

THE BALTIMORE & OHIO R. R. CO.

CHICAGO DIVISION.

TIME-TABLE No. 22.

TAKING EFFECT AT 12.01 A. M. CENTRAL STANDARD TIME.

Sunday, November 26, 1911.

A. W. THOMPSON
General Manager

JNO. G. WALBER,
Asst. General Manager

H. B. VOORHEES,
Genl. Supt. of Transportation

F. C. BATCHELDER,
General Superintendent.

T. W. BARRETT,
Superintendent.

RELIEF DEPARTMENT.

Company's Surgeons and Rules Governing their Employment.

COMPANY'S SURGEONS.

DR. S. B. BOND, Chief Medical Examiner, Baltimore, Md.		DR. J. F. TEARNEY, Asst. to Chief Medical Examiner, Baltimore, Md.	
DR. IRVING J. SPEAR, Specialist in Nervous Diseases, 1810 Madison Avenue, Baltimore, Md.		DR. C. F. WINTON, Consulting Surgeon 22 W. 7th Street, Cincinnati, Ohio	
DR. A. C. HARRISON, Consulting Surgeon, 31 East North Avenue, Baltimore, or City Hospital or St. Joseph's German Hospital, Baltimore.		DR. ST. CLAIR SPRULL, Consulting Surgeon, 1002 Cathedral Street, Baltimore, or University Hospital, Baltimore.	
DR. PAGE EDMUNDS, Consulting Surgeon, Wentworth Apartments, 311 Cathedral Street, Baltimore, or University Hospital, Baltimore.			
ChicagoIll...DR. V. D. LESPINASSE, 1001 Chicago Savings Bank Bldg., 72 E. Madison St. Central 962. Garfield 346.	Indiana Harbor ...Ind...DR. C. C. ROBINSON, Call Central.	HicksvilleOhio...DR. T. C. KINMONT, Phone 42.	
" ..DR. THOMAS FAITH, Eye and Ear Specialist, 1207 Columbus Memorial Bldg., 103 State St.	Wellsboro" ..DR. R. B. SHORT. No Phone.	Sherwood" ..DR. H. C. LINDERSMITH, Bell Phone 30.	
" ..DR. JOHN J. KILLEEN, Robey and 12th St. Office, West 1845. Residence, Seeley 6502.	Walkerton" ..DR. M. S. DENAUT, Phone No. 5.	Defiance" ..DR. W. S. POWELL Phone 194.	
" ..DR. WM. R. OLMSTEAD, Office, Canal 1406. Residence, Lawndale 1528.	Bremen" ..DR. C. E. NUSBAUM, Office 38, Residence 25.	Holgate" ..DR. L. A. MEEKER.	
South Chicago" ..DR. A.W. McLAUGHLIN, 9038 Houston Ave., Phone 1503.	Napanee" ..DR. J. S. INKS, Phone No. 10.	Deshler" ..DR. T. M. GEHRETT, Phone 27.	
" ..DR. THOMAS FAITH, Eye and Ear Specialist,	Syracuse" ..DR. B. F. HOY, Office 23, Residence 22.	North Baltimore" ..DR. E. A. POWELL,	
" ..DR. J.S. DAVIS, 9119 Exchange Ave., Office 425, Res. 406.	Albion" ..DR. J. W. HAYS, Bell Phone 54, Noble Co. Phone 3.	Bloomdale" ..DR. ELLSWORTH SHELDON	
East ChicagoInd...DR. RALEIGH C. HALE.	Garrett" ..DR. J. F. THOMSON, Bell Phone 48.	Fostoria" ..DR. C. A. HENRY, Citizens Phone 34.	
" ..DR. A. G. SCHLICHER.	" ..DR. J. W. THOMSON, Bell Phone 48.	Tiffin" ..DR. M. LEAHY, Phone 482.	
	" ..DR. M. E. KLINGLER, Phone 33.	Chicago Jc." ..DR. E. V. B. BUCKINGHAM, Phone 153.	
	" ..DR. F. A. KING, Bell Phone 55.	" ..DR. D. W. RUMBAUGH, Phone 33.	
	" ..DR. C. S. STEWART, Eye and Ear Specialist.	" ..DR. E. B. WOODARD, Phone 392.	
		" ..DR. G. C. MCCREIGHT.	

HOSPITALS.

Chicago, Ill. —Mercy Hospital.	South Chicago, Ill. —South Chicago Hospital	Hammond, Ind. —St. Margaret's Hospital	Indiana Harbor, Ind. —Indiana Harbor Hospital.
" —Wesley Hospital.			
" —St. Anthony's Hospital, West 10th St. and Marshall Blvd.	Garrett, Ind. —Sacred Heart Hospital.		Chicago Junc., O. —Emergency Rooms.
" —Chicago Eye, Ear, Nose and Throat College 206 E. Washington Street.			

