

JOINT TIME TABLE

No. 171

OF THE

Lake Shore & Michigan Southern R'y

AND

Chicago, Rock Island & Pacific R'y

BETWEEN

CHICAGO

AND

ENGLEWOOD

CENTRAL TIME

In Effect Sunday, Sept. 12, 1909

AT 12.01 O'CLOCK A. M.

In Connection with Current Time Tables of the

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

AND

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

For the Government and Information
of Employees only.

Hall Electric Block Signal Rules between Archer Avenue and 59th Street.

This System consists of Home and Distant Disc Signals, governing the movement of trains on tracks 3 and 4, and located on Signal Bridges directly over the tracks they govern.

The Home Signal is located on the top chord of the bridge at the entrance of the block which it governs, and the Distant Signal is located on the lower chord of the bridge and indicates the condition of the two block sections next in advance of the Signals. The Home Signal indicates "Stop" when displaying a red disc by day and a red light by night. The Distant Signal indicates "Caution" when displaying a yellow disc by day, and a yellow light by night. The Home and Distant Signals indicate "Proceed" when disc is absent by day or a green light is displayed by night. When the Home or Distant Signal is at "Proceed," a small portion of the disc will be visible at the upper left hand edge of the opening in the signal case, showing that the disc is there and connected with the signal instrument.

The Signal Bridges are located as follows:

Archer Avenue; 37th Street;	47th Street;
25th Street; 40th Street;	51st Street;
29th Street; Root Street;	55th Street;
33rd Street; 44th Street;	59th Street.

Each Signal is connected with the switches in the Block Section or Sections governed by it, and an open switch in any Section will cause the Home Signal for that Section to show "Stop" and the Distant Signals at the entrance to that Section and the Section next back of it to show "Caution."

These Signals clear automatically when a train passes entirely out of the Block Section.

When a Home Disc Signal indicates "Stop," trains or engines must stop at or before reaching the signal, and after having stopped, may proceed with caution, expecting to find a train, an open switch, a broken rail, or some other obstruction in the block.

A Train finding a Distant Signal at "Caution" may pass it, expecting to find the next Home Signal in advance at "Stop."

No part of a train shall stand between main line and clearance points on sidings.

Visual Indicators or Miniature Signals are located at switches leading from or to the main line. These miniature signals work in conjunction with the Hall Block Signals and show red when there is a train in either of the two block sections next in advance of it.

They are located as follows:

For Cross-overs between tracks 3 and 4, opposite each switch of Cross-over.

For Cross-overs between tracks 2 and 3, opposite switch in track 2.

For Cross-overs between tracks 4 and 5, opposite switch in track 5.

They display a red disc as follows:

At switches in tracks 2 and 4, when a train is approaching on track 3.

At switches in tracks 3 and 5, when a train is approaching on track 4.

A Train on any track must not move any switch in that track for a movement to or across tracks 3 or 4 when the Indicator at such switch shows red, except under protection as prescribed in General Rule 99.

Automatic block signals between Polk Street and 16th Street, Chicago.

North-bound signals governing track No. 3, located as follows:

Home block and distant block signals located on mast above track No. 3 on second signal bridge north of 16th Street interlocking station, number of signals 539.1.

Home block and distant block signals on right hand mast of bracket pole located 420 feet south of 12th Street viaduct, number of signals 539.5.

Home block signal located on first signal bridge north of 12th Street viaduct above track No. 3.

South-bound signals governing track No. 4, located as follows:

Three-arm mast located over track No. 4 on second signal bridge north of 12th Street viaduct.

The top, an absolute arm, will govern movements to first signal bridge north of 12th Street viaduct.

Middle arm, is distant block signal.

Lower arm, will govern cross-over from track 4 to track 5 just south of the signal bridge.

On first signal bridge north of 12th Street viaduct a distant block signal is placed below the present absolute arm on mast above track No. 4 to indicate position of next home block signal. The present top, an absolute arm, will govern movements on track No. 4 to the next home block signal located south of 12th Street. This signal, however, must not be passed while in a STOP position, as it also protects cross-over movement from track 5 to track 4 south of the signal.

Home block signal located on bracket pole, 600 feet south of 12th Street viaduct will govern movements on track 4 to second signal bridge north of 16th Street crossing, number of signal 539.6.

Standard switch indicators have been installed in connection with all cross-over switches connected with tracks 3 and 4 in territory herein specified.

Conductors must promptly report to Superintendent delays caused by Signals, giving number of Signal.

