

JOINT TRACK TIME TABLE

No. 14,

GOVERNING MOVEMENT OF TRAINS

BETWEEN

SOUTH BRANCH BRIDGE

AND

UNION PASSENGER STATION

CHICAGO.

In Effect 12 o'clock noon, Sunday, May 3, 1896.

STANDARD TIME—90th MERIDIAN.

SPECIAL RULES.

Read Carefully—Important Changes Have Been Made.

The following rules for the government of trains on tracks used jointly between 23d street and Union Passenger Station supersede conflicting rules on road time tables.

The efficiency of the following rules depends upon their being complied with:

1. The speed of all trains and engines must be reduced to four (4) miles per hour moving over Union Passenger Station Tracks, between Madison and Van Buren streets, and conductors must not permit any person to ride on the rear end of passenger trains backing into or out of the station, except officers of the company or employes in the discharge of their duty.

2. Trains running on the Joint Tracks in the same direction, must keep not less than 500 feet apart. Scheduled coach trains, and road passenger engines, from yard to Union Passenger Station, have the same right as passenger trains, except as to rate of speed.

3. The minimum running time for Passenger Trains between Union Passenger Station and South Branch Bridge will be 8 minutes, Polk street 3 minutes, 12th street 4 minutes, Meagher street, C. B. & Q. Junction, 5 minutes, Archer Avenue 10 minutes. Trainmen will govern themselves accordingly.

4. Switchtenders are authorized to direct the movement of trains. Their instructions must be strictly complied with.

5. No train or engine must pass over switches where switchtenders are stationed unless the proper signal is given by switchtender, and cylinder cocks of engine closed.

Switchtenders are stationed at 23d street, 18th, C. B. & Q. "Y," 16th, Judd, 12th streets, and interlocking at Polk, Harrison and Van Buren streets.

Trains north-bound will not be given an all-right signal by switchtender at Judd street, nor south-bound trains by switchtender at C. B. & Q. Junction, Meagher street, but will make stop, with engine opposite switchtender's shanty at the latter point, and be governed by the position of Junction switch and railroad crossing flagman's signal.

6. A train or engine standing at any point on these tracks, where it cannot be seen for at least 300 feet by employes in charge of an approaching engine or train, must be protected by a flag at the same distance to insure against a collision.

After sunset, or when obscured by fog or other cause, this protection must be given a train or engine standing at any point, on curve or straight line. And when a movement south on in-bound, or north on out-bound main track becomes absolutely necessary to be made, switchtenders are hereby instructed not to open main track switches, or allow an engine or train to obstruct the main track in any way, until above rule has been fully complied with.

7. When a light engine is in charge of engineman only, the fireman will act as flagman.

SPECIAL RULES—CONTINUED.

8. Trains moving in the same direction upon the same track must keep a sufficient distance apart to avoid accident in case the leading train stops suddenly. There must be a man on rear of train whose duty it shall be to immediately give proper signals in case of a stop.

9. Regulation signals must be displayed on the rear of passenger, coach and road freight trains. A red light must be arranged on the rear of each freight, transfer and yard freight train after sunset, where it can be plainly seen by employes upon a following train. A switchman, who will act as flagman, must, at all times, ride upon the rear car of a moving freight, transfer or yard train.

10. Yard engines, switch and transfer trains, may enter upon and occupy these tracks at points where no switchtender is stationed, after a passenger train which is due has not arrived, provided the train is not in sight and the men in charge of these trains have ascertained at what time the passenger train will arrive. They must immediately surrender the track upon the approach of the delayed passenger train.

11. Switchmen in charge of shifting engines engaged in their work must promptly yield the right of way to trains or engines destined beyond the point obstructed.

12. It is positively forbidden to make a running switch, "kick" cars or detach the engine until the train has stopped.

13. When a train is being pushed by an engine, a man must be stationed on the front of the leading car with proper signals so as to perceive the first sign of danger and immediately signal the engineman.