LOCATION OF EMERGENCY CASES.

South Chicago, Ill. Walkerton, Ind. Milford Junction, Ind. Garrett, Ind. Defiance, Ohio. Fostoria, Ohio. Tiffin, Ohio. Chicago Junction, Ohio.

LOCATION OF MEDICAL EXAMINERS.

Chicago Junction—Tuesdays, Thursdays and Saturdays, 8.00 a. m. to 2.00 p. m. **Garrett**—Mondays, Wednesdays and Fridays, 8.00 a. m. to 12 o'clock noon. **South Chicago**—Mondays, Wednesdays and Fridays, 1.00 p. m. to 3.00 p. m. **East Chicago**—Mondays and Thursdays **Chicago**—Mondays, Wednesdays and Fridays, 9.00 a. m. to 10.30 a. m.

RULES.

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In all cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
3. Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance, or discontinuance, of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeon must be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, must be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as

- possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.
6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
7. While the Company's Surgeons will be assigned to duty within prescribed limit, they will be expected to go out of such limits when required.
8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.
9. When a member of the Relief Department selects a surgeon other than the one appointed by the Company, the Relief Department will be relieved of any obligation to pay for his service, and such surgeon must look to such member for his compensation.
10. Emergency cases, directions for the use of which are contained therein, will be carried on all trains and at all important shops and stations.

S. R. BARR, Superintendent.

SPECIAL RULES.

1 On Single Track Eastward Trains will have Right of Track over Trains of the Same or Inferior Class, moving in the Opposite Direction.

2 REGISTERING STATIONS.

Blank C will be used at Register Stations where Regular Stop is Not Made.

WESTWARD TRAINS.

CHICAGO JUNCTION. DESHLER. ROSEDALE.	GARRETT. WALKERTON. WELLSBORO.	SOUTH CHICAGO. COMMERCIAL AVENUE. CHICAGO.
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EASTWARD TRAINS.

WALKERTON. CROMWELL. GARRETT.	HAMLER. DESHLER. CHICAGO JUNCTION.
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3 Standard Clocks are located as follows:—Telegraph Office and Round House Office, Chicago Junc., Tower at Fostoria, Deshler, Train Dispatcher's Office, Telegraph Office, and Round House Office Garrett, Walkerton, Wolf Lake Yard Office., Telegraph Office, and Round House Office South Chicago, Round House Office Empire Slip, Train Dispatcher's Office Baltimore & Ohio Station, Chicago.

SPECIAL RULE "A" STATIONS

4 The following stations will be known as Special Rule "A" stations, and no Second Class, Third Class or Extra trains, will pass such stations without Blank "B." These Blanks "B" must be issued on authority of Train Dispatcher only, except when wires are not working, in which case the operators may issue them providing they have no orders affecting the movements of the trains they release. Operators issuing Blanks "B" when the telegraph wires are not working (as specified above) must report to Train Dispatcher, as soon as the line is in working order, to what train, and at what time, Blanks "B" are issued without the authority of the Train Dispatcher.

Eastward:—Wellsboro, Walkerton, Syracuse, and Defiance.

Westward:—Hamler, Defiance, Cromwell, and Walkerton.

Conductors and Enginemen must go to Telegraph office at Chicago, Commercial Avenue, Garrett and Chicago Junction, and ask for orders and get Blank "B" before leaving these stations. Blank "B" will be issued on authority of Train Dispatchers only, except when wires are not working, in which case operators may issue them, providing they have no orders effecting the movement of the train they release. Crews starting from So. Chicago will get Blank "B" or train order, at Wolf Lake yard office.

CHANGE OF RULE 210.

"When a '31' train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly. Those to whom the order is addressed, except the enginemen, must then sign it, and the operator will send their signatures, preceded by the number of the order, to the Superintendent. The response 'Complete' and the time, with the initials of the Superintendent, will then be given by the dispatcher. Each operator receiving this response will then write on each copy the word 'Complete,' the time, and his last name in full, and then deliver copy to each person addressed, except the enginemen, and each person, except the enginemen, must read his copy aloud to the operator. A copy for each enginemen must be delivered to him personally by the conductor, and the enginemen must read it aloud and understand it before acting upon it. Conductors will show their orders to the baggage master or rear brakeman, and the enginemen to the firemen."

5 Freight trains must not exceed speed 10 miles per hour entering or leaving Chicago Junc. yard.

Passenger trains will not exceed sixty miles per hour; immigrant trains will not exceed forty-five miles per hour.

Minimum time as shown on margin of time table will not apply to trains 88, 89, 94, 97, 98, stock trains, and way freight trains.

