				8.53											N	Hegewisch..... 26.	18.2	
	4.30					5.05					6.15				8.50											N	State Line..... 27.	19.8	
											6.11															N	Lv Hammond..... 28.	20.8	
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only					

No. 215 and No. 220 will stop at 37th Street for passengers. No. 354 and No. 358 will stop at 51st Street. No. 354 will stop at Burnham for passengers. No. 6 will throw off register slip at Oakdale.

# RUNNING SOUTH.

## SECOND-CLASS.

Telegraph Stations.	STATIONS.	Distance from Chicago.	381	321	345	383	385	387	323	193	389	55	195	325	391	371	57	373	327	393	
			C & E 84 Freight	Wab Ry 70 Freight	LNA & C 45 Freight	C & E 30 Freight	C & E 86 Freight	C & E 73 Freight	Wab Ry 96 Freight	Wab Ry 93 Freight	C & E 90 Freight	C & E 55 Freight	Wab Ry 95 Freight	Wab Ry 98 Freight	C & E 94 Freight	LNA & C 71 Freight	C & E 57 Freight	LNA & C 73 Freight	Wab Ry 92 Freight	C & E 82 Freight	
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			A M	A M	A M	A M	A M	A 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
N	Lv CHICAGO.....																				
N	Grove St.....	1.0									4.55	6.40	6.45				9.10				
N	Archer Ave.....	1.7									5.02	6.46	6.50				9.16				
N	33d St.....	2.8									5.12	6.56	7.03				9.28				
N	39th St.....	3.5									5.19	7.00	7.07				9.30				
N	41st St.....	3.9									5.21	7.05	7.10				9.35				
N	49th St.....	4.9		6.00					4.00	5.25		7.10	7.15	8.00			9.40		10.50		
N	55th St.....	5.6	4.00	6.05	6.40	7.00	8.20	10.00	4.05	5.29	6.30	7.15	7.20	8.05	8.30	8.50	9.45	10.25	10.55	11.10	
N	Englewood.....	6.6	4.05	6.10	6.45	7.05	8.25	10.05	4.10	5.34	6.35	7.20	7.25	8.10	8.35	8.55	9.50	10.30	11.00	11.15	
N	Auburn Junc.....	8.0	4.12	6.17	6.52	7.12	8.32	10.12	4.17	5.40	6.42	7.27	7.30	8.17	8.42	9.02	9.57	10.37	11.07	11.22	
N	Auburn Park.....	8.6	4.15	6.20	6.55	7.15	8.35	10.15	4.20		6.45	7.30		8.20	8.45	9.05	10.00	10.40	11.10	11.25	
N	Hammond Junc.....	9.5	4.20	6.25	7.00	7.20	8.40	10.20	4.25		6.50	7.35		8.33	8.50	9.10	10.05	10.45	11.15	11.30	
N	Oakdale.....	10.1										7.40					10.10				
N	Burnside.....	11.9	4.32	6.37	7.10	7.30	8.50	10.30	4.35		7.00			8.45	8.58	9.20		10.55	11.27	11.42	
N	Pullman Junc.....	12.2	4.35	6.40	7.12	7.33	8.53	10.33	4.38		7.03			8.48	9.00	9.23		10.58	11.30	11.45	
N	112th St.....	15.0	4.49	6.53	7.23	7.43	9.03	10.43	4.48		7.13			9.00	9.28	9.33		11.08	11.43	11.57	
N	Draw Bridge (Calumet).....	16.5	4.56	6.59	7.29	7.47	9.07	10.47	4.53		7.17			9.05	9.32	9.39		11.14	11.50	12.05	
N	Hegewisch.....	18.2																			
N	State Line.....	19.8	5.10	7.10	7.40	7.55	9.15	10.55	5.05		7.25			9.10	9.45	9.50		11.25	12.01	12.20	
N	ArHammond.....	20.8	5.15			8.00	9.20	11.00			7.30				9.50					12.30	
			A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	
	Figures between Stations. show Distances.		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Trains using the tracks of the Belt Railway of Chicago, at Pullman Junc. to get out of the way of other trains, must use great care and see that the way is clear and the switches right for them before proceeding.

No. 391 will head in on South Chicago track at Pullman Junc. to let Nos. 303 and 335 pass.