14. Switchtenders are authorized to turn back foreign engines arriving at the junction points between the hours of 4 and 7 p. m., exceptions being made to engines with cars containing only perishable property and live stock and engines delivering passenger equipment, also light engines returning to home yards.

15. Where switchtenders are located switchmen or trainmen must not throw switches.

16. Any engine from a foreign road with a train of more than 35 cars will not be permitted to enter upon these tracks.

17. The whistle must not be sounded while passing a passenger train except in cases of emergency.

18. For explanation of signals and use thereof, see rules on back of road time table or book of rules.

19. Train detentions, accidents and personal injuries, between 23d street and Union Passenger Station, must be promptly reported to the Station Master.

T. M. GLENN,
Station Master.

JOINTLY OPERATED BY

PENNSYLVANIA COMPANY,
CHICAGO & ALTON R. R. CO.,
CHICAGO, BURLINGTON & QUINCY R. R. CO.

APPROVED:

C. D. LAW,
Supt., Pennsylvania Co.

S. D. REEVE,
Supt. Terminals, C. & A. R. R.

L. A. HOWLAND,
Asst. Supt., C. B. & Q. R. R.

F. A. DELANO,
Supt. Freight Terminals, C. B. & Q. R. R.

JOINT TRACK TIME TABLE.
IN-BOUND TRAINS.