West bound freight trains except No. 89 and 97 will not exceed following speed. Coburg to Suman, 8 minutes; Suman to Babcock, 15 minutes; Babcock to McCool, 5 minutes.

All trains will reduce speed as follows:

To eight miles per hour through city limits Holgate and Sherwood.

Twenty-five miles per hour passing through city limits, Defiance.

Ten miles per hour around curves at Rock Island Junc., and B. & O. Junc.

Twenty-five miles per hour over crossing, Walkerton.

Thirty-five miles per hour eastward and twenty-five miles per hour westward over crossings, Willow Creek.

Fifty miles per hour over all other interlocked crossings between Chicago Junc., and Rock Island Junc.

Train No. 15 will reduce speed to fifteen miles per hour passing through Hicksville on Sunday to insure safe delivery of U. S. Mail.

Forty miles per hour one mile west of Woodville to half mile east of Babcock. Trains handling steam crane must not exceed thirty-five miles per hour.

All Third Class and Extra trains must be under perfect control passing through yard limits.

Mikado engines running light will not exceed speed of thirty-five miles per hour.

6 Conductors of Passenger trains must give a signal by air whistle of one (1) short and one (1) long blast approaching scheduled or train order meeting points. Enginemen must acknowledge by two (2) short blasts of the whistle. Enginemen of scheduled Freight trains, Extras and Work Extras must give two (2) short and one (1) long blast of the whistle approaching scheduled or train order meeting points, and points where they are ordered to report for orders. This signal must be given one mile distant from the point. Should the Engineman fail to give this signal, the Conductor and Brakeman will give the stop hand or lamp signal, and must make every effort possible to bring the train to a stop before passing that point. Failure to give these signals will not relieve the Conductor or Engineman of responsibility.

When trains are stopped unexpectedly or meet with an accident, the nature or extent of which is unknown, crews will see that flagman is sent out in both directions at once, instead of waiting to see whether or not the opposite track is obstructed. If, after an investigation, the opposite track is found to be all right for the passage of trains, the flag on that track may be called in.

Flagmen and brakemen will be required to ride out approaching all passing sidings, descending all grades, through all yards and approaching railroad crossings.

When flagmen are sent out to flag they must be instructed to flag all trains.

The explosion of one or two torpedoes is a signal to reduce speed and look out for stop signal or track obstruction. Train must be kept under full control until clear track is indicated.

The above is substituted for Rule 15, Book of Rules.

Following exceptions to Rule 99 will govern: All eastward second and third class and extra trains will run under full control between McCool water tank and a point thirty-five hundred (3500) feet west thereof; between West Crossover and coal chute at Walkerton; between West Crossover and C. H. & D. crossing Deshler and between T. & O. C. crossing and East Crossover switch at Fostoria, expecting to find freight trains occupying the main track unprotected by flagman.

7 Cars loaded with dynamite, powder, or other explosives and oil or acid tanks, loaded or empty, must be placed as near the center of the train as possible, and when practicable, not closer than fifteen (15) cars from the engine or ten (10) cars from the caboose, unless the length of the train will not permit.

8 Extra trains may run ahead of and between sections of third (3rd) class trains.

9 Following railroad crossings are not interlocked, and all trains must come to full stop not less than 200 feet, nor more than 800 feet from same and not cross until proper signal has been given: Rock Island Junc., L. S. & M. S. and Pennsylvania Ry.; Auburn Junc., L. S. & M. S. and Vandalia Ry.; Defiance, Wabash Ry.; Deshler, C. H. & D. Ry.; Fostoria, N. Y. C. & St. L. Ry.; H. V. Crossing, T. & O. C.; C. H. V. & T. Ry.

All trains must come to a full stop before crossing Interurban track at Auburn Junction. Any failure to comply with this rule will be cause for heavy fine and imprisonment of the employe at fault. Engineers will be held personally responsible.

A train receiving a caution signal must proceed only under such rate of speed as will permit of train being stopped by the engineer within range of vision, until clear track is indicated to him.

10 Exceptions to Rule 91 for spacing of trains, following will govern: Westward freight trains, 10 minutes at Attica, Republic, Alida and Suman.

Eastward freight trains, 10 minutes at Hicksville and Attica.

11 Not applicable to this Division.

12 Not applicable to this Division.

13 At all terminal stations and at any point where change is made in train, air must be tested by enginemen making application of brakes. Train crew will be properly stationed for noting and correcting defects.

14 At all watering and coaling stations engines on trains of 15 cars or more will be uncoupled from train before taking water or coal. Air must be tested before starting.

15 Not applicable to this Division.

16 Not applicable to this Division.

17 Trains which should collect Pouches from mail cranes will when running on any other than their regular track stop to exchange mail.

