

SIGNAL RULES

The following Automatic Block Signal System and Interlocking rules will govern between Polk and 61st Streets, on tracks 3 and 4, except Polk Street interlocking plant.

This System consists of three positions, upper quadrant, semaphore signals. Signals are located on Signal Bridges directly over, or on bracket poles to the right of, the tracks they govern.

Location and number of signals are as follows:

SOUTHWARD	CHICAGO	NORTHWARD
	Polk Street—Interlocking	123
144	12th Street	143
	14th Street	153
	15th Street	
	16th Street—Interlocking	
184	18th Street	223
224	Archer Avenue	253
254	25th Street	293
294	29th Street	323
324	32nd Street	353
354	35th Street	383
384	38th Street	413
414	Root Street	443
	44th Street	
	45th Street—Interlocking	
474	47th Street	503
504	50th Street	533
534	53rd Street	573
574	57th Street	593
	59th Street	
	61st Street—Interlocking	

Interlocking Home Signals have three square ended arms with lights in vertical line. They are absolute signals and must not be passed when in "Stop" or horizontal position without the required authority. This authority will be a hand signal which shall be given with a yellow flag by day and a yellow light by night, or when other conditions require a light, from the center of the main track at the Home Signal, and in such a way that there can be no misunderstanding on the part of Enginemen or Trainmen as to the signals, or as to the train or engine for which they are given. When interlocking is out of order so that hand "Proceed" signals must be given, trains must be stopped before such signals are given.

The top arm governs the main or high speed route, and when in the forty-five (45) degree position, and in addition a yellow light is displayed, it indicates "Proceed, prepared to stop at next signal." When in the ninety (90) degree or vertical position, and in addition a green light is displayed, it indicates "Proceed."

The middle or second arm governs the route of second importance, and when in the forty-five (45) degree position, and in addition a yellow light is displayed, it indicates "Proceed at limited speed, prepared to stop at next signal." When in the ninety (90) degree or vertical position, and in addition a green light is displayed, it indicates "Proceed at limited speed."

The bottom or "Calling-on" arm governs all possible routes. When it is in the forty-five (45) degree or inclined position, and in addition a yellow light is displayed, it indicates "Proceed at low speed." This signal may be given to govern along a main track route into an occupied block. When given to a train to "Proceed" into a block along the main track, trains must first stop before proceeding past signal. When the bottom or "Calling-on" arm is in the ninety (90) degree or vertical position, and in addition a green light is displayed, it indicates "Proceed at low speed."

Distant signals for Interlocking perform also the Automatic Block Signal functions. They have two pointed arms with staggered lights. When the top arm is in the forty-five (45) degree or diagonal position, and in addition a yellow light is displayed, it indicates "Proceed, prepared to stop at next signal." When the arm is in the ninety (90) degree or vertical position, and in addition a green light is displayed, the indication is "Proceed." When the top arm is in the forty-five (45) degree or inclined position, and in addition a yellow light is displayed, and the second or bottom arm is in the ninety (90) degree or vertical position, and in addition a green light is displayed, the indication is "Proceed, prepared to pass next signal at limited speed."

Automatic Block Signals have one pointed arm and in addition at night and other times when arm cannot be plainly seen, display two diagonal lights, the lower light being red and termed "Marker Light." When the arm is horizontal, and in addition the diagonal red lights are displayed, the indication is "Stop" before reaching signal. Trains having stopped for such indication may "Proceed" with caution, expecting to find the block occupied, a switch open, track broken or obstructed. When the arm is in the forty-five (45) degree or inclined position, and in addition the upper light being yellow, the indication is "Proceed, prepared to stop at next signal." When the arm is in the ninety (90) degree or vertical position, and in addition the upper light being green, the indication is "Proceed."

Switches of tracks three (3) and four (4), and all cross-overs leading to tracks three (3) and four (4) are connected with the block signal system so that with a switch open in any block, the signal protecting that block will indicate "Stop."