No. of Train.	LINE.	Leave S.B. Bridge.	Leave 16th Street.	Leave 12th Street.	Leave Polk Street.	Enters U.P. Station.
6	Penna Co.			11 56 p m	11 57 p m	12 01 a m
7	C B & Q.		Switched in Station.			
156	Penna Co.			4 25 a m	4 26 a m	4 30 a m
201	C B & Q.			5 27 a m	5 28 a m	5 31 a m
15	C & A.	5 06 a m	5 11 a m	5 13 a m	5 15 a m	5 18 a m
101	C B & Q.			5 27 a m	5 28 a m	5 31 a m
91	C & A.	5 51 a m	5 56 a m	5 58 a m	6 00 a m	6 05 a m
4	C B & Q.			6 20 a m	6 21 a m	6 25 a m
200				6 30 a m	6 31 a m	6 35 a m
100				6 35 a m	6 36 a m	6 40 a m
203			Switched in Station.			
8	Penna Co.			6 35 a m	6 39 a m	6 43 a m
205	C B & Q.		Switched in Station.			
202				7 05 a m	7 06 a m	7 05 a m
102				7 10 a m	7 11 a m	
103				7 12 a m	7 15 a m	
3	C & A.	7 22 a m	7 25 a m	7 26 a m	7 27 a m	7 30 a m
2	C B & Q.			7 27 a m	7 30 a m	7 35 a m
207	Penna Co.			7 31 a m	7 35 a m	7 40 a m
155	C B & Q.	7 32 a m	7 35 a m	7 36 a m	7 37 a m	7 40 a m
204	C B & Q.			7 35 a m	7 36 a m	7 40 a m
104				7 38 a m	7 39 a m	7 43 a m
18				7 41 a m	7 42 a m	7 45 a m
15	Penna Co.	7 52 a m	7 55 a m	7 56 a m	7 57 a m	8 00 a m
123	C B & Q.			8 00 a m	8 01 a m	8 05 a m
13				8 01 a m	8 02 a m	8 05 a m
206				8 02 a m	8 01 a m	8 05 a m
106				8 05 a m	8 06 a m	8 10 a m
2				8 17 a m	8 20 a m	8 25 a m
105	C & A.	8 22 a m		8 26 a m	8 26 a m	8 30 a m
7	C B & Q.			8 27 a m	8 28 a m	8 30 a m
108			Switched in Station.			
209				8 35 a m	8 37 a m	8 40 a m
208				8 41 a m	8 42 a m	8 45 a m
20				8 41 a m	8 42 a m	8 45 a m
5	Penna Co.	8 52 a m	8 55 a m	8 56 a m	8 57 a m	9 00 a m
48	C B & Q.			8 56 a m	8 57 a m	9 00 a m
157	Penna Co.	9 02 a m	9 05 a m	9 06 a m	9 07 a m	9 10 a m
210	C B & Q.			9 05 a m	9 06 a m	9 10 a m
110				9 07 a m	9 08 a m	9 12 a m
211			Switched in Station.			
56	Penna Co.	9 32 a m	9 30 a m	9 31 a m	9 32 a m	9 35 a m
49	C B & Q.			9 30 a m	9 31 a m	9 35 a m
213	C B & Q.			9 37 a m	9 38 a m	9 40 a m
51	C & A.	9 37 a m	9 40 a m	9 41 a m	9 42 a m	9 45 a m
212	C B & Q.			9 50 a m	9 51 a m	9 55 a m
112				9 55 a m	9 56 a m	10 00 a m
107				9 58 a m	10 02 a m	10 05 a m
10	C & A.		10 30 a m	10 31 a m	10 32 a m	10 35 a m
46	C B & Q.			10 32 a m	10 31 a m	10 35 a m
214				10 45 a m	10 46 a m	10 50 a m
109				10 48 a m	10 49 a m	10 52 a m
9	C & A.	10 47 a m	10 50 a m	10 51 a m	10 52 a m	10 55 a m
114	C B & Q.			10 50 a m	10 51 a m	10 55 a m
11				11 00 a m	11 01 a m	11 05 a m
50	Penna Co.			11 05 a m	11 06 a m	11 10 a m
215	C B & Q.			11 05 a m	11 06 a m	11 10 a m
111				11 34 a m	11 35 a m	11 38 a m
26				11 46 a m	11 50 a m	11 55 a m
37	Penna Co.	12 07 p m	12 02 p m	12 03 p m	12 04 p m	12 07 p m
216	C B & Q.			12 10 p m	12 11 p m	12 15 p m
217				12 10 p m	12 11 p m	12 15 p m
135				12 50 p m	12 54 p m	12 55 p m
218				12 51 p m	12 55 p m	12 55 p m
116				1 12 p m	1 16 p m	1 16 p m
158	Penna Co.			1 30 p m	1 31 p m	1 35 p m
21	C B & Q.			1 35 p m	1 36 p m	1 40 p m
5	C & A.	1 52 p m	1 55 p m	1 56 p m	1 57 p m	2 00 p m
12	C B & Q.			1 55 p m	1 56 p m	2 00 p m
6	C & A.			2 01 p m	2 05 p m	2 05 p m
219	C B & Q.			2 06 p m	2 10 p m	2 10 p m
8	Penna Co.			2 30 p m	2 31 p m	2 35 p m
118	C B & Q.			2 52 p m	2 53 p m	2 57 p m
115				2 56 p m	2 57 p m	3 00 p m
220				3 05 p m	3 06 p m	3 10 p m
221				3 07 p m	3 10 p m	3 10 p m
117				3 08 p m	3 10 p m	3 10 p m
222				3 49 p m	3 53 p m	3 53 p m
120				3 51 p m	3 55 p m	3 55 p m
9				3 55 p m	3 56 p m	4 00 p m
160	Penna Co.			4 00 p m	4 01 p m	4 06 p m

‡ Daily Except Monday.

JOINT TRACK TIME TABLE.
IN-BOUND TRAINS.

