The Atchison, Topeka & Santa Fe Railway Co.

CHICAGO TERMINAL.

TIME TABLE

No. 46.

For Information and Government of Employes only. Subject to Rules and Regulations Shown in Book of Rules and Regulations governing Operating Department.

In Effect

Sunday, March 15, 1925

12.01 A. M.

RAND MCNALLY & CO., PRINTERS, CHICAGO.

6/93 cc 30,00

WESTWARD.

FIRST CLASS.

7 Fargo Fast	21 The Missionary	3 California Limited.	5 The Kansas Cityan	13 Pekin Express	1 The Scout	9 The Navajo	15 Mail and Express	No. 46, IN EFFECT Sunday, March 15, 1925. STATIONS.	Distance from Chicago
Daily.	Daily.	Daily	Daily.	Daily,	Daily.	Daily.	Daily		
PM	PM	PM	PM	PM	AM	AM	AM		
10.45	10.30	8.00	6.00	12.15	10.45	9.45	2.30	Chicago	0
					1.2				
10.49	10.34	8.04	6.04	12.18	10.49	9.49	2.34	C. & W. I. Junction	1.2
					0.1				
								18th St. Yard	1.3
					0.1				
10.49	10.34	8.04	6.04	12.18	10.49	9.49	2.34	Stewart Ave. Crossing	1.3
					1.8				
10 54	10.39	8.09	6.09	12.23	10.54	9.54	2.39	Draw Bridge	3.1
					1.3				
10.57	10.42	8.12	6.12	12 26	10.57	9.57	2.42	Pan Handle Crossing	4.4
					1.5				
								Ill. Northern Rv. Cross'g	5.9
					0.1				
								Corwith	6
					0.2				
11.01	10.46	8.17	6.17	ƒ12.31	11.01	10.01	2.45	Corwith Junction	6.1
					1.2				
								Belt Crossing	11.4
					0.1				
11.04 PM	10.49 PM	8.20 PM	6.20 PM	12.35 PM	11.04 AM	10.04 AM	2.48 AM	Nerska	11.5
Daily. 7	Daily. 21	Daily 3	Daily. 5	Daily, 13	Daily. 1	Daily. 9	Daily 15		

THIRD CLASS.

51 Way Freight.	
Daily, Ex.Sunday	
AM	
	Chicago 0
	C. & W. I. Junction 1.2
	18th St. Yard 1.3
	Stewart Ave. Crossing 1.3
	Halsted Street 2.0
	Draw Bridge 3.1
	Pan Handle Crossing 4.4
	Ill. Northern Ry. Cross'g 5.9
6.45	Corwith 6
6.50	Corwith Junction 6.1
	Belt Crossing 11.4
6.55 AM	Nerska 11.5
Daily, Ex.Sunday 51	

SECOND CLASS.

33 Colo., Cal., Tex., and Kansas Fast Frt.	39 Fast Freight.
Daily.	Daily.
PM	PM
7.00	
	1.40
Daily. 33	Daily. 39

All Conductors and Enginemen will be governed by time, rules, and regulations of C. & W. I. R. R. Co. between C. & W. I. Junction and Chicago.

All passenger trains must get Clearance Cards before leaving Dearborn Station, Chicago. All West Bound trains must get Clearance Cards before leaving Corwith. All West Bound trains from 18th Street, must get Clearance Cards at that point.

All passenger trains will register by Form 903 at C. & W. I. Junction.

Nos. 33 and 39 have no time table rights.

EASTWARD.

FIRST CLASS.

No. 46, IN EFFECT Sunday, March 15, 1925. STATIONS.	16 Fast Mail	10 The Chicagoan	6 Chicago Express.	2 The Navajo	4 California Limited.	14 Chicago Express	22 The Missionary			
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
Chicago	AM 6.30	AM 7.25	AM 8.10	AM 8.30	AM 10.00	PM 2.45	PM 8.55			
1.2										
C. & W. I. Junction		7.19	8.04	8.24	9.54	2.39	8.49			
0.1										
18th St. Yard	6.10									
0.1										
Stewart Ave. Crossing	6.07	7.19	8.04	8.24	9.54	2.39	8.49			
1.8										
Draw Bridge	6.00	7.13	7.59	8.16	9.46	2.31	8.42			
1.3										
Pan Handle Crossing	5.56	7.08	7.54	8.12	9.42	2.27	8.37			
1.5										
Ill. Northern Ry. Crossing										
0.1										
Corwith										
0.2										
Corwith Junction	5.52	7.03	7.49	8.08	9.38	ƒ 2.23	8.32			
1.2										
Belt Crossing										
0.1										
Nerska	5.48 AM	6.57 AM	7.45 AM	8.05 AM	9.35 AM	2.20 PM	8.30 PM			
	Daily. 16	Daily. 10	Daily. 6	Daily. 2	Daily 4	Daily. 14	Daily. 22			

SECOND CLASS.

