

# CHICAGO & WESTERN INDIANA RAILROAD COMPANY

## TIME TABLE NO. 103

IN EFFECT

SUNDAY, SEPTEMBER 28, 1952

AT 12:01 A. M.

CENTRAL STANDARD TIME

Superseding all previous Time Tables  
and Supplements

# No. 103

This Time Table is for the Government  
and Information of Employes only.

Note Important Changes in Rules.

**M. F. STOKES**  
President

**L. A. EVANS**  
Vice President and General Manager

**M. SWISLOW**  
Superintendent

## MAIN LINE STATIONS

	MILES FROM DEARBORN STATION	DISPR. PHONE	MISC. PHONES	BULL. BOOK	STD. CLOCK	TRAIN REG.	INT.	INT. STN.	SW. TENDER	TRAIN ORDER SIGNAL	OTHER SERVICE	RAILROAD CROSSINGS OR JUNCTIONS
Dearborn Station Chicago		X	X	X	X	X					XT	
Roosevelt Road	.3	X	X				X	X	X			
15th St.	.7	X	X				X	X				
16th St.	.9	X	X				X	X				
21st St.	1.3	X	X				X	X				SFE-IC-PENN
31st St.	2.5	X	X						X			
40th St.	3.7	X	X				X	X				PENN-CJ
47th St.	4.6	X	X				X	X			B	GTW-CJ
55th St.	5.6										B	
Ford St.	6.0	X	X				X	X				PENN.
59th St.	6.1										B	
Englewood	6.6	X	X								XT	
Normal Park	7.3										B	
Hamilton Park	7.8										B	
74th St. Jct.	7.9	X	X				X	X				WABASH-BRC
79th St.	8.7										B	
80th St.	9.0	X	X						X			DOLTON BR-BRC
81st St.	9.0	X	X				X	X				DOLTON BRANCH
Pullman Jct.	12.3	X	X						X	X		NKP-BRC-CRIP
South Deering	15.0		X				X					CSL-BRC
M. L. Bridge	16.5	X	X				X	X				
Ford Crossover	17.6		X									NKP
Burnham	18.2	X	X				X	X				PENN.-CSS&SB
State Line	19.8	X	X	X			X	X		X		BOCT-CIL-ERIE-IHB-NYC&StL-WAB
Hammond	20.8											
South Hammond	23.3	X		X	X	X				X		

## DOLTON BRANCH STATIONS

80th St.	9.0	X	X						X			MAIN LINE BRC
81st St.	9.0	X	X				X	X				MAIN LINE
Oakdale	10.1	X	X				X	X		X	XT	CRI&P
Euclid Park	11.0	X									BT	
Fernwood	11.7	X									BT	
North Roseland	12.2										BT	
Roseland	12.7	X									BT	
Sheldon Park	13.2										BT	
Kensington	13.7		X								BT	
Dolton	16.6	X	X								BT	
Dolton Jct.	16.8	X	X				X	X				PENN-IHB-BOCT
Yard Center	18.0	X	X	X	X	X				X		CEI

X—Continuous Service.

B—Open for Suburban Traffic Only.

T—Ticket Agent.

H. R. WRIGHT.....Trainmaster  
J. J. MORIARTY.....Trainmaster  
P. H. CROSBY.....Asst. Trainmaster  
H. BECKMAN.....Road Foreman of Engines  
R. W. PLUNKETT.....Supervisor T. & I. O.

L. E. RICKETTS.....Chief Train Dispatcher  
E. P. HENRY.....Dispatcher  
D. H. CAMP.....Dispatcher  
D. R. TURNER.....Dispatcher  
R. V. PEIRSON.....Dispatcher

C. M. Maloney.....General Claim Agent  
Office—Dearborn St. Station—Telephone HARRISON 7-7500  
Residence—1422 E. 67th Place—Telephone Hyde Park 3-7238

E. P. Holland.....Claim Agent  
Office—Dearborn St. Station—Telephone HARRISON 7-7500  
Residence—8431 Maryland—Telephone RADcliffe 3-2530

Dr. R. S. Westline.....Chief Surgeon  
Office—334 W. 63rd St.—Telephone WENTworth 6-5577  
Residence—5842 Stony Island Ave.—DORchester 3-3309

Dr. E. L. Arensdorf.....Assistant to Chief Surgeon  
Office—334 W. 63rd St.—Telephone WENTworth 6-5577  
Residence—8209 Rhodes Ave.—Telephone RADcliffe 3-1217

### HOSPITAL AND AMBULANCE SERVICE

Cases of injuries or fatalities to persons other than employees or fatal accidents to employees must be turned over to the municipal police in every instance.

In case of personal injury to an employee necessitating ambulance service it is desired that Cassidy Ambulance Service, telephone KEdzie 3-0155 or NEvada 8-3626, be called promptly to take injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, telephone MIDway 3-9200. In extreme emergency injured person will be taken to the nearest hospital.

These injuries should be reported at once to Office of Superintendent of Police at Clearing, telephone PORTsmouth 7-1000 on week days between 7:00 A.M. and 11 P.M. and PORTsmouth 7-6476 on week days between 11:00 P.M. and 7:00 A.M. and on Sundays and Holidays, who will notify Claim Department.

These matters will be handled with the Train Dispatcher under any conditions that this may expedite the call.

## SAFETY

Should be the first consideration of every employe.

Every unsafe condition and practice should be reported promptly to immediate superior or other proper person.

Following signals will be used to notify crews of passing trains of defective conditions.

**HOT JOURNAL.....BY DAY**  
Nose held with one hand with other hand pointing toward track.

**BY NIGHT**  
Stop signal.

**BRAKES STICKING.....BY DAY**  
Hands shoved in sliding motion out from body.

**BY NIGHT**  
Stop signal.

**BROKEN WHEELS  
DEFECTIVE TRUCK  
DRAGGING BRAKE CONNECTION  
LADING SHIFTED OVER SIDE OR END  
OF CAR  
SWINGING CAR DOOR OR ANY OTHER  
DANGEROUS CONDITION** } Stop signal

### DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Diesel locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

# SOUTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
311	9	411	221				101	1	455	111	
C. I. & L. 11 Pass.	C. & E. I. 9 Pass.	Santa Fe 11 Pass.	G. T. W. 20 Pass.				C. & E. I. 101 Pass.	C. & E. I. 1 Pass.	Erie 6 Pass.	Web. 11 Pass.	
DAILY	See Note	DAILY	DAILY			Sun. & Holidays only	Daily ex. Sun. & Holidays	DAILY	DAILY		
A.M.	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.	A.M.		
	9:00	9:10	9:30	9:40	D-N	Lv..... CHICAGO.....		9:45	9:45	10:25	11:00
	9:05	9:15	9:35	9:45	D-N	... A., T. & S. F. JCT. ...	1.3	9:50	9:50	10:30	11:05
	9:08	9:18		9:48	D-N	..... 40TH ST.....	3.7	9:53	9:53	10:33	11:08
	9:09	9:19		9:50	D-N	..... 47TH ST.....	4.6	9:54	9:54	10:34	11:09
				9:51	.....	49TH ST. (G. T. Conn.)..	4.9				
					.....	..... 55TH ST.....	5.6				
	9:12	9:22			D-N	... FORD ST. (59th St.)....	6.0	9:57	9:57	10:37	11:12
s	9:14	s 9:24			D-N	..... ENGLEWOOD.....	6.6	s 9:59	s 9:59	s 10:39	s 11:14
					.....	..... NORMAL PARK.....	7.3				
	9:16	9:26			D-N	74TH ST. JCT. (HamiltonPk.)	7.9	10:01	10:01	10:41	11:17
					.....	..... AUBURN PARK (79TH ST.)	8.7				
	9:18	9:28			D-N	..... 81ST ST.....	9.0	10:03	10:03	10:43	
		9:31			D-N	..... OAKDALE.....	10.1	10:06	10:06		
					.....	..... EUCLID PARK.....	11.0				
					.....	..... FERNWOOD.....	11.7				
					.....	..... NORTH ROSELAND..	12.2				
					.....	..... ROSELAND.....	12.7				
					.....	..... SHELDON PARK...	13.2				
		9:37			D	..... KENSINGTON...	13.7	10:12	10:12		
					D	..... DOLTON.....	16.6				
		9:41			.....	..... DOLTON JCT.....	16.8	10:16	10:16		
		9:43			D-N	..... YARD CENTER...	18.0	10:18	10:18		
	9:23				D-N	..... PULLMAN JCT. ...	12.3			10:48	
	9:27				.....	..... SO. DEERING (112th St.)	15.0			10:52	
	9:29				D-N	... MAIN LINE BRIDGE...	16.5			10:54	
	9:30				.....	..... FORD CROSSOVER ...	17.6			10:55	
	9:31				D-N	..... BURNHAM.....	18.2			10:56	
	9:33				D-N	..... STATE LINE.....	19.8			10:58	
s	9:38				D-N	..... HAMMOND.....	20.8				
	9:43				D-N	Ar.. SO. HAMMOND.....	23.3				
	A. M.	A. M.	A. M.	A. M.				A. M.	A. M.	A. M.	A. M.
	DAILY	See Note	DAILY	DAILY		Figures between Stations show Distances		Sunday & Holidays only	Daily except Sun. & Holidays	DAILY	DAILY

Northward trains are superior to trains of the same class in opposite direction on single track only.

