

# JOINT TIME TABLE No. 213

OF THE  
**Lake Shore & Michigan Southern R'y**  
AND  
**Chicago, Rock Island & Pacific R'y**  
BETWEEN

# CHICAGO AND ENGLEWOOD

CENTRAL TIME

**In Effect Sunday, June 22, 1913**  
**AT 12.01 O'CLOCK A. M.**

In Connection with Current Time Tables of the  
**LAKE SHORE & MICHIGAN SOUTHERN RAILWAY**  
AND  
**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY**  
For the Government and Information  
of Employes Only.

The following Electric Block Signal System Rules will govern between Archer Avenue and 59th Street:

This System consists of Home and Distant Disc Signals, governing the movement of trains on tracks 3 and 4, which will be considered main tracks, and located on Signal Bridges directly over the tracks they govern.

The Home Signal is located on the top chord of the bridge at the entrance of the block which it governs, and the Distant Signal is located on the lower chord of the bridge and indicates the condition of the two block sections next in advance of the Signals. The Home Signal indicates "Stop" when displaying a red disc by day and a red light by night. The Distant Signal indicates "Caution" when displaying a yellow disc by day and a yellow light by night. The Home and Distant Signals indicate "Proceed" when disc is absent by day or a green light is displayed by night. When the Home or Distant Signal is at "Proceed," a small portion of the disc will be visible at the upper left-hand edge of the opening in the signal case showing that the disc is there and connected with the signal instrument.

The Signal Bridges are located as follows:

Archer Avenue	35th Street;	47th Street;
25th Street;	39th Street;	50th Street;
29th Street;	Root Street;	53d Street
32d Street;	44th Street;	57th Street.

Each Signal is connected with the switches in the Block Section or Sections governed by it, and an open switch in any Section will cause the Home Signal for that Section to show "Stop" and the Distant Signals at the entrance to that Section and the Section next back of it to show "Caution."

When a Home Disc Signal indicates "Stop" trains or engines must stop at or before reaching the signal and after having stopped may proceed with caution, expecting to find the block occupied, a switch open or the track broken or obstructed.

A Train finding a Distant Signal at "Caution" may pass it, expecting to find the next Home Signal in advance at "Stop."

Visual Indicators or Miniature Signals are located at switches leading from or to the main tracks. These miniature signals work in conjunction with the Automatic Block Signals and show red when there is a train in either of the two block sections next in advance of it.

They are located as follows:

- For Cross-overs between main tracks opposite each switch of Cross-over.
- For Cross-overs between tracks 2 and 3, opposite switch in track 2.
- For Cross-overs between tracks 4 and 5, opposite switch in track 5.

They display a red disc as follows:

- At switches in tracks 2 and 4, when a train is approaching on track 3.
- At switches in tracks 3 and 5, when a train is approaching on track 4.

A Train on any track must not move any switch in that track for a movement to or across main tracks when the Indicator at such switch shows red, unless protected as prescribed in General Rule 99.

Automatic (semaphore) block signals between Polk Street and 16th Street, Chicago.

Northward signals, governing track No. 3, are located as follows:

- Home block and distant block signals, number 153, located on mast above track No. 3 on second signal bridge north of 16th Street interlocking station.
- Home block and distant block signals, number 143, on right-hand mast of bracket pole located 420 feet south of 12th Street viaduct.
- Home block signal located on first signal bridge north of 12th Street viaduct above track No. 3.

Southward signals, governing track No. 4, are located as follows:

- Three-arm mast located over track No. 4 on second signal bridge north of 12th Street viaduct.
- The top, an absolute arm, will govern movements to first signal bridge north of 12th Street viaduct.
- Lower arm will govern cross-over from track 4 to track 5 just south of the signal bridge, or slow speed for track 4.

On first signal bridge north of 12th Street viaduct, the top, an absolute arm, will govern movements on track No. 4 to the next home block signal located south of 12th Street. This signal, however, must not be passed while in a STOP position, as it also protects cross-over movement from track 5 to track 4 south of the signal.