# RUNNING NORTH.

## SECOND-CLASS.

Telegraph Stations.	STATIONS.	Distance from Chicago.	380	70	374	320	382	194	322	80	372	384	386	346	324	326	388	60	390																			
			C & E 77 Freight	C & E 70 Freight	LNA & C 74 Freight	Wab Ry 63 Freight	C & E 81 Freight	Wab Ry 94 Freight	Wab Ry 95 Freight	C & E 80 Freight	LNA & C 72 Freight	C & E 83 Freight	C & E 33 Freight	LNA & C 45 Freight	Wab Ry 71 Freight	Wab Ry 61 Freight	C & E 87 Freight	C & E 60 Freight	C & B 85 Freight																			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																	
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.																	
			A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M																			
N	Ar CHICAGO.....																																					
N	Grove St.....	1.0	2.20				4.50	5.30																														
N	Archer Ave.....	1.7	2.15				4.45	5.25																														
N	33d St.....	2.8	2.02				4.32	5.12																														
N	39th St.....	3.5	1.58	3 00			4.28	5 08		5.45									8 30																			
N	41st St.....	3.9	1.55	2.52			4.25	5.05		5.38									8.25																			
N	49th St.....	4.9	1.50	2.45		3.30	4.20	5.00	5.20	5.50			6.40	7.00				8.22																				
N	55th St.....	5.6	1.45	2.40	3.10	3.25	4.15	4.55	5.15	5.25	5.30	2.15	4.30	6.00	6.35	6.55	8.15	8.18	11.45																			
N	Englewood.....	6.6	1.40	2.35	3.05	3.20	4.10	4.51	5.10	5.20	5.25	2.10	4.25	5.55	6.30	6.50	8.10	8.13	11.40																			
N	Auburn Junc.....	8.0	1.33	2.28	2.58	3.13	4.03	4.45	5.03	5.13	5.18	2.03	4.18	5.48	6.23	6.43	8.03	8.06	11.33																			
N	Auburn Park.....	8.6	1.30	2.25	2.55	3.10	4.00		5.00	5.10	5.15	2.00	4.15	5.45	6.20	6.40	8.00	8.03	11.30																			
N	Hammond Junc.....	9.5	1.25	2.20	2.50	3.05	3.55		4.55	5.05	5.10	1.55	4.10	5.40	6.15	6.34	7.54	7.57	11.25																			
N	Oakdale.....	10.1		2.15					5.00									7.50																				
N	Burnside.....	11.9	1.13		2.40	2.53	3.43		4.44		5.00	1.43	3.58	5.28	5.03	6.23	7.44		11.15																			
N	Pullman Junc.....	12.2	1.10		2.37	2.47	3.40		4.40		4.58	1.40	3 55	5.26	5.00	6.17	7.42		11.12																			
N	112th St.....	15.0	12.53		2.27	2.35	3.28		4.30		4.46	1.28	3.4	5.05	5.48	6 05	7.36		11.02																			
N	Draw Bridge (Calumet).....	16.5	12.50		2.20	2.28	3.21		4.25		4.40	1.20	3.35	4.58	5.43	5.58	7.30		10.57																			
N	Hegewisch.....	18.2																																				
N	State Line.....	19.8	12.35		2.10	2.15	3.10		4.15		4.30	1.05	3.20	4.45	5.30	5.45	7.20		10.45																			
N	Lv Hammond.....	20.8	12.30			3.05						1.00	3.15				7.15		10.40																			
			A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M																			
	Figures between Stations show Distances.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																			

Freight trains will not run to exceed (8) eight miles per hour, while passing over crossings between 15th St. and 22nd St. and the crossing at 40th St. and between the Home Signal and the Junc. or crossing at 49th St., 74th St., 79th St. and Hammond Junc.  
 Conductors of Nos. 55, 57, 193, 194, 195, 380 and 382 will hand off Register Slip to Operator at Grove and 16th Sts.  
 No. 346 will back in on South Chicago track at Pullman Junction to let No. 306 pass.

# SPECIAL RULES.

No. 1. There are four main tracks between the St. Charles Air Line and State Street which will be designated as tracks 1, 2, 3 and 4, commencing with the most easterly and continuing south to 80th Street, where tracks Nos. 1 and 2 will cross tracks Nos. 3 and 4, and continue south on the west side.

No. 2. *Standard Clocks* are located at Train Dispatcher's Office, Dearborn Station, Telegraph Office 49th St., 56th St. Wabash Crossing State Line and Hammond.