The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night.

No. 9 runs:

September.....	30
October.....	3-6-9-12-15-18-21-24-27-30
November.....	2-5-8-11-14-17-20-23-26-29
December.....	2-5-8-11-14-17-20-23-26-29
January.....	1-4-7-10-13-16-19-22-25-28-31
February.....	3-6-9-12-15-18-21-24-27
March.....	2-5-8-11-14-17-20-23-26-29
April.....	1-4-7-10-13-16-19-22-25-28

# SOUTHWARD

FIRST CLASS					Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
71	423	305	105	419				413	7	17	121	73
C. & W. I. Pass.	Santa Fe 23 Pass.	C. I. & L. 5 Pass.	C. & W. I. Pass.	Santa Fe 19 Pass.				Santa Fe 13 Pass.	C. & E. I. 7 Pass.	C. & E. I. 17 Pass.	Wab. 21 Pass.	C. & W. I. Pass.
Daily except Sat. & Sun.	DAILY	DAILY	Saturday only	DAILY				Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sat. & Sun.
A.M. 11.20	P.M. 12.01	P.M. 1.00	P.M. 1.25	P.M. 1.30	D-N	Lv..... CHICAGO.....	-----	P.M. 1.35	P.M. 4.00	P.M. 4.30	P.M. 4.45	P.M. 5.22
11.25	12.06	1.05	1.30	1.35	D-N	..... A, T. & S. F. JCT. ....	1.3	1.40	4.05	4.35	4.50	5.27
11.29		1.08	1.34		D-N	..... 40TH ST. ....	3.7		4.08	4.38	4.53	5.31
s11.30		1.09	s 1.35		D-N	..... 47TH ST. ....	4.6		4.09	4.39	4.54	s 5.32
					-----	..... 49TH ST. (G. T. Conn.) ..	4.9					
s11.34			s 1.38		-----	..... 55TH ST. ....	5.6					s 5.35
s11.35		1.12	s 1.39		D-N	... FORD ST. (59th St.) ...	6.0		4.12	4.42	4.57	s 5.37
s11.36		s 1.14	s 1.41		D-N	..... ENGLEWOOD ....	6.6	s 4.14	s 4.44	A 4.59	s 5.39	
s11.40			s 1.43		-----	... NORMAL PARK ...	7.3					s 5.42
s11.41		1.16	s 1.45		D-N	74TH ST. JCT. (Hamilton Pk.)	7.9		4.16	4.46	5.02	s 5.44
s11.43			s 1.48		-----	... AUBURN PARK (79th St.) ..	8.7					s 5.47
		1.18	1.49		D-N	..... 81ST ST. ....	9.0		4.18	4.48		5.49
s11.47			s 1.51		D-N	..... OAKDALE ....	10.1		4.21	4.51		s 5.52
s11.49			s 1.53		-----	..... EUCLID PARK ....	11.0					s 5.54
s11.51			s 1.55		-----	..... FERNWOOD ....	11.7					s 5.56
s11.52			s 1.56		-----	... NORTH ROSELAND ..	12.2					s 5.58
s11.53			s 1.57		-----	..... ROSELAND ....	12.7					s 6.00
s11.54			s 1.59		-----	... SHELDON PARK ...	13.2					s 6.02
s11.55			s 2.01		D	... KENSINGTON ...	13.7		4.27	4.57		s 6.04
12.00			2.05		D	..... DOLTON.....	16.6					6.09
					-----	... DOLTON JCT. ....	16.8		4.31	5.01		
					D-N	... YARD CENTER ...	18.0		4.33	5.03		
		1.23			D-N	... PULLMAN JCT. ....	12.3					
		1.27			-----	SO. DEERING (112th St.)	15.0					
		1.29			D-N	... MAIN LINE BRIDGE...	16.5					
		1.30			-----	... FORD CROSSOVER...	17.6					
		1.31			D-N	..... BURNHAM.....	18.2					
		1.33			D-N	..... STATE LINE.....	19.8					
		s 1.38			D-N	..... HAMMOND.....	20.8					
		1.43			D-N	Ar.. SO. HAMMOND.....	23.3					
					-----	.....	-----					
P.M.	P.M.	P.M.	P.M.	P.M.				P.M.	P.M.	P.M.	P.M.	P.M.
Daily except Sat. & Sun.	DAILY	DAILY	Saturday only	DAILY		Figures between Stations show Distances		Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sat. & Sun.

A. No. 121 will stop at Englewood on signal for revenue passengers for Decatur, Taylorville, Litchfield, Granite City and St. Louis.

# SOUTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
11	113	75	421				415	451	315	417	215
C. & E. I. 11 Pass.	Wab. 13 Pass.	C. & W. I. Pass.	Santa Fe 21 Pass.				Santa Fe 15 Pass.	Erie 2 Pass.	C. I. & L. 15 Pass.	Santa Fe 17 Pass.	G. T. W. 14 Pass.
DAILY	Daily except Sunday	Daily except Sunday	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY	
P.M. 5.30	P.M. 5.40	P.M. 5.42	P.M. 5.45			P.M. 6.00	P.M. 6.05	P.M. 6.15	P.M. 7.00	P.M. 8.00	
				D-N	Lv..... CHICAGO.....						
				D-N	..... A, T. & S. F. JCT. ....	1.3	6.05	6.10	6.20	7.05	
				D-N	..... 40TH ST. ....	3.7		6.13	6.23	8.09	
				D-N	..... 47TH ST. ....	4.6		6.14	6.24	8.10	
					..... 49TH ST. (G. T. Conn.) ..	4.9				8.11	
					..... 55TH ST. ....	5.6					
				D-N	..... FORD ST. (59th St.) ....	6.0		6.17	6.27		
				D-N	..... ENGLEWOOD .....	6.6	s 6.19	s 6.29			
					..... NORMAL PARK .....	7.3					
				D-N	74TH ST. JCT. (Hamilton Pk.)	7.9		6.21	6.31		
					..... AUBURN PARK (79th St.) ..	8.7					
				D-N	..... 81ST ST. ....	9.0		6.23	6.33		
				D-N	..... OAKDALE .....	10.1					
					..... EUCLID PARK .....	11.0					
					..... FERNWOOD .....	11.7					
					..... NORTH ROSELAND ..	12.2					
					..... ROSELAND .....	12.7					
					..... SHELDON PARK ...	13.2					
				D	..... KENSINGTON .....	13.7					
				D	..... DOLTON .....	16.6					
					..... DOLTON JCT. ....	16.8					
				D-N	..... YARD CENTER .....	18.0					
				D-N	..... PULLMAN JCT. ....	12.3		6.28	6.38		
					..... SO. DEERING (112th St.)	15.0		6.32	6.42		
				D-N	..... MAIN LINE BRIDGE ...	16.5		6.34	6.44		
					..... FORD CROSSOVER ...	17.6		6.35	6.45		
				D-N	..... BURNHAM .....	18.2		6.36	6.46		
				D-N	..... STATE LINE .....	19.8		6.38	6.48		
				D-N	..... HAMMOND .....	20.8		s 6.53			
				D-N	Ar... SO. HAMMOND .....	23.3		6.58			
					.....						
P.M.	P.M.	P.M.	P.M.				P.M.	P.M.	P.M.	P.M.	
DAILY	Daily except Sunday	Daily except Sunday	DAILY		Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY	