No. of Train.	LINE.	Leave S.B. Bridge.	Leave 16th Street.	Leave 12th Street.	Leave Polk Street.	Enters U.P. Station.
119	C B & Q.			4 23 p m	4 27 p m	4 27 p m
225				4 23 p m	4 27 p m	4 27 p m
159	Penna Co.	4 22 p m	4 25 p m	4 26 p m	4 27 p m	4 30 p m
10	C & A.			4 31 p m	4 35 p m	4 35 p m
224	C B & Q.			4 37 p m	4 38 p m	4 42 p m
28	C & A.	4 47 p m	4 40 p m	4 41 p m	4 42 p m	4 45 p m
39	Penna Co.	4 47 p m	4 50 p m	4 51 p m	4 52 p m	4 55 p m
25	C B & Q.			4 51 p m	4 52 p m	4 56 p m
227				4 51 p m	4 52 p m	4 56 p m
55				5 00 p m	5 01 p m	5 05 p m
121	Penna Co.			5 06 p m	5 07 p m	5 11 p m
229	C B & Q.			5 16 p m	5 18 p m	5 20 p m
38	Penna Co.			5 17 p m	5 18 p m	5 22 p m
5	C B & Q.			5 20 p m	5 21 p m	5 25 p m
226				5 22 p m	5 24 p m	5 27 p m
52	C & A.			5 31 p m	5 35 p m	5 35 p m
231	C B & Q.			5 36 p m	5 38 p m	5 40 p m
122				5 36 p m	5 37 p m	5 40 p m
29				5 37 p m	5 37 p m	5 41 p m
233			Switched in Station.			
228				5 52 p m	5 53 p m	5 57 p m
162	Penna Co.			5 52 p m	5 55 p m	5 57 p m
123	C B & Q.			6 00 p m	6 01 p m	6 05 p m
47				6 05 p m	6 07 p m	6 10 p m
14				6 21 p m	6 25 p m	6 25 p m
125				6 28 p m	6 29 p m	6 33 p m
124				6 42 p m	6 43 p m	6 47 p m
230	Penna Co.	6 52 p m	6 55 p m	6 56 p m	6 57 p m	7 00 p m
161	C B & Q.			7 11 p m	7 15 p m	7 15 p m
127				7 35 p m	7 36 p m	7 40 p m
232				7 40 p m	7 41 p m	7 45 p m
31				8 10 p m	8 11 p m	8 15 p m
4	C & A.			8 31 p m	8 35 p m	8 35 p m
128	C B & Q.			8 55 p m	8 56 p m	9 00 p m
9	Penna Co.	8 52 p m	8 55 p m	8 56 p m	8 57 p m	9 00 p m
1	C & A.	9 02 p m	9 05 p m	9 06 p m	9 07 p m	9 10 p m
129	C B & Q.			9 11 p m	9 15 p m	9 15 p m
3				9 25 p m	9 26 p m	9 30 p m
131				9 46 p m	9 50 p m	9 50 p m
7	Penna Co.	9 47 p m	9 50 p m	9 51 p m	9 52 p m	9 55 p m
4				9 52 p m	9 53 p m	9 57 p m
130	C B & Q.			9 55 p m	9 56 p m	10 00 p m
8	C & A.			10 01 p m	10 01 p m	10 05 p m
49	C B & Q.			10 00 p m	10 01 p m	10 05 p m
50				10 20 p m	10 21 p m	10 25 p m
133				11 11 p m	11 11 p m	11 15 p m
132				11 20 p m	11 21 p m	11 25 p m

TRAINS IN-BOUND—SUNDAY ONLY.

No. of Train.	LINE.	Leave S.B. Bridge.	Leave 16th Street.	Leave 12th Street.	Leave Polk Street.	Enters U.P. Station.
234	C B & Q.		8 40 a m	8 41 a m	8 42 a m	8 45 a m
134			10 05 a m	10 06 a m	10 07 a m	10 10 a m
136			10 10 a m	10 11 a m	10 12 a m	10 15 a m
171	Penna Co.	10 42 a m	10 45 a m	10 46 a m	10 47 a m	10 50 a m
231	C B & Q.			12 30 p m	12 31 p m	12 35 p m
138				1 50 p m	1 51 p m	1 55 p m
238				2 52 p m	2 53 p m	2 54 p m
140				3 55 p m	3 56 p m	4 00 p m
240				5 40 p m	5 41 p m	5 45 p m
44				4 55 p m	5 56 p m	5 57 p m
142				7 20 p m	7 21 p m	7 25 p m
173	Penna Co.	7 17 p m	7 20 p m	7 21 p m	7 22 p m	7 25 p m
242	C B & Q.			7 35 p m	7 36 p m	7 40 p m
46				9 45 p m	9 46 p m	9 50 p m
144				10 50 p m	10 51 p m	10 55 p m

Absence of character indicates Daily Except Sunday.
* Daily Except Saturday and Sunday. † Daily.
‡ Coaches. † Saturday only.