No. 3. *Bulletin Books* are located at Train Dispatcher's Office, Dearborn Station, Telegraph Office 39th St., Wabash Telegraph Office 41st St., Telegraph office 49th St., 56th St., Wabash Crossing, Oakdale, State Line and Hammond.

No. 4. *Register Books* are located: Train Dispatcher's Office, Dearborn Station, for all trains. Telegraph Office 39th St. for C. & E. I. 2d class and extra trains and Belt Trains:

Telegraph Office 49th St. for all C. & G. T. passenger trains, and all freight trains except yard engines. Register Slips may be used at this station in place of Conductors registering in person.

Telegraph Office 56th St. for L., N. A. & C. and C. & E., 2d class and extra trains and Belt trains. North-bound trains may hand off register slip in place of Conductors registering in person.

Telegraph office Normal Park for C. & E. I. Company's trains turning at that point.

Wabash Crossing for Wabash Middle Division and Belt trains. Register slips may be used at this point.

Oakdale for all C. & E. I. trains and Belt transfers.

Pullman Junc. for all trains. Register slips may be used at this station in place of Conductors registering in person.

State Line for all trains. C. & Erie 1st class trains may use register slips at this station in place of Conductors registering in person.

Hammond for all trains.

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

No. 5. 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 Ry.; 3d, C. & G. T.; 4th, C. & Erie; 5th, L. N. A. & C.; 6th, Wabash Ry. (Short Line); 7th, A., T. & S. F. R. R. This rule must not be understood as giving any rights 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.

Switching will be allowed at yards and industries between 16th and 49th Streets only from 8 A. M. to 4 P. M. and from 10:15 P. M. to 6:30 A. M. From 49th Street south from 8 A. M. to 5 P. M. and from 10:15 P. M. to 6:30 A. M.

In no case must cars be sent on C. & W. I. for placing on side tracks until there is sufficient room to receive cars promptly, so as to not make it necessary to stand cars on main tracks while room is being made to place them in side track. This rule also applies to business for house tracks

located north of 16th St. Foreign engines will not be allowed to come onto C. & W. I. tracks between the hours of 4 and 9 P. M., except for delivery of live stock or perishable for yards of tenant lines, or passenger equipment for C. & W. I. passenger yards.

Foreign 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 transfer must be returned to road it came from with as little delay as possible.

No. 6. Switching engines of the C. & E. I., Belt, Wabash, C. & G. T., L. N. A. & C., C. & Erie, and A., T. & S. F. R. R., will have a right to use the main tracks of this company between their Oakdale, 83d St., Chandler, 33d, 43d, 49th St. freight and passenger yards and 12th, 14th, 16th and 22d St. yards without orders.

The C. & W. I. R. R. tracks between Chicago and 49th St. may be used by the switching engines of other companies for transfers to and from the yards of the C. & E. I., Wabash, C. & G. T., L. N. A. & C., C. & Erie, and A., T. & S. F. railroads without orders, but must not be entered upon for any other purpose without permission and after having procured running orders at the telegraph office nearest to the connection.

The above mentioned engines will be classed as yard engines.

No. 7. *Empty Passenger Engines* moving between Dearborn Station and the yards of the tenant companies will be classed as yard engines. Belt engines doing transfer work, and yard engines of the Tenant companies doing work between Pullman Junc. and 49th St. with the rights of extra trains, will only be required to carry the classification signals of a yard engine.

No. 8. Trains will be accounted for as of the day they are due to commence the trip.

No. 9. Extra trains may run ahead of 2d class trains without special orders.

No. 10. Trains of the same class may pass and run ahead of each other without a special order.

No. 11. Switching engines working on the time of delayed trains must be properly protected, and extra precautions taken in stormy and foggy weather, and at points where the view is obstructed by curves, buildings, etc. Delayed trains will run slow and with great care during stormy and foggy weather, and approach such points carefully, keeping a sharp look-out for switch engines.

No. 12. All trains and engines upon arrival at their yards or Junctions must clear C. & W. I. 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. 13. The following cross-overs and yard connections are in constant use and must be approached with caution, 12th St., 15th St., Grove and 16th Sts., 18th St., 39th St., 41st St., 52d St., 56th St., 67th St., South End Belt Yard, near State St., Burnside, Pullman Junc., and 112th St.