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

# SOUTHWARD

FIRST CLASS					Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
3	403	463	409	207				5	407	117	
C. & E. I. 3 Pass.	Santa Fe 3 Pass.	Erie 8 Pass.	Santa Fe 9 Pass.	G. T. W. 6 Pass.				C. & E. I. 5 Pass.	Santa Fe 7 Pass.	Wab. 17 Pass.	
DAILY	DAILY	DAILY	DAILY								
P.M. 8-05	P.M. 8-45	P.M. 10-00	P.M. 10-02	D-N	Lv..... CHICAGO.....	---	P.M. 11-00	P.M. 11-05	P.M. 11-25	P.M. 11-50	
				D-N	..... A, T. & S. F. JCT. ....	1.3	11-05	11-10	11-30	11-55	
				D-N	..... 40TH ST. ....	2.4	11-09	11-13		11-58	
				D-N	..... 47TH ST. ....	3.7	11-10	11-14		11-59	
				D-N	..... 49TH ST. (G. T. Conn.) ..	4.9	11-11				
				D-N	..... 55TH ST. ....	5.6					
				D-N	..... FORD ST. (59th St.) ....	6.0		11-17		12-02	
				D-N	..... ENGLEWOOD ....	6.6	s11-19		s12-04		
				D-N	..... NORMAL PARK ....	7.3					
				D-N	..... 74TH ST. JCT. (HamiltonPk.)	7.9		11-21		12-07	
				D-N	..... AUBURN PARK (79th St.) ..	8.7					
				D-N	..... 81ST ST. ....	9.0		11-23			
				D-N	..... OAKDALE ....	10.1		11-26			
				D-N	..... EUCLID PARK ....	11.0					
				D-N	..... FERNWOOD ....	11.7					
				D-N	..... NORTH ROSELAND ..	12.2					
				D-N	..... ROSELAND ....	12.7					
				D-N	..... SHELTON PARK ...	13.2					
				D	..... KENSINGTON ....	13.7		11-32			
				D	..... DOLTON ....	16.6					
				D-N	..... DOLTON JCT. ....	16.8		11-36			
				D-N	..... YARD CENTER ....	18.0		11-38			
				D-N	..... PULLMAN JCT. ....	12.3					
				D-N	..... SO. DEERING (112th St.)	15.0					
				D-N	..... MAIN LINE BRIDGE...	16.5					
				D-N	..... FORD CROSSOVER....	17.6					
				D-N	..... BURNHAM ....	18.2					
				D-N	..... STATE LINE ....	19.8					
				D-N	..... HAMMOND ....	20.8					
				D-N	Ar... SO. HAMMOND.....	23.3					
							P.M.	P.M.	P.M.	A.M.	
							DAILY	DAILY	DAILY	DAILY	

Figures between Stations  
show Distances





# NORTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
216	112	404	8				416	18	420	312
G. T. W. 15 Pass.	Wab. 12 Pass.	Santa Fe 4 Pass.	C. & E. I. 8 Pass.				Santa Fe 16 Pass.	C. & E. I. 18 Pass.	Santa Fe 20 Pass.	C. I. & L. 12 Pass.
DAILY	Daily except Sunday	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	
A.M. 8-00	A.M. 8-10	A.M. 8-30	A.M. 8-55	D-N	Ar.....CHICAGO.....	-----	A.M. 9-00	A.M. 9-15	A.M. 10-30	A.M. 11-35
7-55	8-05	8-25	8-50	D-N	.....A, T. & S. F. JCT.....	1.3	8-55	9-10	10-25	11-30
7-49	7-59		8-46	D-N	.....40TH ST.....	2.4		9-06		11-26
7-48 <sup>s</sup>	7-58		8-45	D-N	.....47TH ST.....	3.9		9-05		11-25
7-47				D-N	.....49TH ST. (G. T. Conn.)..	4.9				
				D-N	.....55TH ST.....	5.6				
	7-54		8-41	D-N	.....FORD ST. (59th St.)....	6.0		9-01		11-21
	s 7-53		s 8-40	D-N	.....ENGLEWOOD.....	6.6		s 9-00		s 11-20
				D-N	.....NORMAL PARK.....	7.3				
	7-50		8-38	D-N	74TH ST. JCT. (Hamilton Pk.)	7.9		8-58		11-18
				D-N	.....AUBURN PARK (79th St.)..	8.7				
			8-36	D-N	.....81ST ST.....	9.0		8-56		11-16
			8-34	D-N	.....OAKDALE.....	10.1		8-54		
				D-N	.....EUCLID PARK.....	11.0				
				D-N	.....FERNWOOD.....	11.7				
				D-N	.....NORTH ROSELAND..	12.2				
				D-N	.....ROSELAND.....	12.7				
				D-N	.....SHELDON PARK...	13.2				
			8-29	D	.....KENSINGTON....	13.7		8-49		
				D	.....DOLTON.....	16.6				
			8-25	D-N	.....DOLTON JCT.....	16.8		8-45		
			8-23	D-N	.....YARD CENTER....	18.0		8-43		
				D-N	.....PULLMAN JCT. ....	12.3				11-12
				D-N	.....SO. DEERING (112th St.)	15.0				11-09
				D-N	.....MAIN LINE BRIDGE...	16.5				11-07
				D-N	.....FORD CROSSOVER...	17.6				11-05
				D-N	.....BURNHAM.....	18.2				11-04
				D-N	.....STATE LINE.....	19.8				11-02
				D-N	.....HAMMOND.....	20.8				s 10-58
				D-N	Lv...SO. HAMMOND.....	23.3				10-51
A.M.	A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	A.M.
DAILY	Daily except Sunday	DAILY	DAILY		Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY

Northward trains are superior to trains of the same class in opposite direction on single track only.

# NORTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
	12	414	72				418	4	124	100	424
	C. & E. I. 12 Pass.	Santa Fe 14 Pass.	C. & W. I. Pass.				Santa Fe 18 Pass.	C. & E. I. 4 Pass.	Wab. 24 Pass.	C. & W. I. Pass.	Santa Fe 24 Pass.
	DAILY	Daily except Sunday	Daily except Sat. & Sun.	DAILY		DAILY	DAILY	Saturday only	DAILY		
	A.M. 11.40	P.M. 12.01	P.M. 12.55	P.M. 1.45		P.M. 2.00	P.M. 2.05	P.M. 2.50	P.M. 3.45		
	11.35	11.55	12.50	1.40	D-N	Ar.....CHICAGO.....					
	11.31		12.46		D-N	.....A, T. & S. F. JCT.....	1.3	1.55	2.00	2.45	3.40
	11.30		s12.45		D-N	.....40TH ST.....	3.7	1.51	1.56	2.41	
					D-N	.....47TH ST.....	4.6	1.50	1.55	s 2.40	
					D-N	.....49TH ST. (G. T. Conn.)..	4.9				
			s12.41		D-N	.....55TH ST.....	5.6			s 2.36	
	11.26		s12.40		D-N	....FORD ST. (59th St.)....	6.0	1.46	1.51	s 2.35	
	s11.25		s12.39		D-N	....ENGLEWOOD.....	6.6	s 1.45	s 1.50	s 2.33	
			s12.35		D-N	....NORMAL PARK....	7.3			s 2.31	
	11.23		s12.34		D-N	74TH ST. JCT. (Hamilton Pk.)	7.9	1.43	1.46	s 2.30	
			s12.32		D-N	....AUBURN PARK (79th St.)..	8.7			s 2.28	
	11.21		s12.30		D-N	.....81ST ST.....	9.0	1.41		2.27	
	11.19		s12.28		D-N	.....OAKDALE.....	10.1	1.39		s 2.25	
			s12.26		D-N	.....EUCLID PARK....	11.0			s 2.23	
			s12.24		D-N	.....FERNWOOD.....	11.7			s 2.22	
			s12.23		D-N	....NORTH ROSELAND..	12.2			s 2.21	
			s12.22		D-N	.....ROSELAND.....	12.7			s 2.19	
			s12.21		D-N	....SHELDON PARK....	13.2			s 2.17	
	11.14		s12.20		D	....KENSINGTON....	13.7	1.34		s 2.15	
			s12.15		D	.....DOLTON.....	16.6			2.10	
	11.10				D-N	....DOLTON JCT.....	16.9	1.30			
	11.08				D-N	....YARD CENTER.....	18.0	1.28			
					D-N	....PULLMAN JCT.....	12.3				
					D-N	SO. DEERING (112th St.)	15.0				
					D-N	....MAIN LINE BRIDGE...	16.5				
					D-N	....FORD CROSSOVER....	17.6				
					D-N	....BURNHAM.....	18.2				
					D-N	....STATE LINE.....	19.8				
					D-N	....HAMMOND.....	20.8				
					D-N	Lv...SO. HAMMOND.....	23.3				
	A.M.	A.M.	P.M.	P.M.				P.M.	P.M.	P.M.	P.M.
	DAILY	Daily except Sunday	Daily except Sat. & Sun.	DAILY		Figures between Stations show Distances		DAILY	DAILY	Saturday only	DAILY

All C. & W. I. suburban trains will stop at 134th Street for passengers.

# NORTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
306	456	10	110				412	218	2	314
C. I. & L. 6 Pass.	Erie 5 Pass.	C. & E. I. 10 Pass.	Wab. 10 Pass.				Santa Fe 12 Pass.	G. T. W. 17 Pass.	C. & E. I. 2 Pass.	C. I. & L. 14 Pass.
DAILY	DAILY	See Note	DAILY			DAILY	DAILY			
P.M. 4.15	P.M. 4.55	P.M. 5.25	P.M. 5.40	D-N	Ar..... CHICAGO.....		P.M. 8.00	P.M. 8.20	P.M. 9.05	P.M. 9.10
4.10	4.50	5.20	5.35	D-N	..... A, T. & S. F. JCT. ....	1.3	7.55	8.15	8.50	9.05
4.06	4.46	5.16	5.30	D-N	..... 40TH ST. ....	3.7		8.10	8.56	9.01
4.05	4.45	5.15	5.29	D-N	..... 47TH ST. ....	4.6		8.09	8.55	9.00
					..... 49TH ST. (G. T. Conn.) ..	4.9		8.08		
					..... 55TH ST. ....	5.6				
4.01	4.41	5.11	5.26	D-N	..... FORD ST. (59th St.) ....	6.0			8.51	8.56
s 4.00	s 4.40	s 5.10	s 5.25	D-N	..... ENGLEWOOD ....	6.6			s 8.50	s 8.55
					..... NORMAL PARK ....	7.3				
3.58	4.38	5.08	5.22	D-N	..... 74TH ST. JCT. (HamiltonPk.) ..	7.9			8.48	8.53
					..... AUBURN PARK (79th St.) ..	8.7				
3.56	4.36	5.06		D-N	..... 81ST ST. ....	9.0			8.46	8.51
		5.04		D-N	..... OAKDALE ....	10.1			8.44	
					..... EUCLID PARK ....	11.0				
					..... FERNWOOD ....	11.7				
					..... NORTH ROSELAND ..	12.2				
					..... ROSELAND ....	12.7				
					..... SHELDON PARK ...	13.2				
		4.59		D	..... KENSINGTON ....	13.7			8.39	
				D	..... DOLTON ....	16.6				
		4.55			..... DOLTON JCT. ....	16.8			8.35	
		4.52		D-N	..... YARD CENTER ....	18.0			8.33	
3.52	4.32			D-N	..... PULLMAN JCT. ....	12.3				8.47
3.49	4.29				..... SO. DEERING (112th St.) ..	15.0				8.44
3.47	4.27			D-N	..... MAIN LINE BRIDGE ...	16.5				8.42
3.45	4.25				..... FORD CROSSOVER ....	17.6				8.40
3.44	4.24			D-N	..... BURNHAM ....	18.2				8.39
3.42	4.22			D-N	..... STATE LINE ....	19.8				8.37
s 3.37				D-N	..... HAMMOND ....	20.8				s 8.32
3.29				D-N	Lv... SO. HAMMOND.....	23.3				8.25
P.M.	P.M.	P.M.	P.M.				P.M.	P.M.	P.M.	P.M.
DAILY	DAILY	See Note	DAILY		Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY

**No. 10 runs:**

September.....	29
October.....	2-5-8-11-14-17-20-23-26-29
November.....	1-4-7-10-13-16-19-22-25-28
December.....	1-4-7-10-13-16-19-22-25-28-31
January.....	3-6-9-12-15-18-21-24-27-30
February.....	2-5-8-11-14-17-20-23-26
March.....	1-4-7-10-13-16-19-22-25-28-31
April.....	3-6-9-12-15-18-21-24-27-30

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

## SPECIAL RULES

Supplements to this time table may be issued to cover changes in schedules and additional trains

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

**B**—Tracks are designated as follows: Between Dearborn Station and 14th Street Signal Bridge; all tracks are included in Taylor Street Yard. Trains and yard engines must be moved through the yard under full control, as track is liable to be occupied. In case of accident responsibility rests with the approaching train.

All northward trains except trains using No. 1 track must come to a stop at dwarf signal located to the right of the track they are using before proceeding on signal indication. Northward trains must not pass north line of Roosevelt Road viaduct until a proper hand signal is given by switchtender on the ground. Enginemen or trainmen must know that hand signal is intended for them and that switches are properly set and route is clear.

**C**—Between 14th St. Signal Bridge and 16th Street, there are two main tracks and two yard leads, in addition there is the C. I. & L. lead between Roosevelt Road and 14th Street. No. 1 for northward traffic; No. 2 for southward traffic. The East, West and C. I. & L. leads will be used for trains and yard engines in both directions and will be governed by yard rules.

West lead north of the C. I. & L. connection at 14th Street will not be used by other than coach engines except by permission of the Yardmaster at Taylor Street.

Southward trains may use No. 1 northward track from Roosevelt Road to crossover to East lead near 15th Street or to crossover to Track No. 2 or Track No. 4 at 17th St., on signal indication

**D**—Between 16th and 21st Streets there are four main tracks. No. 1 for northward passenger trains; No. 2 for southward passenger trains; No. 3 for northward traffic under Yard Rule. No. 4 for southward traffic under Yard Rule.

**E**—Between 21st and 46th Sts. there are six tracks. No. 1 for northward passenger trains; No. 2 for southward passenger trains; Nos. 3 and 5 for northward traffic; No. 4 for southward traffic; No. 6 is a switching lead and will be governed by Yard Rules.

**F**—Between 47th and 49th Streets, there are 7 tracks and 2 yard leads. No. 1 for northward passenger trains; No. 2 for southward passenger trains; No. 4 for northward traffic; No. 5 for southward traffic; No. 6 Switching lead under yard rule; Grand Trunk No. 1, In-bound Grand Trunk traffic; Grand Trunk No. 2, Out-bound Grand Trunk traffic. The two yard leads, C. J. No. 1, traffic to C. & W. I., C. J. No. 2, traffic to C. J., are under yard rules.

**G**—Between 49th Street and 80th-81st Street Junction there are six tracks:—  
No. 1 for northward passenger trains. No. 2 for southward passenger trains. No. 3 located to the east of No. 1 track for northward passenger trains EXCEPT BETWEEN THE HOURS OF 4:00 P. M. AND 7:00 P. M. DAILY WHEN No. 3 WILL BE USED FOR SOUTHWARD C&WI SUBURBAN TRAINS OR OTHER TRAFFIC WHEN NECESSARY BETWEEN 47th STREET AND 81st STREET INTERLOCKERS. Trains using No. 3 track must clear this track by time mentioned for change of traffic or protect in both directions as required by Timetable Rule 18. No. 4 for northward traffic. No. 5 for southward traffic. No. 6 is a switching lead and will be governed by Yard Rules.

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

**I**—Between 80th-81st St. Junction and Pullman Junction, there are four main tracks. No. 1 for northward passenger trains, No. 2 for southward passenger trains. No. 3 for northward traffic. No. 4 for southward traffic.

**J**—Between Pullman Junction and State Line there are two main tracks; No. 1 for northward traffic; No. 2 for southward traffic; also between Pullman Junction and 110th Street there is one additional track; No. 3 located to the east of No. 1 for northward movements. Trains using No. 3 track will handle switches at 110th St., leaving them properly lined and locked for No. 1. Trains must not pass over switch to No. 3 track at a speed exceeding 12 miles per hour, and will come to a stop at the stop board located near 95th Street (Pullman Junction) and proceed in accordance with Rule 47 upon receiving a clear hand signal from the operator on the ground who will use a yellow flag by day and a yellow light by night. All trains moving to or from No. 3, and while occupying same will protect their trains as required by Time Table Rule No. 18 and AB-7 of current Time Table. Also between Burnham and State Line there are two sidings, one on either side of the two main tracks; these sidings may be used in either direction and are governed by yard rules.

**K**—Between State Line and South Hammond is single track, known as the CI&L track. This track is within CI&L yard limits under jurisdiction of C&WI train dispatcher and is governed by C&WI R.R. time-table and Operating Rules.

The passing track at South Hammond to which the schedule of trains apply under time-table and train orders is from the crossover switch in front of Yard Office to crossover switch at the Middle Connection opposite bracket signal pole 22.8 and 22.9.

**L**—Between 80th-81st St. Junction and Oakdale there are four main tracks; No. 1 for northward passenger trains; No. 2 for southward passenger trains; No. 3 for northward traffic; No. 4 for southward traffic.

**M**—Between Oakdale and Yard Center there are two main tracks, No. 1 for northward traffic and No. 2 for southward traffic. Also between Fernwood and Kensington there is an additional track, east of No. 1 track designated No. 3 which is a switching lead governed by Yard Rules.

**N**—Trains must use caution in passing a train receiving or discharging passengers at a station; and must not pass between the train and the station at which the passengers are being received or discharged.

Trains must approach stations where a PASSENGER TRAIN MAY BE EXPECTED TO BE STANDING OR APPROACHING under such control as to avoid passing it while at station.

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

**O**—Yard Rule. Yard tracks, including leads will be used interchangeably. (Except as specified in Rule "D" and "P".)

Trains must move at a low rate of speed and under full control prepared to stop within range of vision if the switches are found to be wrong or the track obstructed. In case of accident responsibility rests with the approaching train.

**P**—In 18th Street Yard—No. 2 track is southward running track, No. 7 track is northward running track. These tracks must not be used for storage purposes.

**Q**—YARD LIMITS:—Yard Limits are designated by yard limit boards, Extra trains and yard engines may use the main tracks within yard limits protecting against FIRST class trains.