18 Not applicable to this Division.

19 Not applicable to this Division.

20 Two passenger trains must not meet or pass on the curve at B. & O. Junc. or Rock Island Junc.

21 Engines must not be run over track scales on live rail, use dead rail for such movements.

22 All engines (except engines in yard service) will display red light at night on back of tank, when detached from train.

23 Special care should be taken, during dry weather to see that fires are not cleaned nor grates shaken in the vicinity of wooden bridges.

In making delivery of cars through West Wye at Holgate, use the outside track instead of track next to freight house.

24 Bad order cars set off at Deshler, should be placed on repair track. See Rule 26.

25 When trains back over on double track to let another train pass, both switches must be set in normal position until train backed-over wishes to pull over to the proper track.

26 Crews will avoid taking coal at Deshler and Walkerton when passenger trains are passing.

EXPLANATION OF LETTERS.

"D"—Day telegraph stations.

"DN"—Day and night telegraph stations.

"G"—Stop on signal for Chicago passengers only.

"H"—Stop on signal for passengers for points east of Chicago Junc.

"J"—Stop to discharge passengers from points east of Chicago Junc. or to receive passengers for Chicago.

"K"—Stop on signal to receive passengers for points east of Avilla.

"P"—Stop to discharge passengers from Chicago or to receive passengers for points east of Chicago Junc.

"Q"—Stop to let off passengers from Chicago.

"U"—Stop to let off passengers from points east of Avilla.

"V"—Stop to let off passengers from Pittsburg and East.

"X"—Stop to discharge passengers from points east of Chicago Junc.

"Z"—Stop to let off passengers from Pittsburg and East, or to receive passengers from C. H. & D.

No. 7, on week days, will stop at stations between Garrett and Chicago to let off passengers from points east of Chicago Junction.

No. 7, on Sundays, will stop at all points on the Chicago Division to let off passengers from points east of Chicago Junction.

Nos. 11 and 12 will stop at Tracey for passengers.

Nos. 16 and 17 will stop on signal at Tracey.

No. 12 will stop at Stells Crossing, one mile east of Suman, to unload milk cans.

No. 11 will stop at second road crossing east of Walkerton to load milk.

EASTWARD.