Switchtenders are located at the following crossings: 15th St., 16th and Grove St., 19th St., 39th St., 41st St., 56th St., 81st St., State St. Pullman Junc. and 112th St. 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 C. & W. I. main track.

No. 14. The position of switches at night will be shown by a red and green lamp on the target. When the lamp shows green the switch is all right for the main track; when it shows red the switch is thrown for the crossover. Train men will govern themselves accordingly.

No. 15. Conductors and Foremen of engines must report promptly by wire any delays to their trains on the C. & W. I. tracks over and above the schedule running time. Passenger trains running as Extras will report any delays over the schedule time of regular passenger trains between the points run. Extra freight or transfer trains will report delays in the same manner with reference to time of regular schedule freight trains; they must also report promptly any delay to passenger trains by their train.

In case of accident the Conductor will at once report by wire from the nearest telegraph 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, which way the boom should be headed and on what track the derrick should be sent to work to the best advantage; also if the track men are required. They will also communicate promptly with the Pilot in the district where the accident occurs. A regular report on form 300 must be filled out and forwarded to the Superintendent not later than the following day after the accident occurs.

No. 15-A. Conductors of freight trains must see that at least two of their brakemen ride on top of their train in such a position that they can act promptly in case it is necessary to apply the brakes.

No. 16. Where gates are established at street crossings, all trains must approach the crossing prepared to stop before passing over, if the gate is not down or they do not receive a clear signal from the crossing watchman.

This order is imperative and applies to trains of every class. Conductors will report all delays in consequence of not getting proper signals at crossings.

Rule 17. While standing in the train shed at Dearborn Station, engineers must so regulate their fires as to prevent smoke and steam blowing off.

Fires must not be started in stoves and fires in dining cars must be so regulated as to prevent smoking while in the train shed.

## FIXED SIGNALS.

Where semaphore signals are used, a horizontal position of the arm indicates Stop, or Block; a diagonal position indicates Clear. Trains must in no case pass a signal at Block without first having fully satisfied themselves that the signal is out of order and the way is clear, except as provided in rules governing Block Signals.

No. 18. The semaphore located about 450 feet south of 12th street, just east of No. 1 track, will protect trains using connections between the east lead track (on the east side of the main track), and the south main track against northbound trains.

The semaphore located on east side of main track between Taylor and 12th Streets will protect trains using connections between north main track and the east lead track (east lead track is the first side track east of main track), against northbound trains.

Northbound trains must run with great care and at a low rate of speed approaching the above named semaphores, prepared to stop, before passing semaphore, if thrown suddenly against them.



## SPECIAL RULES—Continued.

Trains using connections must know that the semaphore is in proper position a sufficient length of time to stop any approaching train before crossing over the main tracks.

The one-arm bracket semaphore located about 75 feet south of 12th street Viaduct on west side of main tracks, protects trains using connection from south main track to 12th street yard. South-bound trains must approach semaphore under full control, prepared to stop before passing it, if at block. Engines and crews depending on this semaphore for protection, must know that the semaphore is placed at block a sufficient time to allow approaching trains to stop before passing it. The semaphore will also be used as a block signal for southbound trains.

No. 19. A semaphore, located at a point just east of Clark street, on the south side of C. & W. I. main tracks, and connected up with the switches leading from C. & W. I. main tracks to the A. T. & S. F. passenger yard, will govern trains as follows:

When the arm is in a horizontal position it blocks C. & W. I. north-bound trains. When the arm is in a diagonal position, it gives a clear way to north-bound trains on the C. & W. I. track.

Trains proceeding south from C. & G. T., C. & E. I. and Wabash house lead tracks or north from A. T. & S. F. lead track must get a hand signal from the switchtender at A. T. & S. F. 15th St. lead track to proceed.

No. 19A. As provided by city ordinance until further notice, all trains and light engines moving in either direction must come to a full stop before passing over Clark street, and at a point within 100 feet of the street crossing and will not proceed until they receive a clear signal from the ground crossing flagman located on the crossing, who will use a white flag by day and a white light by night in signalling trains over the crossing.

No. 20. There are no fixed signals at the L. S. & M. S. and C., R. I. & P. crossing near Clark street. The movement of trains over this crossing will be governed by a hand signal from the crossing flagman, who will use a red flag by day and a red light by night.