All except first class trains must approach and move within yard limits, prepared to stop unless the main track is seen or known to be clear. IN CASE OF ACCIDENT THE RESPONSIBILITY WILL REST WITH THE APPROACHING TRAIN.

**SINGLE TRACK**:—Before using the main track within yard limits, it must be known that all overdue first class trains have arrived or left.

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

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

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

2. All trains departing from Dearborn Station will receive a Clearance Card from the C. & W. I. Dispatcher's office as authority for movement.

A—First class trains of tenant lines, on arrival at junction points will use main tracks with current of traffic and assume the schedule on C. & W. I. time table when such schedule corresponds in number, class and direction with the time table of such tenant line.

B—When C. & E. I., Wabash, Erie, Grand Trunk or A. T. & S. F. first class trains are run in sections, the train orders issued by these companies authorizing display of signals will be authority to display signals over C. & W. I. tracks, unless otherwise ordered by the C. & W. I. dispatcher.

3. In regulating the passage of trains over the main tracks, on a question of passage or crossing the trains of the several companies shall have precedence according to class, in the following order: 1st, C. & E. I.; 2d, Wabash (Decatur Div.); 3d, G. T. W.; 4th, ERIE; 5th, C. I. & L.; 6th, Wabash (Detroit Div.); 7th, A. T. & S. F.; 8th, C. & W. I. This rule must not be understood as giving any superiority to a train of inferior class over a train of superior class, but is only to affect trains of the same class in regard to each other.

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

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

6. Trains not scheduled on C. & W. I. time-table will be designated as extra trains and except as provided in Rules 1-K, 1-Q, 6-A, 6-B and 7 may use the main tracks with current of traffic, without running orders and may run ahead of scheduled trains on signal indication.

The display of white flags and lights as signals as prescribed by Rule 21, Book of Rules, may be omitted on all trains.

A—At Yard Center, all trains except first class will be cleared with a clearance card before entering onto C. & W. I. main tracks.

Authority for the issuance of clearance cards must be given by C. & W. I. train dispatcher; except when means of communication to train dispatcher has failed operators may clear trains with clearance card delivered together with all train orders and messages on hand showing the number of orders for the train and the number of each order, with notation on clearance card "Communication has failed." Operators will report promptly to dispatcher as soon as communication has been restored.

B—At the connection with the Ford plant or the South Shore Yard just south of 130th Street, and also the Hegewisch team track located near 135th Street, no train or engine will enter onto main tracks or cross over from one main track to another main track without permission of the train dispatcher. When ready to make such moves conductor will call leverman at the Main Line Bridge advising him what move is to be made and leverman will secure permission from the train dispatcher for train to occupy the main track or use the crossover. After conductor has ascertained position of the indicator such moves must be made under flag protection and the leverman advised when main track is cleared, who will so inform the train dispatcher.

Telephone for communication with leverman at Main Line Bridge is located in booth to right of No. 2 track near Ford switch. In event telephone communication fails crews on clear indication of indicator may make moves under flag protection.

7. Foreign engines handling transfers to or from yards of tenant companies or Roosevelt Road (12th Street) yards will have the right to use the main tracks without running orders. All Foreign engines coming onto main tracks for any other purposes must first obtain permission at the telephone office nearest the connection.

Officers of other companies responsible for handling train and engine crews will know such crews have been properly qualified before assigning them to operate over the rails of C. & W. I., otherwise they will request a pilot. Pilots are to be ordered from train dispatcher.

Foreign or tenant line trains on arrival at their yards or junctions must clear main tracks promptly and must not be held out of yards waiting for track room. Switching on or from main tracks is positively forbidden.

8. Towermen, Operators, or Switchtenders must obtain permission from the C. & W. I. dispatcher before permitting extra trains to enter onto C. & W. I. main tracks.

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

When a train is clear of the main track, green or yellow marker lights must be displayed to front, sides and rear, also when a train is turned out

against the current or traffic, green or yellow marker lights must be displayed to the front and sides, green or yellow marker light to the rear on side of train nearest the other track and a red light to the rear on the opposite side.

A—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.

10. Switch tenders are located at the following points. 12th St., 31st St., 80th St. (freight tracks), and Pullman Junction. It will be their duty to assist trainmen in turning switches and protecting their trains; but conductors and foremen of engines must, in all cases, know that their trains are properly protected by flag or fixed signals before crossing on to main track, and must take extra precautions in stormy and foggy weather, and at points where the view is obstructed by curves, buildings, etc. At all points where Switchtenders are located, Train and Enginemen must know that Signal is intended for them before accepting it, and must know that Switches are properly set and route is clear before proceeding. When necessary for trains to make an irregular movement, the Conductor or Engineer must in all cases have a thorough understanding with Switchtender or Dispatcher as to just what is to be done, protecting themselves properly as the rules require.

11. Great care must be taken in giving hand signals to guard against their being taken by other than train for which intended. Switchtenders must stand on track the train is occupying, facing the train when giving the signal. At points where hand signals are required, switchtenders will use a yellow flag by day and yellow light by night for northward trains, a green flag by day and a green light by night for southward trains. Switchtenders, when reporting for duty, must examine all switches to see that they are in proper condition.

12. If necessary for trains to cross over and use the opposite main track, it should be understood that a fixed or hand signal, indicating a cross-over movement gives the train no right to move against the current of traffic without proper protection, either by flag or train orders in the territory governed by train order signals south of Oakdale and Pullman Jct.; for the territory north of Oakdale and Pullman Jct., a Special Order, Form "B" will be used.

#### Special Instructions regarding Form "B" orders.

Movement of trains against the current of traffic in the territory not controlled by train order signals: viz. north of Oakdale and Pullman Jct. will be handled by form "B" orders. These orders must be made out with the consent and full knowledge of the train dispatcher at Dearborn Station. The train dispatcher must be assured that levers in interlocking towers are properly blocked, and that red flag or red lamp has been placed in the track where switchtenders are located before issuing form "B" order, except as per Rule 1-C. This order must be made out and delivered to the conductor and engineer and must show all information. In addition when train is being shoved man handling tail hose or riding the leading car must have a copy of the order. Train crews must fulfill the order in every detail.

13. In case main track is obstructed from any cause, making it necessary to move trains around the obstruction, trainmen must familiarize themselves with the situation and where possible promptly advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher promptly they should arrange to flag their train around the obstruction, protecting it properly by flag. When from any cause a freight train is unable to clear the main track promptly for a passenger train, where possible they must immediately advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher, the conductor and engineer must arrange to run the passenger train around, protecting it properly by flag.

14. Conductors and foremen of engines must report to the SUPERINTENDENT promptly by wire any delays to their trains. Passenger trains running as passenger extras will report any delays over the schedule time of regular passenger trains between the points run.

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

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

16. In case of accident the conductor will at once report to the SUPERINTENDENT by wire from the nearest telephone office, giving cause of accident, extent of damage, what tracks are blocked if any, and what assistance is required; if the steam derrick is needed, on what track the derrick should be sent to work to the best advantage; also state if the track men are required. A regular report on Form 618 must be filled out by the conductor and engineer, and forwarded to the Superintendent not later than the following day after an accident occurs.

18. (Superseding Rule 99 of Book of Rules).—When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it, and, when added protection is needed, a lighted fusee must be used.

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

19. A train finding a fusee burning on track it is using will stop, extinguish fusee and proceed under control expecting to find track occupied. A train finding a fusee burning near track it is using will stop and proceed with caution expecting to find track occupied.

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

20. Conductors and Foremen of engines must have some member of the crew on or near the rear of train when passing crossings and towers where Operators, Switchtenders or Levermen are on duty, to be in a position to exchange signals with these employes when necessary. Operators, Levermen and Switchtenders must observe passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, they shall endeavor to signal some member of the crew, notify the Train Dispatcher or take such measures for the protection of trains as may be practicable.

21. Where gates are established at street crossings, all trains must approach the crossing prepared to stop before passing over if the gates are not down unless given a clear signal from the crossing watchman.

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

When gatemen are obliged to leave their towers to put out lights on gates or for any other purpose, the GATES MUST BE PUT DOWN BEFORE LEAVING THE TOWER in every case.

21. A—All trains must approach street crossings at grade within municipalities with caution, and where view is obstructed from any cause, with train under control.

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

B—95th St., 103rd St., 107th St., 111th St. and 130th St. (Dolton Branch) highway crossings are protected by automatic crossing gates operated by track circuit. On No. 3 track these gates are operated by short circuit through the street. Trains using this track in either direction must come to a stop at stop board located to the right of the track near the crossing and will not proceed over street crossing until gates lower to horizontal position.

C—113th Street, Princeton Ave., Wentworth Ave, Perry Ave., 115th Street, Lafayette Ave., and State Street (Dolton Branch) highway crossings are protected by automatic manual electric gates. While switching is being performed within track circuits, these gates are operated manually from control tower located just north of Perry Avenue. Northward trains having switching to perform at Kensington enroute will use No. 3 track.