Distance from Garrett.	Time Table No. 22. November 26, 1911.		FIRST CLASS						SECOND CLASS			THIRD CLASS								Minimum Time for Freight Trains.								
			46	14	4	16	8	6	94	28	24	26	98	32	88	34	36											
			Daily Except Monday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily											
			A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.												
128.0	DN	CHICAGO JUNC. 8-1	4.50	5.10	8.53	3.30 ₂₆	4.45	12.48				7.30				1.10		3.30 ₁₆	1.35	7.40	1.30	2.00	6.30				30	
119.9	DN	ATTICA 4-3	4.29	4.55	8.37	3.15	4.32	12.34 ₈₈				6.50				12.05		2.45	12.40	7.10	12.34 ₆	1.35	5.55				35	
115.6		SCIOPIO 3-4			F 8.27	F 3.05												2.15										
112.2	D	REPUBLIC 3-3	4.14	4.45	8.20	2.55	4.20	12.24				6.30				11.25		2.00	12.10	6.30	11.45	1.05	5.30				15	
108.9		SENECA 5-2	4.06	4.40	8.14	2.45	4.16	12.19				6.20				11.05		1.15	11.50	6.10	11.25	12.45	5.15				25	
103.7	D	TIFFIN 1-3	\$ 3.58	\$ 4.32	\$ 8.04	\$ 2.33	\$ 4.09	\$ 12.12				6.10				10.45		12.40	11.30	5.45	11.00	12.25	4.55				4	
102.4	N	KELLAR 4-3	3.54 ₃₆	4.31 ₃₆	7.59	2.28	4.06	12.10 ₃₄				6.08				10.35		12.05	11.27	5.40	10.35	12.10 ₆	4.31 ₄₆₋₁₄	3.54 _{31.15}				15
98.1		BASCOM 6-4	3.46	4.24	F 7.50	F 2.20	4.00	12.03				5.55				10.10		11.35	11.10	5.10	10.10	11.25					20	
91.7		H. V. CROSSING 0-4			\$ 7.39	\$ 2.08																						
91.3	DN	FOSTORIA 7-4	3.34	4.14	7.35	2.05	3.51	11.54				5.40				9.45		10.50 ₉₈	10.50 ₂₆	4.20	9.40	11.00	2.30				25	
83.9	D	BLOOMDALE 2-8	3.20	4.02	7.15	1.48	3.41	11.41				5.18				9.10		9.50	10.20	3.50	9.00	10.25	1.50				15	
81.1		BAIRDSTOWN 2-0	3.16	3.58	7.09	1.40	3.38	11.37				5.13				9.01		9.40	10.15	3.45	8.50	10.15	1.42					
79.1	DN	GALATEA 1-7	3.12	3.56	7.04	1.35	3.36 ₃₂	11.35				5.08				8.55		9.30	10.10	3.36 ₈	8.45	10.08	1.35				5	
77.4	D	NORTH BALTIMORE 5-5	3.09	3.53	7.00	1.30	3.33	11.32				5.05				8.45 ₂₆		8.45 ₂₃	10.05	2.55	8.35	10.00	1.30				15	
71.9	D	HOYTVILLE 6-3	3.00	3.45	6.50	1.18	3.25	11.22				4.52				8.25		7.45	9.50	2.35	8.10	9.45	1.15				18	
65.6	DN	DESHLER 6-8	\$ 2.45 _{2.30}	\$ 3.35 _{3.25}	\$ 6.35	\$ 1.06	\$ 3.15	\$ 11.12				4.38				7.50	2.40	7.00	9.30	2.10	7.40	9.30	12.55				20	
58.8	DN	HAMLER WEST END 5-3 DOUBLE TRACK	2.15 ₁₅	3.10	6.22	12.51	3.06	10.58				4.15				7.20	1.30 ₃₂		9.00	1.30 ₂₄	6.50	9.00	12.15				15	
58.5	DN	HOLGATE 5-4	2.08	3.00	6.13	12.38 ₂₄	2.58	10.50				4.05				7.00 ₂₅	12.38 ₇₋₁₆₋₄₅		8.45	1.10	6.25	8.30	11.55				15	
48.1	DN	STANDLEY 4-9	2.01	2.52	F 6.04	F 12.28 ₄₅	2.52 ₉₇	10.43				3.50 ₅				6.25	11.30		8.30	12.55	6.00	8.10	11.35				15	
43.2	DN	MIDWAY 2-9	1.55	2.46	F 5.55 ₈₉	F 12.20 ₃₂	2.47	10.38				3.30				6.10 ₈₉	11.10		8.20 ₂₅	12.35 ₇₋₁₆₋₄₅	5.40	7.53 ₃	11.15				15	
40.3	DN	DEFIANCE 7-5	\$ 1.46 ₁₅	\$ 2.40 ₁₅	\$ 5.48 ₂₈	\$ 12.06 ₇	2.42	10.32				3.20				5.48 ₄	10.03 ₁₇₋₂₅		8.10	11.35	5.25	7.06	11.00				22	
32.8	D	THE BEND 1-7	1.36	2.25	5.33	11.54	2.32	10.21 ₄₇				2.57				5.00	9.15		7.50	11.07 ₂₅	4.35	6.10	10.30				5	
31.1	DN	SHERWOOD 4-2	1.34	2.22 ₉₄	5.30	11.50 ₂₅	2.29	10.19 ₃₆				2.52 ₁₄₋₁₅				4.50	9.05		7.46 ₈₉	11.02	4.25	6.05	10.24 ₆₋₄₇	10.19 _{10.19}			9	
26.9	DN	MARK CENTRE EAST END 3.1 DOUBLE TRACK	1.28	2.16	5.22	11.43	2.24	10.14				2.01				4.35	8.45		7.37	10.49	4.10	5.50	9.40				10	
23.8	DN	ROSEDALE 3-6	1.24	2.11	F 5.15	F 11.38	2.20	10.10				1.55				4.22 ₅	8.30		7.31	10.34 ₁₇	3.50 ₉₇	5.35	9.25				9	
20.2	D	HICKSVILLE 4-8	1.19	2.07	5.08	11.30	P 2.15	F 10.05				1.50				3.50	8.00		7.25	10.15	3.35	5.20	9.15				15	
15.4	N	PATTON 2-5	1.13	2.01	4.59	11.20	2.08	9.59				1.42				3.30	7.25		7.13	9.55	3.20	5.00	8.55					
12.9	D	ST. JOE 3-6	1.10	1.58	4.54	11.16	2.05	9.56				1.37				3.15	7.15		7.08	9.45	3.10	4.50	8.45				10	
9.3	DN	CONCORD 6-1	1.05	1.53	F 4.47	F 11.10	2.01	9.52				1.30				3.00	7.00 ₉₈		7.00 ₂₄	9.35	2.45	4.35	8.30				25	
5.2		AUBURN JUNC. 3-2	12.57	1.45	4.37	11.00	1.52	9.44				1.15				2.37	6.30		6.45	9.15	2.15	4.15	8.15				10	
.0	DN	CARRETT	12.52	1.40	4.30	10.53	1.46	9.38				1.05				2.25	6.00		6.35	9.00	2.00	4.00	8.00					
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				A. M.				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.					
			Daily Except Monday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily				Daily				Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily					
			46	14	4	16	8	6				94				28	24	26	98	32	88	34	36					

Time over district.....	(3.58)	(3.30)	(4.23)	(4.37)	(2.59)	(3.10)	(6.25)	(10.45)	(8.40)	(8.30)	(7.00)	(10.40)	(11.30)	(10.00)	(10.30)
Average speed per hour.....	32.4	36.1	29.2	27.7	43.2	42.8	20.0	11.9	7.5	7.7	18.2	11.9	11.1	12.8	12.2

WESTWARD.