No. 21. At the St. Charles Air Line crossing and the L. S. & M. S. south Y crossing, located near 16th and Grove streets, the movement of trains over these crossings will be governed by a hand signal from the crossing flagman, who will use a green flag by day and a green light by night.

The cross over switches located between the L. S. & M. S. South "Y" and the Chicago & Alton crossing will be treated the same as a railroad crossing. All trains in either direction must come to a full stop and get a clear signal from the ground switch tender before proceeding over the connections.

No. 22. C. & A. crossing at Grove and 16th streets. The movement of trains over this crossing will be governed by a semaphore located on the west side of the main tracks.

When the arm is in a horizontal position it blocks trains and engines on the C. & W. I. tracks; and gives a clear way to trains on the C. & A. tracks; when the arm is in a diagonal position it blocks all trains on the C. & A. tracks and gives a clear way to trains on the C. & W. I. tracks.

No. 23. The semaphore located just north of the Indiana Elevator, west of No. 4 track, governs trains on No. 4 track, and the lead at south end of new passenger yard at 17th Street, as follows: When the arm is in a horizontal position it blocks all trains and engines on No. 4 track, and protects trains using the connections from No. 5 and the new passenger lead track onto No. 4 track; when in a diagonal position the way is clear for trains and engines on No. 4 track.

Rule 24. Movement of trains over the crossings and connections of the C. & W. I. R. R. with the A. T. & S. F., P. F. W. & C., C. & A. and C. M. & N. railroads, located between 19th and 22nd streets, will be governed by Standard Interlocking Signals. (See book of rules dated August 6th, 1893.)

All trains will come to a full stop at these crossings, regardless of the position of the semaphore, as provided by State Law.

No. 25. Crossover switches at 24th and 31st streets are governed by standard interlocking signals.

No. 26. Cross over switches a 39th street. The semaphore signal located just west of the C. & E. I. lead track and about 400 feet north of 39th

street will govern trains on No. 4 track, and is intended as a protection to trains using the cross over and also trains moving from the stock yards "Y" on No. 4 track to the C. & E. I. connection at 39th street.

Trains using the connection will be governed by rule No. 49 and in addition thereto must receive a hand signal from the switch tender.

No. 27. Movement of trains on No. 4 track from the Stock Yards "Y" to the C. & E. I. connection at 39th street. The semaphore located between No. 4 track and the Stock Yards north "Y," about 125 feet south of 39th street, will govern trains proceeding north from the "Y" as follows:

When the arm is in a diagonal position it indicates that the switch connecting the "Y" with No. 4 track is set for the "Y". Trains wishing to make this movement before fouling No. 4 main track must in addition to receiving clear semaphore signal, get a hand signal from the switch tender at 39th street.

No. 28. P. F. W. & C. north Y crossing at 39th street: The movement of trains over this crossing will be governed by a hand signal from the crossing flagman, who will use a red flag by day and a red light by night.

No. 29. Stock Yards crossing: The movement of trains over this crossing will be governed by crossing gates.

No. 30. P. F. W. & C. south Y crossing at 41st street: The movement of trains over this crossing will be governed by a hand signal from the crossing flagman, who will use a red flag by day and a red light by night.

No. 31. At 47th street trains will be governed by standard interlocking signals.

No. 32. At 49th street the movement of trains will be governed by standard interlocking signals.

No. 33. At 56th street: South-bound trains on No. 4 track, by a semaphore located on the west side of the main tracks about 100 feet north of 55th street; north-bound trains on No. 3 track, by a two-arm semaphore located on the east side of No. 3 track south of the crossover switches at 56th street.

No. 34. The Englewood Connecting Railway (P. C. C. & St. L.) crossing at 59th street is governed by standard interlocking signals.

No. 35. The crossovers between 67th and 69th streets are described as follows:

1st.—Between 67th and 68th streets leading from No. 4 track to the Englewood freight yard.

2nd.—Just north of 68th street from No. 1 to No. 2 track (passenger tracks).

3rd.—Just north of 69th street from No. 1 to No. 2 track (passenger tracks).

Semaphores for the protection of trains using these crossovers are located as follows:

No. 1 track.—(North-bound passenger.) By a semaphore located on the east side of main tracks, just north of 69th street; also by a semaphore located on the east side of main tracks, just north of 68th street.

No. 2 track.—(South-bound passenger.) By a semaphore located on the west side of No. 2 track, just south of 67th street.