D—Employes must observe the operation of these gates and report immediately to Train Dispatcher any improper conditions. Time table Rules 21 and 21 A must be strictly complied with.

22. STANDARD CLOCKS are located:  
Train Dispatcher's Office—Dearborn Station.  
49th St. Round House.  
Yard Office—Taylor St. and 51st St. Coach Yard.  
South Hammond.

23. BULLETIN BOOKS are located:  
Train Dispatcher's Office—Dearborn Station  
Yard Office—Taylor St. and 51st St. Coach Yard.  
Wabash Telegraph Office, 47th St.  
49th St. Round House.  
Erie Yard Office, 51st St.  
Yard Center—State Line—South Hammond.

24. REGISTER BOOKS are located at Train Dispatcher's office, Dearborn Station, for all trains.

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

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

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

25. TRAIN ORDER SIGNALS, are located at Oakdale, Yard Center, Pullman Junction, State Line and South Hammond.  
All Train and Enginemen must observe the position of Train Order Signals.

Note:—At Yard Center; Northward train order signal arm is removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. When approach indication is displayed by northward home signal at Yard Center interlocker, enginemen will reduce speed sufficiently to permit picking up train order hoop at Yard Center office.

26. Telephones for communicating with train dispatcher are located at all towers, telephone offices and switch tenders cabins; also for emergency use,  
At Euclid Park (Dolton Branch) on station building.  
At Fernwood (Dolton Branch) on Telephone Pole.  
At Roseland (Dolton Branch) on station building.  
At Perry Avenue (Dolton Branch) on east side Control Tower.  
At Dolton station.  
At 130th Street (Main Line) box below crossing man's cabin.  
At South Hammond—North end of yard.

27. The Train Dispatcher's Circuit is to be used only for communicating with the Train Dispatcher on business pertaining to the movement of trains. It must not be used for intercourse between stations, except by permission of the Train Dispatcher.

28. At Dearborn Station, Enginemen and employes on passenger cars equipped with stoves, will regulate fires to prevent unnecessary emission of smoke or steam.

Diesel Engines handling inbound trains on arrival at the station must be shut down while standing in train shed. Motors may be started up a sufficient time in advance of train being pulled to release brakes and be prepared to move promptly.

Diesel engines may be continuously operated during cold weather to avoid freeze-ups.

30. Permissible Clearance Limits for Movements over the C. & W. I. from Dearborn Station to Dolton and State line:

(1) Dearborn Station to 17th Street:

0'	from top of rail to 3" above top of rail.
9'	" 3" above top of rail to 1' above top of rail.
10'	" 1'-3" " " " " " 1'-9" " " " "
10'-6"	" 2' " " " " " 15'-9" " " " "

(2) 17th Street to 21st Street:

0'	at top of rail.
9'	from 3" above top of rail to 1' above top of rail.
10'	" 1'-3" " " " " " 1'-9" " " " "
10'-6"	" 2'-0" " " " " " 16'-6" " " " "

(3) 21st Street to 75th Street:

0'	at top of rail.
9'	from 3" above top of rail to 1' above top of rail.
10'	" 1'-3" " " " " " 1'-9" " " " "
10'-6"	" 2'-0" " " " " " 5'-0" " " " "
11'-6"	" 5'-6" " " " " " 18'-0" " " " "

(4) 75th Street to Dolton and State Line:

0'	at top of rail.
10'	from 3" above top of rail to 1'-9" above top of rail.
11'-6"	" 2' " " " " " 17'-0" " " " "

## FIXED SIGNALS.

33. The Indication of Home Signals are as follows:

**SEMAPHORE SIGNALS**—Arm horizontal; indicated at night by a }—Stop  
red light  
Arm at an angle of 45 degrees to the mast; } Proceed prepared to  
indicated at night by a yellow light } stop at next signal  
Arm in a vertical position parallel to the signal mast; } Proceed  
indicated at night by a green light }

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

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

Top Arm—Main Route.

Middle Arm—Diverging Route.

Lower Arm—Restricted Speed.

Lower Arm at an angle of 45° (shown at night by a yellow light) indicates that track is set for either main route or diverging movement. Train proceed prepared to stop short of train, obstruction, or switch not properly lined, and to look out for broken rail.

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

**COLOR LIGHT SIGNALS**—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

34. The indications at hand throw switches will be as follows:

White banner or green light { Switch set for  
main track.

Red banner or red light { Switch set  
for turn-out.

35. The movement of trains over the main tracks or through the cross-overs and connections to the various yards between 15th and 19th Streets will be governed by standard interlocking signals.

Lower light on all signals indicates that track is set for either main route or diverging movement and track may or may not be occupied. Trains must move at restricted speed prepared to stop short of any obstruction.

36. Movement of trains over the crossings and connections with the A. T. & S. F., Penna., G. M. & O. and I. C. railroads, located between 19th and 22nd Streets, will be governed by standard interlocking signals.

All trains must adhere strictly to maximum speed limits through the interlocking plant as shown in Rule 58.

Trains or Engines before coming out of North end of Canal St. Yard will call 21st St. Tower and secure permission from Towerman before fouling No. 6 track. Telephone located on 23rd St. Auto platform.

37. 31st Street crossovers between tracks 3, 4, 5 and 6, connections south end of Canal Street yard, and north end of C. & E. I. yard.

Stop boards are located at right of tracks 5 and 6 with current of traffic. Stop boards are located to left of tracks 3, 4, 5 and 6 for reverse traffic. All trains using tracks 5 or 6 will come to a stop at the stop boards and trains coming from yards will stop back of fouling point with main line and proceed only on hand signal given by switchtender who must stand on track train is occupying, facing the train. Switchtender will use a green flag or light for southward trains and a yellow flag or light for northward trains.

Color light signals, controlled by track circuit, govern movements in conjunction with switches tracks 3 and 4. It must be thoroughly understood these signals control traffic within limits of these switches only.

Color light signal for track No. 5 is a route indicator only, all trains using this track must come to a stop at stop board regardless of indication of signal and must not proceed until proper hand signal is given by switchtender.

These signals are of color-light-type, using lights for both day and night indications.

Approach signals, are located on [tracks 3 and 4 approximately 1200 feet] in advance of home signals.

When from any cause, signal is out of order and cannot be cleared, switchtenders after ascertaining that the route is properly lined must personally notify the engineman (or Conductor when train is being shoved) that the signal has failed and train may then proceed under control.

38. 39th Street Penna. crossing to north Y of the C. J. Ry. Trains will be governed by standard interlocking signals.

39. 41st Street Penna. crossing to south Y of the C. J. Ry. Trains will be governed by standard interlocking signals. The movement of trains over the main tracks or through the cross-overs and connections to the yard between 39th and 41st streets, will be governed by standard interlocking signals.

40. The movement of trains over the main tracks or through the cross-overs and connections to the various yards at 47th Street will be governed by standard interlocking signals.

41. At Ford St., Englewood Connecting Railway (Penna.) Crossing; trains will be governed by standard interlocking signals.

42. At 74th St. Junction of Wabash and The Belt Railway Company of Chicago with the Chicago & Western Indiana, trains will be governed by standard interlocking signals.

43. At 80th Street (Junction of C. & W. I. main line and Dolton Line freight tracks Nos. 3 and 4, Belt Ry. of Chicago and connection with passenger tracks).]

All trains must come to a stop at the stop-board and will then proceed only on hand signal from the switchtender who must stand on track train is occupying, facing the train. Switchtender will use a yellow flag by day and a yellow light by night for northward trains, and a green flag by day and green light by night for southward trains.

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

44. At 81st Street Junction of Passenger tracks 1, 2 and 3, Main and Dolton Line Passenger Tracks Nos. 1 and 2 and connection with freight tracks, trains will be governed by standard interlocking signals

45. At Oakdale, C. R. I. & P. Crossing, and junction of Dolton Line passenger and freight tracks, trains will be governed by standard interlocking signals.

All trains must adhere strictly to maximum speed limits through the interlocking plant as shown in Rule 58.

46. At Dolton, crossing with I. H. B. R. R., B. & O., C. T. R. R. and Penna. Trains will be governed by standard interlocking signals.

47. At Pullman Junction—All northward trains must come to a full stop at stop boards located near 95th Street and all southward trains must come to a full stop at semaphore signals, and proceed only on clear signal indication.

For all irregular movements a train must not proceed until line-up is completed and a hand signal given by switchtender as directed by the C. & W. I. operator.

Trains moving from C. R. I. & P. or Pullman R. R. to C. & W. I. must secure permission from C. & W. I. operator before opening switch at either end of crossover and must lock switch after move is completed.

Pullman Junction—C. R. I. & P. Crossing—Trains will be governed by a semaphore and gate combined, Diagonal position of semaphore and open position of gate indicates proceed for trains on the C. & W. I. tracks, any other position of the target and gate is a stop signal for C. & W. I. trains.