Minimum Time for Freight Trains.	THIRD CLASS						SECOND CLASS			FIRST CLASS						Length of Passing Sidings in Cars.	Time Table No. 22. November 26, 1911.	Distance from Garrett.												
	23			21			89			97			47		45				7		17		11		5		15			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Monday	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
							6.10							5.15															CARRETT 5-2 DN 0.0	
30							7.00							5.30															AVILLA 4-6 DN 5.2	
30							7.15							5.42															RIPLEY 5-6 DN 9.8	
15							7.35							5.52															ALBION 6-6 D 15.4	
20							7.55							6.02															KIMMELL 3-4 DN 22.0	
15							8.20							6.10															CROMWELL 4-8 DN 25.4	
							8.40							6.27															WEST END 4-8 DOUBLE TRACK WAWASEE 2-3 SYRACUSE 5-1 DN 30.2	
20							9.46 16 88							6.27															SYRACUSE 5-1 DN 32.5	
18							10.54 22							6.37																MILFORD JUNC. 3-8 DN 37.6
														7.03 12																GRAVELTON 4-4 DN 41.4
35							12.14							7.15																NAPANEE 3-9 DN 45.8
12							12.38 8							7.15																AYR 3-5 49.7
12							1.25 17							7.25 36																BREMEN 7-7 DN 53.2
30							2.00							8.08 6																LAPAZ JUNC. 0-7 DN 60.9
							2.10							8.18																LAPAZ 3-7 61.6
15							2.37 7-32							8.18																TEEGARDEN 5-7 DN 65.3
15							3.20							8.50																WALKERTON 8-0 DN 71.0
35														9.25 94																UNION CENTRE 6-7 DN 79.0
28														9.55																WELLSBORO 7-1 DN 85.7
30							10.25							10.25																EAST END 7-1 DOUBLE TRACK ALIDA 2-4 DN 92.5
7							10.35							10.35																COBURG 3-3 DN 95.2
10							11.00							10.45																SUMAN 3-2 DN 98.5
							11.10							11.05																WOODVILLE 3-2 101.7
15							11.28							11.05																BABCOCK 1-8 104.9
5							12.10							11.15																McCOOL 2-1 DN 106.7
							12.20							11.25																WILLOW CREEK 2-9 108.8
							12.40							11.35																DOCK SIDING 1-6 111.7
20							12.55							11.45																MILLER 3-6 DN 113.3
																														GARY 4-1 116.9
25							1.10							12.15																PINE JUNC. 2-3 DN 121.8
8							1.30							12.25																INDIANA HARBOR 2-9 123.3
12							1.45							12.40																WHITING 2-7 D 126.1
							2.15																							WOLF LAKE YARD OFFICE 0-8 DN 128.8
																														ONE HUNDREDTH ST. 0-9 129.6
							2.30							1.50																ROCK ISLAND JUNC. 0-2 130.5
							2.40																							SOUTH CHICAGO 130.7
							2.50																							

Time over District
Average speed per hour

(9.10) (6.15) (12.00) (8.35) (3.35) (3.12) (3.05) (4.28) (4.55) (3.01) (3.19)
7.8 9.5 - 10.9 15.3 36.5 41.0 42.5 29.4 26.6 44.2 39.7

EASTWARD.