No. 3 track.—(North-bound freight.) By a semaphore located on the east side of No. 3 track, just north of 68th street.

No. 4 track.—(South-bound freight.) By a semaphore located on the west side of the main tracks, 300 feet north of 67th street.

The crossovers will be in frequent use. All trains must approach the signal governing trains upon the track that they are using, under perfect control, prepared to stop before passing it if against them. Train crews using the crossovers, under protection of fixed signals, will comply fully with rule No. 49.

No. 36. At Auburn junction and Belt junction, trains will be governed by the standard interlocking signals.

No. 37. The C. R. I. & P. crossing at 79th street and the crossing of C. & W. I. tracks 1 and 2 with tracks 3 and 4 will be governed by the standard interlocking signals.

No. 38. At Hammond junction trains will be governed by the standard interlocking signals.

No. 39. State street junction: Trains will be governed by the standard semaphore signals, as follows: South-bound trains on No. 2 (passenger track), by a semaphore located on the west side of the main tracks between State and 87th streets; south-bound trains on No. 4 (freight track), by a semaphore located between No. 1 and 4 tracks about 650 feet north of the junction; north-bound trains, by a two-arm semaphore located on the east side of the main tracks about 800 feet south of State street. The top arm will control trains proceeding via No. 1, passenger track; the bottom arm will control trains proceeding via No. 3, freight track. All trains in either direction must come to a full stop at the semaphore governing the track they are using, regardless of the position of the semaphore.

No. 40. "The I. C. R. R. Crossing is governed by crossing gates, and, in addition, by a hand signal from the crossing flagman."

No. 41. "Crossover switches at the junction of the Pullman R. R. at Burnside: Trains using the connections must protect themselves by flag against approaching trains. All trains must approach the junction under full control."

No. 42. "C. R. I. & P. crossing near Stony Island: The movement of trains over this crossing will be governed by a semaphore and gate combined. When the arm of the semaphore is in a horizontal position it blocks trains on the C. & W. I. R. R. and gives a clear way to trains on the C. R. I. & P. R. R.; when the arm is in a diagonal position it blocks all trains on the C. R. I. & P. R. R. and gives a clear way to all trains on the C. & W. I. R. R."

No. 43. Belt trains proceeding from the C. & W. I. to the Belt tracks at Stony Island must know that their train is properly protected against C. & W. I. trains, either by flag or fixed signals at the crossing of the C. R. I. & P. with the C. & W. I. Trains on the C. & W. I. must approach the junction under full control, prepared to stop if the crossings are in use. This will in no way relieve trains crews, while using the connections, of knowing that their train is properly protected.

No. 44. At N. Y. C. & St. L. crossing at Stony Island the movement of trains over this crossing will be governed by crossing gate.

No. 45. Calumet draw-bridge: Trains will be governed during the day by a signal ball placed on top of the bridge, as follows:

When the ball shows upon the top of the mast, the way is clear for all trains.

When it is down at the foot of the mast, it blocks all trains. At night trains will be governed by signal lights, as follows:

A white light placed in center and at top of bridge gives a clear way to all trains. A red light in the same position blocks all trains.

All trains must come to a full stop at the bridge the same as at a railroad crossing at grade.

Not more than one engine or train shall cross the drawbridge at a time.

In case trains from opposite directions approach the drawbridge at the same time, the South bound train must slow up, and not go on the draw until the North bound train has crossed the draw.

No. 46. The South Chicago & Southern R. R. crossing at Hege-wisch is governed by the Standard Interlocking Signals.

No. 47. At State Line Junction, trains will be governed by the standard interlocking signals.

No. 48. C. & C. T. crossing south of State Line. The movement of trains over this crossing will be governed by crossing gates.

No. 49. In all cases where fixed signals are used for the protection of trains while using crossovers or switches, the train crew using such fixed signals for the protection of their train will be held responsible for knowing that the signals are in good working order, and that they are placed

## SPECIAL RULES—Continued.

at block a sufficient length of time to permit of all trains, governed by the signals, to come to a full stop before passing them.

No. 49A. Hand signals must not be taken for passing a fixed signal at block without first receiving a personal explanation from the man in charge of signal as to cause of signal not showing clear, except as provided in block signal rules Nos. B 5 and B 6.