The absence of a Signal light or an improperly displayed Signal must be regarded as a "Stop" Signal in the case of a Home Signal and a "Caution" Signal in the case of a distant Signal.

When a train is stopped or speed reduced at any point in a block, it must be protected as prescribed in General Rule 99. It must be understood that Block Signals in no way relieve trainmen of the responsibility of protecting their trains when delayed on Main Track.

Foreign Engines will not be allowed to enter on the tracks of these Companies between Chicago and Englewood between the hours of 6.30 and 9.30 a.m. and 4.00 and 7.45 p.m. and they will be required to leave before 6.30 a.m. and 4.00 p.m.

RULES.

1. Freight and yard trains must not pull out on main track in advance of a passenger train due or in sight and if occupying main track when passenger trains are delayed, must, when they appear, run to the nearest siding, properly protecting their train.

2. Conductors of passenger trains will report to their Superintendent the number of any engine or train obstructing or delaying their movements.

3. Trains or engines must not pass between a station and a standing train receiving or discharging passengers, until the track is known to be clear. Northward trains will have preference at platforms between Midnight and Noon; southward trains between Noon and Midnight.

4. Delayed trains must keep a careful lookout for switch engines and trains on main track intersections.

5. Trains or engines must, at all times, be so controlled as to stop in a distance within which an obstruction of the track and position of the switches can be plainly seen; but this will not excuse failure to properly protect trains and engines when stopped or in danger of being overtaken by another train.

6. Headlights of engines running at night or in foggy weather must be lighted and in good order. The rear of every train, and of all engines without trains (unless provided with headlight on front and rear), must display two red signals—one on each corner of rear car or tender at night, and a reliable trainman must remain on the rear car while the train is in motion.

7. The bell must be rung when the engine is about to move and whenever necessary to warn employes. It must also be rung upon approaching every street crossing at grade until it is passed. The unnecessary use of the whistle must be avoided.

8. All trains must run under perfect control between 16th Street and LaSalle Street Station.

9. Speed of trains and engines must not exceed 20 miles per hour around curves near 22d Street, Chicago.

11. Lake Shore tracks 1 and 2 will be used as follows:

Between Root Street and Englewood—

Track 1 by Northward L. S. & M. S. freight trains.

Track 2 by Southward L. S. & M. S. freight trains.

Track 2 between Root and 14th Streets—

By Northward L. S. & M. S. freight trains from 10 P. M. until 7.30 A. M. and from 9 A. M. until 2 P. M. As a single track from 7.30 A. M. until 9 A. M. and all trains will be governed by instructions of switch tenders at 14th and Root Streets.

By Southward L. S. & M. S. freight trains from 2 P. M. until 10 P. M.

Track 2 between Polk Street and 14th Street—

By Southward L. S. & M. S. trains from 7.30 A. M. until 9 A. M.

Trains or engines using tracks 1 and 2 must be under full control approaching cross-overs where engines or trains may be using these tracks for switch movements.

12. C. R. I. & P. tracks 5 and 6 will be used as follows:

Track 5 between 16th and Root Streets—

By Northward C. R. I. & P. trains from 8 P. M. until 7 A. M.

By Southward C. R. I. & P. trains from 7 A. M. until 8.30 A. M.

By Northward C. R. I. & P. trains from 8.30 A. M. until 12 Noon.

By Southward C. R. I. & P. trains from 12 Noon until 2.30 P. M.

By Northward C. R. I. & P. trains from 2.30 P. M. until 4.45 P. M.

By Southward C. R. I. & P. trains from 4.45 P. M. until 8 P. M., except as otherwise directed by telephone order.

Track 6 between Root Street and Englewood—

By Southward C. R. I. & P. freight trains from Noon until Midnight.

By Northward C. R. I. & P. freight trains from Midnight until Noon, except as otherwise directed by telephone order.

Track 6 between 45th Street and Englewood—

By Southward C. R. I. & P. freight trains from Midnight until Noon.

By Northward C. R. I. & P. freight trains from Noon until Midnight, except as otherwise directed by telephone order.

13. Trains or engines using tracks 5 and 6 must be under full control approaching cross-overs where engines or trains may be using these tracks for switch movements.

14. A fusee is an extra danger signal to be lighted and placed on the track at night or in foggy weather by a train falling to make schedule time when followed or liable to be overtaken by another train or, in addition to torpedo signals, to protect a flagman's return to his train, or in any emergency when extra protection is required.