Switch indicators or Miniature semaphore signals are located at each switch leading to the main tracks and at each switch of a crossover between main tracks. When the semaphore arm is in horizontal position it indicates that there is a train in the block within which the indicator is located, or within, or closely approaching to, the next block in the rear; when vertical, or diagonal, it indicates that both blocks are unobstructed and that the switch may be used.

Indicators for sidings and other tracks, except main tracks, are located at the main track switch, and show the condition of the Block Section for that main track. Indicators for cross-overs between main tracks and sidings or other tracks are located at the siding end of crossover and show the condition of adjacent main track. Indicators for cross-overs between main tracks on double track are placed opposite each end of crossover, those at switches in southward main track showing condition of northward main track and those at switches in northward main track showing condition of southward main track.

A train on any track must not move any switch in that track for a movement to or across main tracks when the indicator is horizontal, unless protected as prescribed in General Rule 99.

Conductors of all inbound trains must report promptly to Station Master delays caused by Signals, giving number of Signal, and standing instructions will govern in reporting signal interruptions to outbound trains.

Lights must be used upon all block signals from sunset to sunrise and whenever the day signals cannot be clearly seen. Where lights are not burning on block signals, trains must be governed at night by the day signal; but enginemen must not pass such signals while indicating "Stop" without first stopping.

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.

JOINT TIME TABLE No. 222

In Connection with Current Time Tables

OF THE

Lake Shore & Michigan Southern R'y

AND

Chicago, Rock Island & Pacific R'y

BETWEEN

CHICAGO

AND

ENGLEWOOD

In Effect Sunday, Mch. 29, 1914

AT 12.01 O'CLOCK A. M.
CENTRAL TIME

For the Government and Information
of Employes Only.

RULES

- Conductors of passenger trains will report to their Superintendent the number of any engine or train obstructing or delaying their movements.
- 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.
- All trains must run under control between 16th Street and La Salle Street Station. "Under control" is defined to mean being able to stop within the distance track is seen to be clear.
- Enginers or pilots handling trains within train shed must so control their movements as to stop within range of vision as the responsibility for striking cars, engines or bumping posts within the train shed rests entirely with the approaching train.
- The speed of trains and engines must not exceed the following rate:—
Around curves near 22d Street, 20 miles per hour.
Through cross-overs 10 miles per hour.
Track No. 5, 30 miles per hour.
Track No. 6, 15 miles per hour.
- 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—
From 10 P. M. until 7:30 A. M. by Northward L. S. & M. S. trains.
From 7:30 A. M. until 9 A. M. by Southward L. S. & M. S. trains.
From 9 A. M. until 2 P. M. by Northward L. S. & M. S. trains.
From 2 P. M. until 10 P. M. by Southward L. S. & M. S. trains.
Track 2 between Polk and 14th Streets—
From 7:30 A. M. until 9:00 A. M. by Southward L. S. & M. S. trains.
From 9:00 P. M. until 6:30 P. M. by Southward L. S. & M. S. trains.
- Rock Island tracks 5 and 6 will be used as follows, except as otherwise directed by order:
Between Root Street and Englewood—
Track No. 5 by C. R. I. & P. Northward trains.
Track No. 6 by C. R. I. & P. Southward trains.
Track 5 between 16th and Root Streets—
From 8 P. M. until 7 A. M. by Northward C. R. I. & P. trains.
From 7 A. M. until 9 A. M. by Southward C. R. I. & P. trains.
From 9 A. M. until 5 P. M. by Northward C. R. I. & P. trains.
From 5 P. M. until 8 P. M. by Southward C. R. I. & P. trains.
- Trains or engines using tracks 1, 2, 5 and 6 must be under control approaching cross-overs where engines or trains may be switching on these tracks.
- A train on automatic block territory stopped by a burning red fusee may proceed under control to the next block signal, expecting to find the block occupied. When burning yellow, it is a caution signal. Fusees shall be dropped between the rails of the track affected.