### BLOCK SIGNALS.

#### For Tracks 1 and 2.

No. 50. Two signals of a Semaphore pattern are placed at each block station, governing north and southbound trains respectively. Where both of these signals are mounted upon the same post, trains will be governed by the arm extending to the right of the post as viewed from approaching trains. Where the signals are mounted upon separate posts, trains will be governed by the signal at the right of the main track, or tracks as viewed from approaching trains.

### BLOCK.

A block is the portion of a track lying between two block stations; and each block will be operated independently for north and southbound trains.

### RULES.

B 1.—Trains running by block signal rules are governed absolutely by fixed signals at the block stations, and will not observe train rules 87, 88 and 89.

B 2.—Trains are governed by the position of the signal arm.

When the signal arm is extended horizontally or displays a red light, it denotes *danger*; a train is in the block in advance, and the following train shall stop.

When the signal arm is in an inclined position or displays a white light, it indicates that the block is clear, and is authority to proceed.

B 3.—A signal must always display danger except when changed to clear to allow a train to pass; and as soon as the whole of a train has passed a signal it shall be returned to danger.

B 4.—When a train approaches a block station a clear signal shall be displayed, if a train is not in the block in advance.

B 5.—When it is necessary to allow more than one train in a block the signalman shall display by hand a green signal in addition to the block signal two minutes after preceding train has passed block station. The green signal authorizes the train to pass the advance or block signal at danger and proceed cautiously to the next block, with the knowledge that another train is occupying the block. Green signal must not be displayed at a block station until train for which it is intended has been brought to a full stop.

B 6.—If a train arrives at a block station when the signalman is absent or disabled or where the signal is not working, the train shall proceed as though green were displayed.

In the absence of a signal at a block station trains shall stop and the cause must be ascertained, if possible; if not, train may proceed after two minutes the same as if green were displayed.

B 7.—If the line or signal bell fails to work after a train enters a block, and the signalman cannot ascertain that the block is clear for an approaching train, he shall display a green signal, as provided above, two minutes after the departure of the preceding train.

B 8.—If a clear signal is not displayed, a train approaching a block station shall run so that it can be stopped before the engine passes the signal.

When a passenger train is stopped by the block signal at a station where it receives or discharges passengers, it may run to the station platform, and if the block signal cannot be seen by the engineman, the conductor shall personally direct him to proceed after the proper signal is displayed.

B 9.—A train shall not be backed after passing a block signal. If from any cause the engine has passed the signal, without the signal to proceed having been displayed, the conductor shall personally direct the engineman to proceed, after the proper signal is displayed.

B 10.—When, from any cause, it is necessary to couple two or more trains together and run as one, they shall not be separated under any circumstances until the train arrives at a block station. If they are then separated, each train shall be governed thereafter as a single train.

B 11.—If from any cause the main track is obstructed and it is necessary for trains to run on the lefthand track, the same advance or block signals shall govern trains using the lefthand track that would govern if they were on the righthand track. Passenger trains using tracks 3 or 4 (freight tracks) at any point between 16th and State streets, will move under the same control as they would under the rules if green were displayed.

B 12.—Every train, while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as markers, to indicate to the signalman that the entire train has passed the station.

B 13.—When a train passing a block station has no markers, the signalman shall notify the signalman at the block station on each side of him in the prescribed form, and the signalman at the station in advance shall stop the train and ascertain why markers are not displayed. The signalman at the rear station shall consider the block obstructed until notified in the prescribed form that it is clear. See train rule 103.

B 14.—Signalmen should closely observe each train as they pass their station, and if anything about it is noticed wrong, such as a swinging car door, brake beam, or anything else hanging, which looks to be dangerous, they shall notify the block station in advance in the prescribed form. The signalman in advance shall stop the train and notify the trainmen of the dangerous condition of their train.

B 15.—In displaying green signals under these rules the signalman shall use a green flag by day or a green light by night, and shall hold the signal with the hand outside of the signal-house window and in full view of the trainmen. When the signal is not in use it must be kept out of the sight of approaching trains.

If the blocks in both directions are not clear, or are obstructed when two or more trains are approaching a block station at about the same time, and there is occasion to green (or caution) but one of them, and cannot do it without the other trainmen seeing the green, they shall all be stopped, and the trainmen of the train that is to proceed under green, (or caution) notified.

B 16.—Flags must be kept clean, and must be renewed when their color becomes indistinct.