Only green or yellow (caution) five minute fusees must be thus placed on the track. An engine finding one burning on or along the track must bring his train under full control and move for one-half mile expecting to find a preceding train moving slowly, but this will not relieve trainmen from protecting their trains as prescribed in General Rule 99 whenever necessary.

Red fusees may be used as an extra precaution in emergency to flag the rear of trains but must be used by hand as in the case of a lantern, and not thrown on track.

Trains will not exceed ten (10) miles per hour through switches in La Salle St. Station Yard.

J. J. BERNET,

Gen'l Sup't L. S. & M. S. R'y.

H. S. CABLE,

Gen'l Sup't C. R. I. & P. R'y.

F. H. WILSON,

Sup't L. S. & M. S. R'y.

F. M. PATT,

Acting Sup't C. R. I. & P. R'y.

F. M. SMITH,

Ass't Sup't L. S. & M. S. R'y.

M. J. BREW,

Train Master C. R. I. & P. R'y.

J. W. BRITT,

Train Master L. S. & M. S. R'y.

C. A. BUTTNER,

Ass't Train Master L. S. & M. S. R'y

FROM CHICAGO

PASSENGER TRAINS

TRAIN No.	Leave Chicago	Leave 16th St.	Leave 31st St.	Leave Root St.	Arrive Englewood
R.I. 101	AM 12.15	AM 12.18	AM 12.21	AM 12.23	AM 12.28
F.I. 103	1.20	1.23	1.26	1.29	1.33
F.I. 17	2.15	2.18	2.20	2.22	2.26
C. & E.I. 7	2.20	2.23	2.26	2.29	2.35
L.S. 32	3.00	3.03	3.06	3.08	3.12
R.I. 105	3.30	3.33	3.36	3.39	3.43
L.S. 200	5.25	5.28	5.32	5.35	5.40
L.S. 250	5.30	5.33	5.37	5.40	5.45
C. & E.I. 33	5.35	5.38	5.41	5.44	5.50
L.S. 240	5.42	5.45	5.49	5.52	5.57
L.S. 202	5.52	5.55	5.58	6.01	6.06
L.S. 204	5.57	6.00	6.04	6.07	6.11
L.S. 206	6.30	6.33	6.37	6.40	6.45
F.I. 107	6.32	6.35	6.38	6.41	6.47
R.I. 109	6.40	6.43	6.46	6.49	6.54
L.S. 2	6.45	6.48	6.52	6.54	7.00
F.I. 111	6.50	6.53	6.56	6.59	7.04
F.I. 15	7.00	7.03	7.06	7.09	7.14
F.I. 113	7.08	7.11	7.14	7.17	7.22
R.I. 115	7.20	7.23	7.26	7.28	7.33
R.I. 117	7.25	7.28	7.31	7.34	7.39
C.I. & S. 110	7.28	7.31	7.34	7.37	7.43
L.S. 208	7.30	7.33	7.36	7.39	7.45
F.I. 119	7.40	7.43	7.46	7.49	7.54
C. & E.I. 1	7.45	7.48	7.52	7.55	8.00
R.I. 121	8.05	8.08	8.11	8.14	8.19
R.I. 123	8.10	8.13	8.16	8.18	8.23
L.S. 4	8.25	8.28	8.31	8.33	8.37
L.S. 242	8.27	8.30	8.34	8.37	8.42
R.I. 69	8.30	8.33	8.36	8.39	8.44
R.I. 125	8.32	8.35	8.38	8.41	8.46
R.I. 127	8.45	8.48	8.51	8.54	8.59
L.S. 6	9.00	9.03	9.06	9.09	9.14
R.I. 129	9.15	9.18	9.21	9.23	9.27
L.S. 210	9.20	9.23	9.27	9.30	9.35
R.I. 7	9.30	9.33	9.36	9.39	9.45
R.I. 131	9.32	9.35	9.38	9.41	9.47
R.I. 133	10.25	10.28	10.31	10.33	10.38
L.S. 10	10.30	10.34	10.37	10.39	10.44
N.P. 102	10.35	10.39	10.42	10.46	10.50
C. & E.I. 9	10.40	10.43	10.46	10.49	10.55
L.S. 244	10.45	10.48	10.52	10.55	11.00
R.I. 135	11.20	11.23	11.26	11.28	11.33
C. & E.I. 21	11.35	11.38	11.41	11.44	11.50