Pullman Junction, Nickel Plate Crossings. Trains will be governed by a semaphore or tilting target located at the crossing. A vertical or straight up-and-down position of this target indicates clear for C. & W. I. trains in either direction. Any other position of the target is a stop signal for C. & W. I. trains.

The semaphore signal governing northward movements to C. & W. I. tracks Nos. 1 and 3, and Belt Track No. 1, located to right of C. & W. I. No. 1 track about 25 feet north of C. R. I. & P. Railroad crossing has three arms:

- Top arm governs movement to C. & W. I. No. 1 track.
- Middle arm governs movement to C. & W. I. No. 3 track.
- Lower arm governs movement to Belt No. 1 track.

**TRAINS FROM N. K. P. TO C. & W. I. OR BELT MUST NOT FOUL C. R. I. & P. CROSSING UNTIL PROCEED SIGNAL IS DISPLAYED AT CROSSING AND HAND SIGNAL RECEIVED FROM SWITCHTENDER LOCATED NORTH OF THIS CROSSING. TRAINS ENROUTE TO NKP MUST NOT FOUL C. R. I. & P. CROSSING UNTIL YELLOW COLOR LIGHT SIGNAL IS DISPLAYED AT C. & W. I.-N. K. P. CONNECTION.**

A CLEAR SEMAPHORE INDICATION OR A HAND SIGNAL DOES NOT GIVE ANY TRAIN THE RIGHT TO PROCEED OVER THE C. R. I. & P. OR NICKEL PLATE CROSSINGS UNTIL COMPLETE STOP HAS BEEN MADE.

48. South Deering (112th St.) Trains will be governed by standard interlocking signals. This interlocking is operated from Main Line Bridge using centralized traffic remote control.

Crews desiring to cross over or enter upon main track will, on arrival, call Tower man at Main Line Bridge informing him of moves to be made, for which purpose telephone in box is located at home signal on Belt Railway District track and one at switch at south end of yard near 115th Street. These boxes are equipped with switch lock and must be locked after using.

Hand-throw switch on No. 2 track near 115th Street, leading to yard and Interlake Iron Co. (Coke Works), is equipped with electric lock under control of Towerman at Main Line Bridge. Door of case containing locking mechanism is fastened with switch lock. Opening of this door signals Towerman and instructions covering operation of lock and switch will be found on inside of door.

49. Main Line Bridge. Trains will be governed by standard interlocking signals.

50. Burnham, South Chicago & Southern (Pennsylvania Lines) Crossings. Trains will be governed by standard interlocking signals.

51. State Line:—The Crossings of the I. H. B. R. R. with the Erie R. R., C. I. & L. Ry., N. Y. C. & St. L. Ry., B. & O., C. T. R. R., C. S. S. & S. B. and Wabash R. R.; also the B. & O., C. T. R. R. with the N. Y. C. & St. L. Ry.; C. I. & L. Ry., and Erie R. R. All trains will be governed by standard interlocking signals.

52. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal.

Imperfectly displayed signals or the absence of a signal at a place where a signal is usually shown, must be reported promptly to the Superintendent.

53. Trains or engines shall be run to, but not beyond a signal indicating stop.

If a clear or caution signal, after being accepted, is changed to a Stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

54. Enginemen and trainmen must not accept clear hand signals as against fixed signals at an interlocking plant, until they are fully informed of the situation and know that they are protected.

55. For any irregular movement, inside the territory covered by an interlocking plant, trainmen must have a thorough understanding with the towerman in advance. The greatest care must be exercised in making such moves.

All enginemen and trainmen must obey promptly the signals and orders of towermen within interlocking limits.

56. Engineers must not use sand while passing over interlocking plants, or in Taylor Street Yard. Towermen and Yardmasters are hereby instructed to promptly report any violations of this rule.

58. Maximum allowable speed of passenger trains is 60 miles per hour and maximum allowable speed of freight trains is 30 miles per hour, except at interlocking plants and other locations where speed must be reduced as follows:

	Main Route.		Diverging Route.
	Pass. Trains MI. Per Hour	Frt. Trains MI. Per Hour	MI. Per Hour
Taylor St. to Roosevelt Rd.	8	8	
15th to 16th Sts.	15	12	8
21st St.	10	10	10
31st St.		20	8
40th	50	20	10
47th	25	15	10
55th St. Curve	45		
Ford St. Interlocker	50	20	10
Except Track 1	30		
Except Track 3	20		
74th St. Interlocker	40	30	12
Except Track 1 and North on Track 3	30		
81st St.	40		20
Curve north of 87th St. Overhead Bridge	55		
C. R. I. & P. and Nickel Plate Crossings at Pullman Jct.	20	20	12
So. Deering	30		12
Reverse Curve (118th St.)	40		
Main Line Bridge	30		
Curve at K. & E. Overhead Bridge—132nd St.	50		
Burnham	50		12
State Line	40		12

#### DOLTON BRANCH.

Curve north of 87th St. Overhead Bridge—	55		
Oakdale	20	20	20
Roseland Curve	50		
Dolton River Bridge	30		
R. R. Crossings at Dolton	45		12

Trains and engines when using tracks not governed by automatic block signals will not exceed a speed of thirty miles per hour.

**SLOW SPEED**—A speed not exceeding 20 miles per hour.

**RESTRICTED SPEED**—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, but not exceeding 20 miles per hour.

Train speeds established in this rule are maximum allowable speeds and must not be exceeded.



**AUTOMATIC BLOCK SYSTEM GOVERNS TRAINS AS FOLLOWS :**

**AB-1. A—**For northward movement on East Lead between Roosevelt Road (12th Street) and 14th Street, signal located on 14th Street signal bridge. For southward movement on East and West Leads, low color light signals located 250 feet south of Roosevelt Road, and on 14th Street and Clark Street signal bridges on East Lead.

**B—**Northward track No. 1 from State Line to 81st Street passenger junction.

Northward track No. 1 from Home Signal for Northward trains at Dolton Interlocking Plant to 81st Street Passenger Junction.

Northward track No. 1 from 81st Street passenger junction to South line of Roosevelt Road (12th Street).

**C—**Northward passenger track No. 3 from 81st Street passenger junction to 49th Street.]

**D—**Southward passenger track No. 2 from about 250 feet south of south line of Roosevelt Road (12th Street) to State Line.

Southward passenger track No. 2 from 81st Street passenger Junction to south end of Dolton Interlocking limits where C. & E. I. automatic signals govern.

**E—**Southward track No. 4 from 80th Street to Pullman Junction. Northward track No. 3 from Pullman Junction to 80th Street.

**AB-2** Automatic Block Signals are distinguished by number plates; those of the semaphore type have pointed blades. Two-unit automatic block signals are distinguished from two-unit home signals by number plates, pointed blades and in addition by having upper and lower lights staggered.

The governing arm is displayed to the right of the signal mast as seen from an approaching train.

**INDICATIONS OF AUTOMATIC BLOCK SIGNALS  
WILL BE AS FOLLOWS:**

Color Light Aspect	Semaphore Blade Aspect	Name	Indication
Red	Horizontal	Stop	Stop and proceed at restricted speed.
Yellow	45 degrees	Approach	Proceed prepared to stop at next signal.
Green	90 degrees	Clear	Proceed.

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

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

**AB-5.** In the territory controlled by automatic signals, indicators consisting of a miniature semaphore are located at the switches. Train crews desiring to use switches must observe the indicator at the switch, which, if open, will foul the main track they expect to use, and be governed by the position of the indicator arm as follows:

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

Indicator arm in a vertical position indicates clear.

**AB-6.** Cars or engines on side tracks must stand clear of the main tracks and beyond the insulated joints which are placed near the fouling point.

**AB-7.** All switches in main tracks and all cross-over switches between side track and main tracks must be set for straight track when not in use.

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

**AB-8.** Block signals control the use of the blocks, but unless otherwise provided, do not affect the superiority of trains under the time table or train rules, nor dispense with the use or the observance of other signals whenever and wherever they may be required.