JOINT TRACK TIME TABLE.
OUT-BOUND TRAINS.

No. of Train.	LINE.	Leave U.P. Station.	Leave Polk Street.	Leave 12th Street.	Leave 16th Street.	Leave S.B. Bridge.
6	Penna Co.	2 45 a m	2 48 a m	2 49 a m	2 50 a m	2 53 a m
7	C B & Q.	3 00 a m	3 03 a m	3 04 a m	3 05 a m	
201		6 10 a m	6 13 a m	6 14 a m	6 15 a m	
156	Penna Co.	6 45 a m	6 48 a m	6 49 a m	6 50 a m	6 53 a m
101	C B & Q.	6 45 a m	6 48 a m	6 49 a m	6 50 a m	
203		6 50 a m	6 53 a m	6 54 a m	6 55 a m	
205		7 24 a m	7 27 a m	7 28 a m	7 29 a m	
20	Penna Co.	7 30 a m	7 33 a m	7 34 a m	7 35 a m	7 38 a m
103	C B & Q.	7 45 a m	7 48 a m	7 49 a m	7 50 a m	
207		7 55 a m	7 58 a m	7 59 a m	8 00 a m	
2	C & A.	8 00 a m	8 03 a m	8 04 a m	8 05 a m	8 08 a m
13	C B & Q.	8 30 a m	8 33 a m	8 34 a m	8 35 a m	
209		8 33 a m	8 36 a m	8 37 a m	8 38 a m	
105		8 45 a m	8 48 a m	8 49 a m	8 50 a m	
211		9 33 a m	9 36 a m	9 37 a m	9 38 a m	
213		10 00 a m	10 03 a m	10 04 a m	10 05 a m	
107		10 15 a m	10 18 a m	10 19 a m	10 20 a m	
46	C & A.	11 00 a m	11 03 a m	11 04 a m	11 05 a m	11 08 a m
109	C B & Q.	11 05 a m	11 08 a m	11 09 a m	11 10 a m	
50	Penna Co.	11 30 a m	11 33 a m	11 34 a m	11 35 a m	11 38 a m
11	C B & Q.	11 30 a m	11 33 a m	11 34 a m	11 35 a m	
215		11 53 a m	11 56 a m	11 57 a m	11 58 a m	
* 111		12 05 p m	12 08 p m	12 09 p m	12 10 p m	
73				12 35 p m	12 39 p m	
‡ 135		1 10 p m	1 13 p m	1 14 p m	1 15 p m	
‡ 217		1 12 p m	1 15 p m	1 16 p m	1 17 p m	
27		1 30 p m	1 33 p m	1 34 p m	1 35 p m	
158	Penna Co.	2 00 p m	2 03 p m	2 04 p m	2 05 p m	2 08 p m
* 21	C B & Q.	2 10 p m	2 13 p m	2 14 p m	2 15 p m	
219		2 25 p m	2 28 p m	2 29 p m	2 30 p m	
6	C & A.	2 30 p m	2 33 p m	2 34 p m	2 35 p m	2 38 p m
113	Penna Co.	3 00 p m	3 03 p m	3 04 p m	3 05 p m	3 08 p m
118	C B & Q.	3 15 p m	3 18 p m	3 19 p m	3 20 p m	
221		3 25 p m	3 28 p m	3 29 p m	3 30 p m	
115		4 05 p m	4 08 p m	4 09 p m	4 10 p m	
223		4 10 p m	4 13 p m	4 14 p m	4 15 p m	
160	Penna Co.	4 30 p m	4 33 p m	4 34 p m	4 35 p m	4 38 p m
9	C B & Q.	4 40 p m	4 43 p m			