34 Fruit Express.	48 Stock Express	32 Meat Express
Daily.	Daily.	Daily.
AM	AM	PM
	5.30	
5.00	5.10 5.05	4.00
Daily. 34	Daily 48	Daily. 32

THIRD CLASS.

52 Way Freight.						
Daily, Ex.Sunday						
PM						
2.20						
2.00						
1.55 PM						
Daily, Ex.Sunday 52						

All Conductors and Enginemen will be governed by time, rules, and regulations of C. & W. I. R. R. Co. between C. & W. I. Junction and Chicago.

All passenger trains will register by Form 903 at C. & W. I. Junction.

Nos. 32, 34 and 48 have no time table rights.

SWITCHING STATION NUMBERS.

Numbers will be used as follows, to designate the several points to which cars are to be delivered in Chicago Terminals:

No. 0. Hold.
" 1. Belt.
" 2. Indiana Harbor Belt R. R.
" 3. Alton Interchange Track—Halsted Street.
" 4. Baltimore & Ohio Chicago Terminal R. R.
" 5. Michigan Central.
" 6. New York Central.
" 7. Chicago, Rock Island & Pacific.
" 8. Santa Fe Elevator.
" 9. Pennsylvania Co.
" 10. Central Oil Storage Corporation.
" 11. Peoples Gas Light & Coke Co.
" 12. Chicago & Grand Trunk—Elsdon.
" 13. Chicago & Erie—51st Street.
" 14. Chicago, Burlington & Quincy—Western Avenue.
" 15. Pittsburg, Cincinnati, Chicago & St. Louis.
" 16. Industries on our Tracks in Bridgeport, west of Peoples Gas Light & Coke Co.
" 17. Garden City Spring Works, 23d Street and Archer Avenue.
" 18. A. Levine & Co., 15th and Dearborn Streets.
" 19. Chicago & North Western, via C. R. & I. R. R.
" 20. Corwith.
" 21. 18th Street.
" 22. Team Track 15th & Dearborn Sts.
" 23. Long Team Track.
" 24. In Freight House.
" 25. 12th Street Transfer—(Solid).
" 26. 12th Street Transfer—(Mixed Mdse).
" 27. Team Track, north of 12th Street.
" 28. C. R. & I. Dock.
" 29. Pere Marquette R. R.
" 30. Bekins H.H.S.Co. (Tracks 3 and 4, Platform North end No. 27).
" 31. Illinois Central, via Air Line.
" 32. New York, Chicago & St. Louis.
" 33. Industries on St. Charles Air Line.
" 34. Chicago & North Western, via Air Line.
" 35. Tracks and Industries at Stock Yards.
" 36. M., St. P. & S. S. M. Ry.—"Soo Line." via Air Line
" 37. Chicago & Alton—Brighton.
" 38. Out Freight House to Load.
" 39. Hansell-Elcock Co.
" 40. Pictorial House.
" 41. Pictorial Yard.
" 42. Chicago Car Works.
" 43. B. & O. R. R. via B. O. C. T.
" 44. Wabash Railroad—47th Street.
" 45. Chicago, Indianapolis & Louisville—49th Street.
" 46. Chicago & Eastern Illinois—33d Street.
" 47. Ill. Northern Ry.
" 48. Corwith Transfer. (Solid.)
" 49. " Freight House.
" 50. Indian Refining Co., Western Ave.
" 51. Archer Iron & Metal Co.—Quarry St.
" 52. Lake Building Material Co.—47th St. and Archer Ave.
" 53. M. St. P. & S. S. M. Ry. "Soo Line" via Ill. Nor. Ry.
" 54. Corwith Freight House—To load.
" 55. Chicago Starch Co., Throop Street.
" 56. South End in Freight House.
" 57. Crane Company.
" 58. Industries on C. R. & I. R. R.
" 59. Gage Structural Steel Co., 31st Street and Hoyne Ave.
" 60. American Distilling Co. (Tracks 1 and 2, Platforms North end No. 27).
" 61. Albert Dickinson Co., Twin City Trading Co., 35th Street and California Ave.
" 62. Commerce Petroleum Co.
" 63. Western Paste and Gum Co., West end No. 55.
" 64. The Texas Co.—Draw Bridge,
" 65. The Barton Spider Web System, 35th St. and Kedzie Ave.
" 66. Pacific Lumber Co.
" 67. E. L. Cook Lumber Co.
" 68. W. P. Collins & Co.
" 69. F. I. Abbott.