**LOCATION OF AUTOMATIC BLOCK SIGNALS FROM  
ROOSEVELT RD. TO 80TH ST.**

Southward Track Numbers		Northward Track Numbers
3 2		1 3
1	Low Color Light Signal 230 ft. South of Roosevelt Rd. to the right of No. 2 track.	
	14th St. Sig. Bridge.	2
5	North of 18th St. Viaduct.	
	20th St.	6
9	24th St. Signal Bridge.	8
11	28th St. Signal Bridge.	10
15	33rd St. Signal Bridge.	14
	38th St. Signal Bridge.	18
21	42nd St. Signal Bridge.	
29	52nd Street.	
	55th St.	28 26
31 33	62nd St. Signal Bridge.	32 30
35 37	65th St. Signal Bridge.	36 34
	72nd St. Signal Bridge.	44 42
41-A—41-B	74th St. Signal Bridge.	
	80th St. Signal Bridge.	52 50

**LOCATION OF AUTOMATIC BLOCK SIGNALS  
BETWEEN 81ST ST. AND DOLTON.**

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

**BETWEEN 81ST ST. AND STATE LINE.**

Southward Track No. 4	Track No. 2		Northward Track No. 1	Track No. 3
	<b>81ST STREET</b>			
201-F	201			
	<b>87TH STREET</b>			
203-F	203		{202-A}	202-F
			{202-B}	
	<b>STATE STREET</b>			
205-F	205		204	204-F
	<b>SIGNAL BRIDGE</b>			
	<b>WEST OF COTTAGE GROVE AVE.</b>			
207-F	207		206	206-F
	<b>SIGNAL BRIDGE</b>		212	
	<b>PULLMAN JUNCTION</b>			
	Bracket Pole between No. 1 and No. 2		214	
213			216	
	Bracket Pole between No. 1 and No. 2		218	
215			220	
	On 103rd Street Viaduct			
217				
	Bracket Pole between No. 1 and No. 2			
219				
	<b>S. DEERING (112TH ST.)</b>		224	
223				
	<b>MAIN LINE BRIDGE</b>			
			230	
227				
	<b>BURNHAM</b>			
			236	
	<b>STATE LINE</b>			

**ALL EMPLOYEES ARE WARNED OF CLOSE CLEARANCE, AS  
FOLLOWS:**

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

Roosevelt Road Viaduct.  
16th St. Subway.  
18th St. Viaduct and Yard Tracks.  
Signal Bridges—24th, 28th and 33rd Streets.  
Automobile platform, 23rd St. and Team Tracks, Canal St.  
Yard—23rd to 31st Streets. Gantry Crane Tracks 46, 47 and 48  
Canal St. Yard. Crane must be stationed at North End while  
Switching Crane Tracks.  
40th St. Elevated Railway Bridge.  
Bridge Girders all streets, 40th St. to 71st Street (side clearance).  
51st Street Coach Yard (side clearance).  
Englewood Freight House and Team Yard.  
C. R. I. & P. overhead crossing—79th St.  
Passenger track overhead crossing, 87th St.  
Chatham Coal Co.—109th St. (overhead clearance).  
Sanitary District tracks—126th St.—Dolton Branch.  
All industry tracks at Warehouses and Coal Bins.

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

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

**COACH TRAIN BACK UPS.**

A back up hose must be used for backing all passenger trains, whether loaded or empty, and when handled by yard or road crews, two experienced trainmen must be on forward end of leading car.

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

When back up hose is used its connection must be tested by making a reduction of train line pressure before train is moved, AND A RUNNING TEST MUST BE MADE BY USE OF BACK UP HOSE WITHIN 500 FEET AFTER TRAIN HAS STARTED BACK.

ENGINEER MUST NOT START TRAIN UNTIL HIS GAUGE SHOWS SUFFICIENT TRAIN LINE PRESSURE, AND AFTER STARTING MUST KNOW THAT RUNNING TEST HAS BEEN MADE WITH TAIL HOSE; UNLESS TEST IS MADE AS ABOVE HE WILL BRING TRAIN TO A STOP.

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

In case of emergency it must be opened wide instantly; when valve is closed the brakes will release and recharge. Valve must not be repeatedly opened and closed.

Coach trains must not be started from 51st St. Coach Yard without a hand signal being given in addition to whistle signal.

Coach trains when pulling out of Dearborn Station, a hand signal must be given. A whistle signal may be given in addition to hand signal.

In shoving Coach train back-ups into Dearborn Station, safety stop must be made at least two car lengths from the bumping post before completing back-up movement.

Telephones for communicating with the following Towers are located:

15th St., 16th St. & 21st St.:-

- 14th St. Crossingman's Cabin.
- 15th St. on Retaining wall—Just East of Clark St.
- 15th St. Santa Fe Lead under Clark St. Bridge.
- 18th St. on pole East of No. 1 Track.

21st St.:-

- 21st St. Power House.
- 22nd St. Penna. Switchtenders Cabin.
- 23rd St. Auto Platform.

40th St.: Automatic Track Telephone

- On West End, Signal Bridge 39th St.
- North "Y"—Signal Pole 39th St.
- South "Y"—Signal Pole 40th St.
- West End Signal Bridge 43rd St.

47th St.: Automatic Track Telephone

- Signal mast 45th St., Track 6.
- West End of Signal Bridge, 46th St.
- Wabash Yard Masters Office,
- Signal Bridge, 49th St. - Track 4.

47th St.—Continued:

- On Post outbound Engine Lead.
- Signal Post on West Lead.
- Signal Post No. 1 Track at Northbound Home Signal.

Ford St.—North End 55th St. Viaduct.

74th St.:

- East End Signal Bridge, 72nd St.
- East End Signal Bridge, 74th St.
- On Post at Signal Wabash Connection.
- To Call 74th St. Tower, Ring 3 Shorts, 1 Long.

South Deering:

- On Post North End of Tool House.
- On Post CSL Connection 115th St.
- Concrete Booth Ford Crossover, 130th St.
- To call Main Line Bridge, Ring 1 Long, 1 Short, 1 Long.

State Line:

- On Post East of EJ&E Connection about 200 feet south of Southward Home Signal.
- To call State Line Tower, Ring 2 Short.

When employees are through with telephone, receiver must be properly hung on hook and door on box must be closed, if equipped with lock, same must be locked.

Train and enginemen when held at a signal at any of the above mentioned locations must contact the Leverman and inquire as to reason for being detained.

#### EXTRACT FROM ILLINOIS STATE LAW\*

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

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

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

ATTENTION IS CALLED TO THE IMPORTANCE OF CONDUCTORS, ENGINEERS AND ALL OTHERS CONCERNED, EXAMINING BULLETIN BOOKS DAILY.

In case of accident between automobile and train in which the matter of flashing lights and automatic gates are involved, it must be thoroughly understood that in case flashers and gates cut out and cease operating after the train has passed over the crossing, in order to show that the flashers and gates are working, the train will back up over the crossing and let the flashers and gates operate and get witnesses of the fact that they were operating and make necessary reports of such transactions.

Supplements to this time table will be issued in sticker form. When supplements are issued, accompanied by General Order, stating changes made, each employe must see that supplement sticker and General Order are inserted in the proper pages and in proper column.

1. The first part of the report is a general statement of the purpose and scope of the investigation. It is followed by a description of the methods used in the study.

2. The second part of the report is a detailed account of the results of the investigation. This section is divided into several sub-sections, each dealing with a different aspect of the study.

3. The third part of the report is a discussion of the results and their implications. This section includes a comparison of the results with those of other studies and a discussion of the limitations of the study.

4. The fourth part of the report is a conclusion and a list of references. The conclusion summarizes the main findings of the study and suggests directions for further research. The references list the sources of information used in the study.

This and subsequent pages hold a list of the above mentioned sections respectively. The arrangement herein is in order of being included.

**ATTENTION IS CALLED TO THE IMPORTANCE OF OUTDOOR PLAYERS AND ALL OTHERS CONCERNED EXAMINING BULLETIN BOOKS DAILY.**

In the light of the present situation and the fact that the number of children in the world is increasing rapidly, it is of the utmost importance that the health of these children be maintained. Outdoor play is one of the best ways of maintaining the health of children. It provides them with fresh air, exercise, and a change of scene. It also helps to develop their physical and mental faculties.

It is the duty of all concerned to see that the health of these children is maintained. This can be done by providing them with adequate outdoor play facilities. It is also the duty of parents and teachers to encourage their children to engage in outdoor play.

Section	Page
1. General Statement of Purpose and Scope	1
2. Description of Methods	2
3. Detailed Account of Results	3
4. Discussion of Results and Implications	4
5. Conclusion and References	5

The purpose of this study was to determine the effect of outdoor play on the health of children. The study was conducted in a schoolyard in a large city. The children were divided into two groups: one group engaged in outdoor play for one hour each day, and the other group did not.

The results of the study showed that the children who engaged in outdoor play had significantly better health than those who did not. They had fewer colds and flu, and they were more active and energetic.

These findings suggest that outdoor play is an important part of a child's education. It provides them with the physical and mental stimulation they need to grow and develop.

It is hoped that this study will encourage other schools to provide outdoor play facilities for their students.

**REPORT ON THE HEALTH OF CHILDREN IN THE STATE OF CALIFORNIA.**

The health of children in California has improved significantly in recent years. This is due to a number of factors, including better nutrition, improved sanitation, and increased access to medical care.

However, there are still many children in California who are in poor health. This is often due to poverty, lack of access to medical care, and poor nutrition.

It is the responsibility of the state government to ensure that all children in California have access to the care and resources they need to be healthy.

Year	Number of Children
1950	1,000,000
1955	1,200,000
1960	1,400,000
1965	1,600,000
1970	1,800,000