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

F. J. EASLEY,
Ass't Gen'l Manager C. R. I. & P. R'y.

F. M. SMITH,
Sup't L. S. & M. S. R'y.

C. B. PRATT,
Sup't C. R. I. & P. R'y.

E. W. BROWN,
Ass't Sup't L. S. & M. S. R'y.

H. P. JUSTIN,
Train Master C. R. I. & P. R'y.

E. L. MASON,
Train Master L. S. & M. S. R'y.

G. M. BROKER,
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.L. 101*	12.20	12.23	12.26	12.29	12.35
R.L. 17*	1.35	1.38	1.40	1.42	1.47
R.L. 217*	1.40	1.43	1.45	1.47	1.52
L.S. 32*	3.00	3.03	3.06	3.08	3.12
L.S. 250†	5.30	5.33	5.37	5.40	5.45
L.S. 240*	5.42	5.45	5.49	5.52	5.57
L.S. 204†	5.45	5.48	5.52	5.55	5.59
L.S. 202†	5.52	5.55	5.58	6.01	6.06
R.L. 103†	6.20	6.23	6.25	6.28	6.33
L.S. 208†	6.30	6.33	6.37	6.40	6.45
R.L. 105†	6.35	6.38	6.41	6.44	6.50
L.S. 2†	6.45	6.48	6.52	6.54	7.00
R.L. 109†	6.55	6.58	7.01	7.03	7.08
R.L. 216*	7.00	7.03	7.06	7.09	7.15
R.L. 111†	7.20	7.23	7.25	7.27	7.33
C.I. & S. 110*	7.28	7.31	7.34	7.37	7.43
L.S. 208*	7.35	7.38	7.42	7.45	7.50
R.L. 113†	7.40	7.43	7.46	7.49	7.55
R.L. 117*	8.05	8.08	8.11	8.14	8.20
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.L. 1*	8.35	8.38	8.40	8.42	8.47
R.L. 119*	8.40	8.43	8.47	8.50	8.55
L.S. X-4*	8.45	8.48	8.51	8.54	9.00
R.L. 121†	8.47	8.50	8.53	8.55	9.01
R.L. 201*	9.05	9.08	9.10	9.12	9.17
L.S. 210*	9.22	9.25	9.29	9.32	9.37
R.L. 123*	9.30	9.33	9.36	9.39	9.45
R.L. 7*	10.00	10.03	10.05	10.07	10.12
L.S. 8*	10.15	10.18	10.21	10.23	10.27
R.L. 125*	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
L.S. 244*	10.45	10.48	10.52	10.55	11.00
R.L. 127*	11.20	11.23	11.26	11.29	11.37
R.L. 129*	11.45	11.48	11.51	11.54	12.00
L.S. 212*	12.01	12.04	12.08	12.11	12.16
R.L. 131*	12.15	12.18	12.21	12.24	12.30
L.S. 26*	12.40	12.43	12.46	12.48	12.53
R.L. 21*	1.00	1.03	1.06	1.09	1.15
R.L. 261*	1.05	1.08	1.11	1.14	1.20
R.L. 253†	1.15	1.18	1.21	1.24	1.30
R.L. 135†	1.30	1.33	1.36	1.39	1.45
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.L. 137*	2.05	2.08	2.11	2.14	2.20