R.I. 137	11.45	11.48	11.51	11.54	11.59
L.S. 212	PM 12.01	PM 12.04	PM 12.08	PM 12.11	PM 12.16
R.I. 139	12.15	12.18	12.21	12.23	12.28
C. & E.I. 93	12.30	12.33	12.37	12.40	12.45
R.I. 61	1.00	1.03	1.06	1.09	1.15
R.I. 201	1.05	1.08	1.11	1.14	1.20
R.I. 203	1.15	1.18	1.21	1.24	1.29
R.I. 25	1.25	1.28	1.31	1.34	1.40
R.I. 141	1.30	1.33	1.36	1.39	1.43
L.S. 16	1.40	1.43	1.47	1.49	1.55
L.S. 246	1.42	1.45	1.49	1.53	1.57
R.I. 143	2.05	2.08	2.11	2.14	2.19
L.S. 26	2.30	2.33	2.36	2.38	2.42
N.P. 104	2.32	2.36	2.39	2.42	2.46
R.I. 145	2.35	2.38	2.41	2.43	2.48
L.S. 214	2.40	2.43	2.46	2.50	2.55
L.S. 14	3.00	3.03	3.07	3.10	3.15
R.I. 205	3.10	3.13	3.16	3.18	3.23
R.I. 147	3.15	3.18	3.21	3.23	3.28
L.S. 216	3.50	3.53	3.57	4.00	4.05
C.I. & S. 114	4.00	4.03	4.06	4.09	4.14
R.I. 149	4.05	4.08	4.11	4.13	4.18
L.S. 218	4.12	4.15	4.19	4.22	4.27
R.I. 19	4.15	4.18	4.21	4.24	4.30
R.I. 207	4.28	4.31	4.34	4.37	4.42
L.S. 176	4.35	4.38	4.42	4.45	4.50
R.I. 151	4.45	4.48	4.51	4.53	4.58
C. & E.I. 3	4.55	4.58	5.01	5.04	5.10
R.I. 153	5.00	5.03	5.06	5.09	5.13
L.S. 222	5.06	5.09	5.12	5.16	5.19
L.S. 220	5.08	5.11	5.14	5.17	5.20
R.I. 77	5.10	5.13	5.16	5.18	5.21
R.I. 155	5.12	5.15	5.17	5.20	5.24
R.I. 209	5.12	5.15	5.17	5.20	5.24
R.I. 157	5.15	5.18	5.21	5.23	5.28
R.I. 159	5.23	5.26	5.29	5.31	5.36
L.S. 80	5.25	5.28	5.31	5.34	5.39
R.I. 161	5.28	5.31	5.34	5.36	5.41
L.S. 22	5.30	5.33	5.38	5.40	5.45
R.I. 163	5.33	5.36	5.40	5.42	5.47
R.I. 165	5.38	5.41	5.44	5.46	5.51
L.S. 230	5.40	5.43	5.47	5.49	5.55
R.I. 167	5.46	5.49	5.52	5.54	6.01
L.S. 224	5.50	5.53	5.57	6.00	6.05
R.I. 169	5.55	5.58	6.01	6.03	6.08
R.I. 11	6.00	6.03	6.06	6.09	6.15
R.I. 13	6.05	6.08	6.11	6.14	6.20
R.I. 171	6.07	6.10	6.13	6.16	6.22
R.I. 211	6.07	6.10	6.13	6.16	6.22
L.S. 226	6.15	6.18	6.21	6.24	6.29
R.I. 173	6.18	6.21	6.23	6.26	6.31
C. & E.I. 5	6.20	6.23	6.27	6.30	6.35
R.I. 175	6.30	6.33	6.36	6.38	6.45
R.I. 177	6.50	6.53	6.56	6.58	7.03
R.I. 179	7.20	7.23	7.26	7.28	7.33
R.I. 213	7.30	7.33	7.36	7.38	7.43
R.I. 181	7.45	7.48	7.51	7.53	7.58
R.I. 183	8.28	8.31	8.34	8.36	8.41
L.S. 20	8.30	8.33	8.37	8.40	8.45
R.I. 3	9.00	9.03	9.05	9.07	9.12
R.I. 185	9.04	9.08	9.11	9.13	9.18
C. & E.I. 25	9.10	9.13	9.16	9.19	9.25
N.P. 106	9.40	9.43	9.47	9.50	9.55
R.I. 187	9.45	9.48	9.51	9.53	9.58
R.I. 9	10.00	10.03	10.06	10.09	10.14
C.I. & S. 112	10.02	10.05	10.08	10.11	10.16
C. & E.I. 95	10.05	10.08	10.12	10.15	10.20
R.I. 189	10.28	10.31	10.34	10.37	10.42
L.S. 28	10.30	10.33	10.37	10.40	10.45
R.I. 5	10.32	10.35	10.38	10.41	10.47
L.S. 248	11.20	11.23	11.27	11.29	11.35
R.I. 191	11.25	11.28	11.31	11.33	11.38
R.I. 1	11.30	11.34	11.37	11.40	11.45
C. & E.I. 23	11.33	11.36	11.39	11.42	11.47
L.S. 228	11.35	11.38	11.42	11.44	11.50
C. & E.I. 35	11.40	11.43	11.46	11.49	11.55