Distance from South Chicago.	Time Table No. 22. November 26, 1911.		FIRST CLASS						SECOND CLASS			THIRD CLASS						Minimum Time for Freight Trains.	
			16	8	12	6	46	14	94	88	20	22	32	36	98				
			Daily Except Sunday	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily				
			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
130.7	DN	CARRETT 5-2	10.48	1.43	8.35	9.33	12.42 94	1.35											15
125.5	DN	AVILLA 4-6	\$ 10.36	1.33	\$ 8.23	9.22	12.32	1.25											15
120.3	DN	RIPLEY 5-6	F 10.28	1.28	8.15	9.15	12.25	1.19											20
115.3	D	ALBION 5-6	\$ 10.19	F 1.22 22	\$ 8.05	9.07	12.17	F 1.12											20
103.7	DN	KIMMELL 3-4	\$ 10.08	1.14	\$ 7.53	8.59	12.08	1.04											10
105.3	DN	CROMWELL 4-8 DOUBLE TRACK	\$ 10.02	1.10	\$ 7.46	8.55	12.03	12.59											25
100.5		WAWASEE 2-3	F 9.54		F 7.37														
98.2	DN	SYRACUSE 5-1	\$ 9.46 23-88	P 12.59	\$ 7.31	8.45	11.53	12.51											20
93.1	DN	MILFORD JUNC. 3-8	\$ 9.36	12.52 17	\$ 7.19	8.39	\$ 11.43 S 11.33	12.45 47											25
89.3		GRAVELTON 4-4	F 9.26		F 7.09														
84.9	DN	NAPANEE 3-9	\$ 9.20	12.43	\$ 7.03	8.30	11.23	12.34											15
81.0		AYR 3-5	F 9.10	12.38 23	6.54	8.25	11.18	12.26											15
77.5	DN	BREMEN 7-7	\$ 9.05	12.34	\$ 6.47	8.20	11.14	P 12.21											22
69.8	DN	LAPAZ JUNC. 0-7	\$ 8.54	12.25	\$ 6.34	8.08 97	11.05	12.10											20
69.1		LAPAZ 3-7	\$ 8.52		\$ 6.31														
65.4	DN	TEEGARDEN 5-7	\$ 8.47	12.19	\$ 6.25	8.03	10.58	12.05											28
59.7	DN	WALKERTON 8-0	\$ 8.35	12.11 21	\$ 6.15	7.55	10.50	11.54											25
51.7	DN	UNION CENTRE 6-7	\$ 8.25	11.59	\$ 6.03	7.45	10.39	11.39											22
45.0	DN	WELLSBORO 7-1 DOUBLE TRACK	\$ 8.12	11.51	\$ 5.50	7.37	10.31	11.31											25
37.9	DN	ALIDA 2-4	\$ 8.00	11.43 32	\$ 5.35	7.28	10.22	11.23											10
35.5		COBURG 3-3	F 7.54	11.40	\$ 5.30	7.25	10.19	11.20											12
32.2	DN	SUMAN 3-2	F 7.49	11.36	\$ 5.22	7.20	10.15	11.15											30
29.0		WOODVILLE 3-2	F 7.44		\$ 5.13														
25.8		BABCOCK 1-3	F 7.39	11.28	\$ 5.05	7.13	10.07	11.06											10
24.0	DN	McCOOL 2-1	\$ 7.35	11.25	\$ 4.59	7.10	10.04	11.03											20
21.9		WILLOW CREEK 2-9	F 7.31	11.22	\$ 4.53	7.07	10.01	11.00											
19.0		DOCK SIDING 1-6	7.27	11.18	F 4.46	7.03	9.58	10.57											
17.5	DN	MILLER 3-6	\$ 7.24	11.16	\$ 4.42	7.01	9.56	10.54											25
13.9		GARY 4-1	\$ 7.17	11.12	\$ 4.36	6.56	9.52	K 10.49											
9.8	DN	PINE JUNC. 2-3	7.09	11.06	4.28	6.51	9.47	10.43											5
7.5		INDIANA HARBOR 2-9	\$ 7.05	H 11.04	\$ 4.25	H 6.48	9.43	10.39											12
4.6	D	WHITING 2-7	\$ 7.01	11.01	\$ 4.20	6.45	9.40	H 10.35											12
1.9	DN	WOLF LAKE YARD OFFICE 0-3																	10
1.1		ONE HUNDREDTH ST. 0-9	F 6.53		\$ 4.12														
0.2		ROCK ISLAND JUNC 0-2	6.51	10.51	\$ 4.10	6.36	9.31	10.26											
0		SOUTH CHICAGO																	
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
			Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily				
			16	8	12	6	46	14	94	88	20	22	32	36	98				

Time over District.....	(3.57)	(2.52)	(4.25)	(2.57)	(3.11)	(3.09)	(5.33)	(11.80)	(6.11)	(9.15)	(10.35)	(11.10)	(8.10)
Average speed per hour.....	36.5	45.8	29.6	44.4	41	41.6	23.6	11.6	9.7	7.8	12.4	11.5	18.7

WESTWARD.

EASTWARD.