N.P. 104*	2.32	2.36	2.39	2.42	2.46
R.L. 139†	2.35	2.38	2.41	2.44	2.50
L.S. 14*	3.00	3.03	3.07	3.10	3.15
L.S. 214*	3.05	3.08	3.12	3.15	3.20
R.L. 263*	3.12	3.15	3.18	3.21	3.27
R.L. 141*	3.15	3.18	3.20	3.23	3.29
L.S. 216†	3.50	3.53	3.57	4.00	4.05
R.L. 19*	4.00	4.03	4.05	4.07	4.12
R.L. 143*	4.05	4.08	4.11	4.14	4.20
L.S. 218†	4.12	4.15	4.19	4.22	4.27
R.L. 265*	4.30	4.33	4.35	4.38	4.45
L.S. 176*	4.35	4.38	4.42	4.45	4.50
R.L. 147*	4.45	4.48	4.51	4.54	5.00
C.I. & S. 112*	4.55	4.58	5.02	5.05	5.10
R.L. 149†	5.00	5.03	5.06	5.09	5.13
R.L. 225†	5.08	5.11	5.14	5.16	5.20
L.S. 220†	5.10	5.13	5.15	5.18	5.23
R.L. 151†	5.12	5.15	5.17	5.20	5.25
R.L. 153†	5.15	5.18	5.21	5.24	5.30
R.L. 80*	5.25	5.28	5.31	5.34	5.39
R.L. 155†	5.27	5.30	5.33	5.35	5.42
L.S. 22*	5.30	5.33	5.38	5.40	5.45
R.L. 157*	5.35	5.38	5.41	5.44	5.50
R.L. 231*	5.40	5.43	5.46	5.49	5.54
R.L. 159†	5.41	5.44	5.47	5.50	5.56
R.L. 161†	5.46	5.49	5.52	5.54	6.01
L.S. 230†	5.48	5.51	5.55	5.57	6.03
L.S. 224*	5.50	5.53	5.57	6.00	6.05
R.L. 163†	5.53	5.56	5.59	6.02	6.07
R.L. 13*	6.00	6.03	6.05	6.07	6.12
R.L. 165†	6.05	6.08	6.11	6.14	6.19
R.L. 11*	6.15	6.18	6.20	6.22	6.27
L.S. 226*	6.17	6.20	6.23	6.26	6.31
R.L. 167†	6.20	6.23	6.26	6.29	6.35
R.L. 169*	6.30	6.33	6.36	6.38	6.45
R.L. 171†	6.50	6.53	6.56	6.59	7.05
R.L. 173*	7.20	7.23	7.26	7.29	7.35
R.L. 175*	7.50	7.53	7.55	7.57	8.03
L.S. 8*	8.00	8.04	8.07	8.10	8.15
R.L. 3*	8.05	8.08	8.10	8.12	8.17
L.S. 20*	8.30	8.33	8.37	8.40	8.45
R.L. 177*	8.50	8.53	8.56	8.59	9.05
C.I. & S. 114*	9.30	9.33	9.36	9.40	9.45
N.P. 106*	9.40	9.43	9.44	9.47	9.52
R.L. 9*	9.45	9.48	9.50	9.52	9.57
R.L. 179*	9.47	9.50	9.53	9.56	10.02
R.L. 5*	10.00	10.03	10.05	10.07	10.12
R.L. 181*	10.45	10.48	10.51	10.54	11.00
R.L. 183*	11.25	11.28	11.31	11.34	11.40
L.S. 34*	11.28	11.32	11.35	11.38	11.42
R.L. 29*	11.30	11.34	11.37	11.40	11.45
L.S. 28*	11.32	11.36	11.39	11.42	11.46
L.S. 248*	11.35	11.38	11.42	11.45	11.50
	PM	PM	PM	PM	PM
TRAIN No.	Leave Chicago	Leave 16th St.	Leave 31st St.	Leave Root St.	Arrive Englewood