● Daily. † Daily except Sunday. ‡ Daily except Monday. † Sunday only.
§ Daily except Saturday and Sunday. * Train does not stop. α Saturday only. † Stop on signal.

TO CHICAGO

PASSENGER TRAINS

TRAIN No.	Leave Englewood	Leave Root St.	Leave 31st St.	Leave 16th St.	Arrive Chicago
R.I. 102	AM 12.47	AM 12.52	AM 12.54	AM 12.57	AM 1.00
L.S. 43	1.05	1.10	1.12	1.15	1.20
L.S. 233	1.30	1.35	1.37	1.40	1.45
R.I. 104	2.57	3.02	3.04	3.07	3.10
R.I. 106	5.33	5.37	5.39	5.42	5.45
R.I. 108	6.16	6.21	6.23	6.26	6.30
R.I. 110	6.31	6.36	6.38	6.40	6.45
C. & E.I. 94	6.33	6.37	6.39	6.43	6.47
R.I. 2	6.35	6.41	6.43	6.46	6.50
C. & E.I. 26	6.43	6.48	6.51	6.54	6.58
R.I. 112	6.47	6.52	6.54	6.57	7.00
R.I. 64	6.49	6.54	6.56	6.59	7.03
L.S. 37	6.55	7.00	7.02	7.06	7.10
L.S. 203	6.57	7.01	7.04	7.07	7.12
R.I. 114	7.00	7.05	7.07	7.09	7.13
C.I. & S. 115	7.01	7.06	7.08	7.10	7.15
R.I. 116	7.06	7.11	7.13	7.16	7.20
L.S. 253	7.08	7.13	7.15	7.18	7.23
R.I. 6	7.10	7.15	7.19	7.22	7.25
L.S. 3	7.15	7.20	7.22	7.25	7.30
R.I. 118	7.18	7.23	7.25	7.28	7.32
R.I. 205	7.20	7.24	7.27	7.30	7.35
N.P. 105	7.25	7.29	7.32	7.35	7.40
R.I. 120	7.27	7.32	7.35	7.38	7.42
C. & E.I. 24	7.31	7.36	7.38	7.40	7.44
L.S. 5	7.33	7.37	7.40	7.43	7.48
R.I. 122	7.36	7.40	7.43	7.46	7.50
R.I. 124	7.40	7.45	7.47	7.50	7.54
L.S. 201	7.42	7.47	7.49	7.52	7.57
R.I. 126	7.44	7.49	7.52	7.55	7.58
R.I. 20	7.46	7.51	7.54	7.57	8.01
L.S. 207	7.48	7.53	7.55	7.59	8.03
R.I. 128	7.50	7.56	7.59	8.01	8.05
C. & E.I. 34	7.52	7.58	8.00	8.03	8.07
R.I. 14	7.54	8.00	8.02	8.05	8.09
R.I. 130	7.58	8.03	8.05	8.08	8.12
R.I. 132	8.03	8.09	8.11	8.14	8.18
R.I. 12	8.05	8.11	8.14	8.17	8.20
L.S. 209	8.07	8.12	8.14	8.18	8.22
R.I. 134	8.10	8.15	8.19	8.21	8.25
L.S. 25	8.13	8.18	8.21	8.24	8.28
R.I. 136	8.23	8.28	8.31	8.34	8.37
R.I. 140	8.28	8.33	8.35	8.38	8.42
L.S. 211	8.29	8.34	8.36	8.39	8.44
R.I. 138	8.32	8.37	8.39	8.41	8.45
R.I. 142	8.41	8.42	8.49	8.52	8.55
L.S. 175	8.45	8.50	8.52	8.56	9.00
R.I. 144	8.57	9.02	9.04	9.06	9.10
R.I. 146	9.12	9.17	9.19	9.21	9.25
C. & E.I. 6	9.15	9.20	9.23	9.26	9.30
L.S. 213	9.25	9.29	9.32		