These numbers, when stamped on switch cards on cars, will designate to switchmen the Road or Industry to which car is to be delivered.

SPECIAL RULES

GOVERNING THE USE OF TRACKS BETWEEN C. & W. I. JUNCTION AND NERSKA.

1. From Dearborn Station to C. & W. I. Junction C. & W. I. R. R. tracks are used and trains must be governed by C. & W. I. R. R. rules. From C. & W. I. Junction to Twenty-second Street tracks are used jointly with the Illinois Central R. R. and the use of them will be governed by signals from Interlocking Tower at Twenty-first Street, and by hand signals from switch-tenders located just west of Stewart Avenue Crossing. From Twenty-second Street west A. T. & S. F. Ry. double track is the two south main tracks and trains shall keep to the right in using these tracks, the North track being the west bound and South track the east bound track.

2. A. T. & S. F. crews are authorized to use Illinois Central tracks in either direction with the current of traffic between 21st Street Draw Bridge and Pan Handle Crossing, upon receipt of proper signal indication from Towermen at 21st Street, Towermen at Draw Bridge, or Switchtender at Pan Handle Crossing.

3. Block office at Nerska located in tower south side of track and east of Belt Crossing.

4. When a train is standing on double track for passengers, trains from opposite direction will come to a stop with the engines opposite each other, and proceed slowly until trains are passed.

5. Extra trains are authorized to use tracks between C. & W. I. Junction and Nerska without special orders, but **must avoid regular time-table trains** as per rule Switching trains must not pull out on main tracks less than 20 minutes ahead of passenger trains. Freight trains must clear passenger trains 10 minutes between Nerska and Corwith Junction or cross out of their way.

6. Peoples Gas Light & Coke Co's switch, near Twenty-third Street is protected by electric signals 1,500 feet each side. Trains finding these signals set at danger must come to stop and proceed with caution until this switch is passed, expecting to find switch in use. Signal No. 11 on westward track and No. 12 on eastward track, indicate only the position of switches at this plant. These signals when clear indicates only that main line switches are closed and does NOT indicate that track in advance of signals is not occupied by other trains.

7. On double track, when one track becomes obstructed from any cause, the following arrangement will govern until both tracks are ready for service, unless contrary instructions are given by proper authority. The Terminal Train Master, or in his absence the Yard Master on duty at Corwith, will immediately arrange to run trains on the wrong track between the nearest cross-over switches each side of the obstructions in the following manner: He will assign one switch crew to act as pilot and switch-tenders. The Foreman, who will act as pilot, will handle all trains passing over the clear track in both directions between the cross-overs mentioned above. The Foreman of this crew will place one of his helpers at each of the cross-over switches, who must not allow any trains to use the clear track unless the Foreman is on hand and gives the train written order on slip of paper, addressed to that particular train and reading as follows: "Use east (or west) track to first cross-over beyond obstruction," and sign his name as pilot. When the helpers can not safely signal trains to stop for the switches, switch-tenders should be sent from the yard and stationed 2,000 feet outside of each cross-over switch to notify trains not to pass clearance point at these switches without orders from the pilot in charge as above. The Foreman acting as pilot will use his engine to run from one cross-over to the other if necessary. All trains are authorized to use the wrong track as per the above arrangements.

8. All Extra or Delayed Regular Trains will keep sharp lookout for Switch Engines at work west of the West End of Belt Siding, also at all points within Switching Limits of Chicago Terminals, which extend to yard limit board, 4,950 feet west of Nerska.