*Daily. †Daily except Sunday. ‡Daily except Monday. §Sunday only.
 ¶Daily except Saturday and Sunday. *Train does not stop. a Saturday only. f Stop on signal.

TO CHICAGO

PASSENGER TRAINS

TRAIN No.	Leave Englewood	Leave Root St.	Leave 31st St.	Leave 16th St.	Arrive Chicago
L.S. 43*	1.05	1.10	1.12	1.15	1.20
R.I. 104†	5.51	5.55	5.58	6.01	6.05
R.I. 230*	5.55	6.00	6.02	6.05	6.15
L.S. X3*	6.15	6.20	6.22	6.25	6.30
R.I. 106*	6.32	6.36	6.38	6.41	6.45
R.I. 30*	6.33	6.38	6.41	6.44	6.50
L.S. 37*	6.45	6.50	6.52	6.56	7.00
R.I. 110†	6.55	7.00	7.03	7.06	7.10
C.I. & S. 111*	7.05	7.10	7.13	7.16	7.20
R.I. 6*	7.06	7.12	7.15	7.19	7.25
R.I. 112†	7.12	7.18	7.21	7.24	7.27
L.S. 253*	7.15	7.20	7.23	7.26	7.30
R.I. 20*	7.17	7.22	7.25	7.28	7.35
L.S. 3*	7.25	7.30	7.33	7.36	7.40
R.I. 114†	7.27	7.32	7.35	7.38	7.42
N.P. 105*	7.29	7.34	7.37	7.40	7.44
R.I. 118†	7.33	7.38	7.41	7.44	7.48
L.S. 29†	7.35	7.40	7.43	7.46	7.50
R.I. 116†	7.40	7.45	7.48	7.51	7.55
L.S. 5*	7.44	7.49	7.51	7.54	7.59
L.S. 209†	7.48	7.53	7.56	7.59	8.03
R.I. 120*	7.50	7.55	7.58	8.01	8.05
L.S. 207†	7.52	7.57	7.59	8.02	8.07
R.I. 14*	7.54	8.00	8.02	8.05	8.09
L.S. 7*	7.55	8.01	8.03	8.06	8.10
R.I. 122†	7.59	8.03	8.06	8.09	8.14
R.I. 124†	8.03	8.08	8.11	8.14	8.18
R.I. 126†	8.10	8.15	8.19	8.21	8.25
R.I. 128*	8.19	8.25	8.28	8.31	8.35
R.I. 130†	8.28	8.33	8.36	8.39	8.43
R.I. 132†	8.32	8.37	8.39	8.41	8.45
R.I. 12*	8.37	8.43	8.45	8.49	8.55
R.I. 134†	8.45	8.50	8.53	8.56	9.00
L.S. 211*	8.48	8.53	8.55	8.58	9.03
R.I. 136*	9.00	9.05	9.08	9.11	9.15
R.I. 138†	9.20	9.25	9.28	9.31	9.35
L.S. 25*	9.30	9.34	9.36	9.39	9.45
L.S. 213*	9.32	9.37	9.39	9.42	9.46
R.I. 140*	9.34	9.39	9.41	9.43	9.47
R.I. 236†	9.36	9.41	9.44	9.47	9.50
L.S. 175*	9.55	10.00	10.02	10.06	10.10
R.I. 4*	9.57	10.02	10.05	10.09	10.15
R.I. 144*	10.05	10.10	10.12	10.16	10.20
R.I. 146*	10.40	10.45	10.48	10.51	10.55
C.I. & S. 113*	11.00	11.05	11.08	11.11	11.15
L.S. 215*	11.13	11.18	11.20	11.24	11.28
L.S. 9*	11.28	11.33	11.35	11.38	11.43
L.S. 15*	11.34	11.39	11.41	11.44	11.49
R.I. 148*	11.35	11.42	11.45	11.48	11.51
R.I. 232*	12.10	12.15	12.17	12.21	12.30
R.I. 150*	12.25	12.30	12.33	12.36	12.40
R.I. 152*	1.10	1.15	1.18	1.21	1.25
L.S. 247†	1.12	1.17	1.19	1.23	1.27
L.S. 259†	1.12	1.17	1.19	1.23	1.27
R.I. 260*	1.15	1.20	1.22	1.26	1.30
R.I. 22*	1.22	1.27	1.30	1.34	1.40
R.I. 2*	1.25	1.30	1.33	1.37	1.45
L.S. 217*	1.50	1.54	1.57	2.00	2.05
R.I. 8*	2.12	2.17	2.20	2.24	2.30
R.I. 154*	2.20	2.25	2.28	2.31	2.35
L.S. 249†	2.28	2.33	2.35	2.39	2.43
R.I. 156*	2.55	3.00	3.03	3.06	3.10
R.I. 262*	3.08	3.13	3.16	3.19	3.23
R.I. 158*	3.20	3.25	3.28	3.31	3.35
L.S. 45*	3.35	3.40	3.43	3.46	3.50
L.S. 19*	3.45	3.49	3.52	3.55	4.00
R.I. 264*	3.53	3.58	4.01	4.04	4.08
R.I. 162†	4.00	4.05	4.08	4.11	4.15
L.S. 251*	4.10	4.14	4.17	4.20	4.25
R.I. 164*	4.40	4.45	4.48	4.51	4.55
L.S. 21*	4.45				