SECOND CLASS							FIRST CLASS							Distance from South Chicago.	Time Table No. 22. November 26, 1911.	Distance from Chicago.	FIRST CLASS					SECOND CLASS			
97							45	7	17	5	15	47	16		8		6	46	14	94					
Daily							Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Tuesday	Daily Except Sunday		Daily		Daily	Daily	Daily Except Sunday	Daily	Daily				Daily
A. M.							P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		A. M.		P. M.	P. M.	P. M.	P. M.	P. M.				P. M.
1.50							4.59	4.14	3.55	8.06	7.10	3.10	.0	ROCK ISLAND JC. 0.2	19.7	6.51	10.51	6.36	9.31	10.26				7.09	
1.55							\$ 5.00	\$ 4.15	\$ 3.57	\$ 8.08	\$ 7.13	\$ 3.11	0.2	DN SO. CHICAGO DEPOT 6.2	19.5	\$ 6.50	\$ 10.50	\$ 6.35	\$ 9.30	\$ 10.25				7.05	
2.30							5.19	4.31	4.15	8.27	7.31	3.29	6.3	BRAINERD JUNC. 0.2	18.3	6.32	10.32	6.17	9.09	10.05				6.33	
2.33							5.20	4.32	4.16	8.28	7.32	3.30	6.6	BEVERLY JUNC. 1.9	18.1	6.31	10.31	6.16	9.08	10.04				6.32	
2.40							5.24	4.36	4.20	8.31	7.36	3.35	8.5	DN B. & O. JUNCTION 7.5	11.2	6.28	10.28	6.13	9.05	10.00				6.29	
3.11							5.44	4.59	4.43	8.53	7.58	3.59	16.0	WESTERN AVE. 0.6	3.7	6.11	10.11	5.56	8.47	9.42				6.14	
3.15							5.46	5.01	4.46	8.55	8.00	4.01	16.6	ROBEY STREET 3.1	3.1	6.09	10.09	5.54	8.45	9.40				6.12	
6.00							6.00	5.15	5.00	9.10	8.15	4.15	19.7	DN CHICAGO 0.0	.0	6.00	10.00	5.45	8.35	9.30				6.00	
A. M.							P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	P. M.				P. M.		
Daily							Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Tuesday			Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily				Daily		
97							45	7	17	5	15	47			16	8	6	46	14				94		

The time shown above is merely for the information of Trainmen, and MUST NOT BE USED FOR THE MOVEMENT OF TRAINS, except between B. & O. Junction and Brainerd Junction and South Chicago Depot and Brookdale.
 All trains between CHICAGO AND B. & O. JUNCTION are run by Rules and Time Tables of the BALTIMORE & OHIO CHICAGO TERMINAL R. R. CO.; between BRAINERD JUNCTION AND ROCK ISLAND JUNCTION by Rules and Time Tables of the CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.
 All Trainmen must provide themselves with the Current Time Tables of the railroads above mentioned.
 A Brakeman must be stationed on the rear car of all trains between Grand Central Station and Rock Island Junction, and between Rock Island Junction and Brookdale, with proper signals at hand, ready to go back immediately and flag approaching trains, should any detention occur. *Passenger Brakemen must ride on the rear platform, and not inside of the last car, between above-mentioned points.*
 Between Brainerd Junction and B. & O. Junction all trains will be governed by B. & O. Time Card and Rules, and this track will be considered within yard limits.

WESTWARD.

EASTWARD.

FIRST CLASS				Distance from Rock Island Junction.	Time Table No. 22. November 26, 1911.	Distance from Brookdale.	FIRST CLASS			
101		11			100		12			
Daily		Daily			Daily		Daily			
P. M.		A. M.			A. M.		P. M.			
\$ 3.15		\$ 10.55		.0	ROCK ISLAND JC. 0.5	4.1	\$ 11.58	\$ 4.10		
\$ 3.18		\$ 11.05		0.5	91st STREET 0.1	3.6	\$ 11.56	\$ 3.59		
\$ 3.20		\$ 11.07		0.6	90th STREET 1.4	3.5	\$ 11.55	\$ 3.58		
\$ 3.25		\$ 11.17		2.0	81st STREET 1.0	2.1	\$ 11.51	\$ 3.55		
\$ 3.29		\$ 11.20		3.0	76th STREET 0.6	1.1	\$ 11.48	\$ 3.53		
\$ 3.32		\$ 11.22		3.6	STONY ISLAND AVE. 0.5	0.5	\$ 11.46	\$ 3.51		
3.35		11.30		4.1	BROOKDALE 0.0	.0	11.45	3.50		
P. M.		A. M.					A. M.	P. M.		
Daily		Daily					Daily	Daily		
101		11					100	12		

The West-Bound track will be used as single track between Brookdale and the crossing of the Illinois Central Railroad at Commercial Avenue.
 Train No. 100 will not leave Brookdale until Train No. 11 has arrived, and Train No. 12 will not leave Brookdale until Train No. 101 has arrived.
 All trains crossing the I. C. Wye at 71st Street on Brookdale Line will send a flagman ahead to see that the route is clear before allowing their train to proceed over this crossing.
 All trains and engines will reduce speed to eight miles per hour over crossings at 73rd St., Stony Island Ave., 75th St. and Baldwin Ave., 79th St. and Oglesby Ave., on Brookdale Line.