9. All employes handling trains or engines in either direction on what is known as the "Main Lead Track" just west of Turntable at 18th Street Round House, must stop and then pass this Turntable under full control and be prepared to stop immediately in case engines or cars are being turned on the table, as they will NOT clear the lead referred to.

WHISTLE SIGNALS FOR INTERLOCKING SYSTEMS.

10. Trains leaving Corwith Yard: One (1) whistle for Illinois Northern Ry., two (2) whistles for East Wye, three (3) whistles for West Wye.

Trains on East Bound Main Track: One (1) whistle for going through, two (2) whistles for Corwith Yard.

Trains on West Bound Main Track: One (1) whistle for through, two (2) whistles for Corwith Yard. One long and two short for Junction Yard.

Trains going south on Illinois Northern Ry.: One (1) whistle for Corwith Yard.

Trains going east on West Bound Main Track: Three (3) whistles. To Corwith Yard, four (4) whistles.

Trains going west on East Bound Main Track: Three (3) whistles for going through, four (4) whistles for Corwith Yard.

DRAW BRIDGE.

One (1) whistle for trains going in either direction.

PAN HANDLE CROSSING.

One (1) whistle for trains going in either direction.

ELSDON JUNCTION.

One (1) whistle for straight track.
Two (2) whistles for "Y" to go onto Ind. Harbor Belt R. R. tracks
Same signals in opposite direction.

EXTRACTS FROM CITY ORDINANCES.

11. That for the purpose of fixing the rates of speed at which railroad companies may operate trains, locomotive engines, or cars, within the corporate limits of the City of Chicago, said city is hereby divided into districts, which are severally numbered and described as follows:

"The First District shall embrace all that portion of the city which is bounded on the south by the center line of Thirty-first Street, on the west by the center line of Western Avenue, on the north by the center line of Fullerton Avenue, and on the east by Lake Michigan.

"The Second District, all that portion of the city which lies between the boundary line of the First District and the following lines: On the south, the center line of Fifty-first Street extended; on the west, the center line of Crawford Ave.; on the north, the center line of Belmont Avenue; on the east, Lake Michigan.

"The Third district shall embrace all that portion of the city lying between the outer boundary of the Second District and the boundary lines of the city.

"No railway company, railroad engineer, train conductor, or other person shall cause or allow any locomotive engine, car or cars, or train of cars to stop in or remain upon any street and railroad crossing within said city, at which, by the provisions of this article, a flagman is ordered to be stationed and kept, for a longer period than five minutes at any one time, nor upon any other street and railroad crossing in said city for a longer period than five minutes: *Provided, however*, that in case a collision should take place at any or either of the crossings aforesaid, reasonable time shall be allowed to remove any obstruction that may be caused thereby.

"Should any street and railway crossing in said city be and remain occupied and obstructed, in whole or in part, by any train of railroad cars for and during the period of five minutes, it shall be the duty of each and every railroad company upon whose line of road such obstructions may occur, their agents or employes, on or before the expiration of said five minutes, when from any cause the entire train can not be propelled or removed to any one side of any street occupied and obstructed as aforesaid, to cause such cars as may be on or near said crossing to be uncoupled, and some one division of the trains as thus made removed from off the aforesaid street and railroad crossing in such manner as to leave said street entirely free and unobstructed five minutes, and said train when again coupled shall be removed forthwith from off any such crossing as aforesaid.

"Every locomotive engine, railroad car, or train of cars running in the night-time on any railroad track in said city, shall have and keep while so running a brilliant and conspicuous light on the forward end of such locomotive engine, car, or train of cars. If such engine or train be backing, it shall have a conspicuous light in the rear car or engine, so as to show in what direction said car is moving.

"No railroad company shall cause or allow the whistle of any locomotive engine to be sounded within the city, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons, and to property other than their own, and that in their possession as freight.

"The bell of each locomotive engine shall be rung continually while running within said city, except locomotives running upon the railroad tracks situated east of Indiana Avenue, on the shore of Lake Michigan, between Twenty-second Street and Park Row, in said city, when no bell shall be rung or whistle blown, except as signals of danger.