B 17.—When trains are delayed, from any cause, at stations, or in a block, a flagman shall be sent back to protect the train, as though it were not protected by block signals.

B 18.—A train shall not pass a block station when danger is displayed, except under the conditions herein provided.

B 19.—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.

B 20. The rules governing the use of block signals do not relieve the trainmen from observing all other rules relating to the protection of trains.

B 21.—Signalmen shall promptly report to the next block station, in each direction, the movement of trains passing their station by means of the prescribed code.

B 22.—Signalmen shall be governed by the following bell code:

1. Acknowledgment of any signal except as herein provided.

2. All right; yes.

3. Is block clear; answer by 2 or 5.

4. Train has entered block.

5. Block not clear. Or block obstructed.

6. Is there a train coming to me?

2-1. No.

2-4. Has train cleared? Answer by 4-2 or 5.

3-3. Train has crossed over to side track; is clear of main track.

3-3-3. Train to you broken in two. Answer by repeating 3-3-3 to sender.

2-3-2. Signal just received; not understood. Please repeat.

4-2. Train has cleared.

4-4. Train is crossing over to side track or freight track.

2-2-2. Error signal. Repeat to sender.

6-4. Testing signals. Repeat to sender.

9. Stop train. Has no markers.

3-2. Train from you passed without markers.

5-5. Train has crossed over to opposite track. Repeat to sender.

2-5.—Stop and examine train.

3-5.—Train is returning to its own track.

B 23.—When two or more trains are allowed in a block at one time, block signalman will not give clearance until all trains that have been rung into the block have passed his station; he will then give clearance signal for each train, and in addition will give one long bell for each train that has passed out, to be answered by seven (7) bells. In time of fog, only one train should be allowed in a block at one time, except as provided in Rule B 7.

B 24. Block signals are located at 12th street, 14th street, 15th street, 16th and Grove streets, 19th street, Archer ave., 24th street (interlocking tower), 27th street, 31st street (interlocking tower), 37th street, 42nd street, 47th street (interlocking tower), 51st street, 55th street, 58th street, 61st street, Englewood avenue, 65th street, 67th street, 70th street, 75th street (interlocking tower), 81st street, 83d street, Hammond junction (interlocking tower), State street, Cottage Grove avenue, Burnside, Pullman junction, 104th street, 112th street, Calumet drawbridge, Hegewisch, State Line.

B 25. At 24th street, 31st street, 47th street 75th street, and Hammond Junction, when necessary to use green signal under the rules, the signal must be displayed from the north end of the tower for south bound trains and from the south end of the tower for north bound trains,

B 26. Engineers must in all cases acknowledge a green signal by two short blasts of the whistle, as provided in Rule No. 42. Signalmen will report at once every failure on part of engineers to answer green signals.

B 27. The block signals will in no way relieve trainmen from properly protecting their trains by flag as provided by the rules.

## SPECIAL RULES—Continued.

### No. 51. EXTRACT FROM CITY ORDINANCE.

SECTION 1. 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 West Fortieth street; on the north, the center line of Belmont avenue; on the east, Lake Michigan; and the Third District shall embrace all that portion of the City lying between the outer boundary of the second district and the boundary line of the City.

SEC. 2. It shall be unlawful for any person, firm, company or corporation, its agents, servants or employes, to operate or run within the limits of the City of Chicago, trains, engines or cars at any speed greater than

the rates herein named, to wit: Passenger trains and light or disconnected engines, in the first district, twenty miles per hour; in the second district, twenty-five miles per hour, and in the third district, thirty miles per hour. Freight trains, in the first district, six miles per hour; in the second district, nine miles per hour, and in the third district, twelve miles per hour. Switch engines and cars being moved in making and breaking up trains, in any district, nine miles per hour; *Provided*, that the length of all trains shall be subject to the provisions of Section 1845 of the municipal code.

SEC. 5. Every engineer, fireman, or employe of any person, firm, company or corporation owning or operating a railroad within the limits of the City of Chicago, in charge of any engine, shall be required to ring the bell of the engine at all streets and public crossings within the corporate limits of the City of Chicago.

"No train of 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."

No. 52. 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."

No. 53. "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 where interlocking signals are in operation and have been accepted by the State Commissioners.

DISTRICTS GOVERNED BY PILOTS:

{ From 12th St. to 41st St.; Office 16th St.

{ From 41st St. to State Line; Office 49th St