"No railroad company or person in charge of any locomotive engine shall cause or allow the cylinder cock or cocks, safety valve or other valves of any locomotive engine to be open, so as to allow steam to escape therefrom at any time, while running upon or along any railroad track, or where the engine is within one hundred feet of any street or railroad crossing or viaduct: *Provided however*, that when such engine shall be standing at such point in said city, and for six revolutions of the driving wheel after being put in motion, the said cocks may be opened for the purpose of allowing condensed steam to escape.

"Any person or corporation violating this ordinance shall be fined not less than $25, nor more than $100.

"Any railroad company or railroad corporation who shall by themselves, their agents or employes, or any agent or employe of any railroad company or railroad corporation who shall cause or allow any empty railroad car or cars to be detached from any locomotive engine and left to remain upon any street or sidewalk and railroad crossing within said city, for a longer period than five minutes, shall be fined in the sum of $10 for each and every consecutive five minutes any such railroad car or cars detached as aforesaid shall be so permitted to remain on such street, sidewalk, or railroad crossing

"No train of a greater length than will reach from one street to another shall be moved for the purpose of transferring said train, or any part of it, to another and opposite or adjoining track or tracks, in making up trains, or distributing the same, except where viaducts are provided.

"Any railroad company or railroad corporation who shall, of themselves, their agents or employes, violate or fail to observe any of the foregoing provisions of this article, or any agent or employe of any railroad company or railroad corporation, or other person, who shall violate or fail to observe the same shall, for each violation or failure to observe the same, where no other penalty is imposed, be fined in a sum not less than $25, nor exceeding $100, to be recovered in any court of competent jurisdiction."

WARNINGS.

12. All employes are hereby notified that it is dangerous to stand erect upon, or hang on side of cars, and especially cars of extraordinary height or width, while passing over, through, or under the following named tracks, bridges, and viaducts, and necessary precautions must be used by all employes to protect themselves from injury from obstructions at said points while riding on cars or engines.

The Clearance under Eighteenth Street Viaduct on lead track is 16 feet 2 inches; on track leading to Fairbanks 15 feet 11 inches.

Clearance under overhead bridges at Sixteenth and Clark streets is 16 feet ¾ inches.

Cars and loads measuring in excess of above figures above the rail must not be moved under these viaducts.

All persons are warned against attempting to walk between Turntable pit and lead track west of Turntable while engines or trains are passing on that track.

CHICAGO TERMINAL.

Location.	Track.	Structure.
Taylor Street	1, 2, 3, and 4	Fruit house platforms.
Twelfth Street	3 and 4	Freight house platforms.
" "		Viaduct.
" "	4	Out freight house.
" "	1, 2, 3, 4, 5, 6 and 7	Cars standing on tracks.
" "		Telegraph wire.
Fourteenth Street	1, lead and long team track	In freight house.
" "	1	Platform.
" "		Telegraph wire.
Fifteenth Street	4	Pictorial building.
" "	5	Pictorial and milk platforms.
Clark Street		Overhead bridges.
Sixteenth Street		Overhead bridges.
Seventeenth Street	Dining car track	Platform.
" "	Oil and dining car tracks	Cars standing on tracks.
" "	Oil track	Sand bin and oil house platform.
Eighteenth Street		Viaduct.
" "	7	Telegraph pole.
" "	Caboose track	Telegraph pole.
Twentieth Street	2, 5, and 7	Fence and gate.
Twenty-first Street		Interlocking plant.
Twenty-second Street	Westbound track	Interlocking signal pole.
Twenty-fourth St. and Normal Ave,	Peoples Gas, Light and Coke Co's Track	Overhead Support to gate.
Main Line		C. & A. crossing bridge.
"		Illinois canal bridge.
Corwith	West Wye	Iron bridge.
"	East Wye	Iron bridge.
"	3, 6, and 7, and lead to tracks 4 and 5 east end of old yard	Cars standing on tracks.

13. A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, issued 1909, must be in the hands of all employes of the Operating Department.

R. H. ALLISON,
Asst. General Manager.

F. C. FOX,
General Manager.

TOPEKA, KAN.

C. E. TAYLOR
Superintendent Terminals.
CHICAGO, ILL.

G. H. MINCHIN,
Superintendent.
CHILLICOTHE, ILL.

C. A. GORDON,
Asst. Supt. Terminals,
CHICAGO, ILL.

L. C. BROWN,
Term. Trainmaster,
CHICAGO, ILL.