Home block signal, located on bracket pole, 600 feet south of 12th Street viaduct, will govern movements on track 4 to first signal bridge south of 12th Street viaduct; number of signal, 144.

Conductors must promptly report to Superintendent delays caused by Signals, giving number of Signal.

The absence of a Signal Light or an improperly displayed Signal must be regarded as a "Stop" Signal in the case of a Home Signal and a "Caution" Signal in the case of a Distant Signal.

When a train is stopped or speed reduced at any point in a block, it must be protected as prescribed in General Rule 99. It must be understood that Block Signals in no way relieve trainmen of the responsibility of protecting their trains when delayed on Main Track.

**Foreign Engines will not be allowed to enter on the tracks of these Companies between Chicago and Englewood between the hours of 6.30 and 9.30 a.m. and 4.00 and 7.45 p.m. and they will be required to leave before 6.30 a.m. and 4.00 p.m.**

## RULES

1. Conductors of passenger trains will report to their Superintendent the number of any engine or train obstructing or delaying their movements.

2. Trains or engines must not pass between a station and a standing train receiving or discharging passengers, until the track is known to be clear. Northward trains will have preference at platforms between Midnight and Noon; southward trains between Noon and Midnight.

3. All trains must run under control between 16th Street and La Salle Street Station. "Under control" is defined to mean being able to stop within the distance track is seen to be clear.

4. Engineers or pilots handling trains within train shed must so control their movements as to stop within their range of vision as the responsibility for striking cars within the train shed rests entirely with the approaching train.

5. The speed of passenger trains must not exceed the following rate:—  
Around curves near 22d Street, 20 miles per hour.  
Through cross-overs and connections, La Salle Street Station Yard, 10 miles per hour.

Lake Shore tracks 1 and 2 will be used as follows:

**Between Root Street and Englewood—**

Track 1 by Northward L. S. & M. S. freight trains.  
Track 2 by Southward L. S. & M. S. freight trains.

**Track 2 between Root and 14th Streets—**

From 10 P. M. until 7:30 A. M. by Northward L. S. & M. S. trains.  
From 7:30 A. M. until 9 A. M. by Southward L. S. & M. S. trains.  
From 9 A. M. until 2 P. M. by Northward L. S. & M. S. trains.  
From 2 P. M. until 10 P. M. by Southward L. S. & M. S. trains.

**Track 2 between Polk Street and 14th Street—**

From 7:30 A. M. until 9 A. M. by Southward L. S. & M. S. trains.

7. C. R. I. & P. tracks 5 and 6 will be used as follows, except as otherwise directed by order:

**Track 5 between 16th and Root Streets—**

From 8 P. M. until 7 A. M. by Northward C. R. I. & P. trains.  
From 7 A. M. until 9 A. M. by Southward C. R. I. & P. trains.  
From 9 A. M. until 4:45 P. M. by Northward C. R. I. & P. trains.  
From 4:45 P. M. until 8 P. M. by Southward C. R. I. & P. trains.

**Track 5 between Englewood and Root Street—**

Will be used by Northward trains.

**Track 6 between Root Street and Englewood—**

Will be used by Southward trains.

8. Trains or engines using tracks 1, 2, 5 and 6 must be under control approaching cross-overs where engines or trains may be switching on these tracks.

9. A train on automatic block territory stopped by a burning red fusee may proceed under control to the next block signal, expecting to find the block occupied. When burning yellow, it is a caution signal.

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

**T. H. BEACOM,**  
Ass't Gen'l Manager C. R. I. & P. R'y.

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

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

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

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

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

**P. L. HART,**  
Pasg'r Train Master C. R. I. & P. R'y.

**G. M. BROKER,**  
Ass't Train Master L. S. & M. S. R'y.

# FROM CHICAGO

## PASSENGER TRAINS

TRAIN No.	Leave Chicago	Leave 16th St.	Leave 31st St.	Leave Root St.	Arrive Englewood
C. & E. I. 23*	AM 12.01	AM 12.04	AM 12.07	AM 12.10	AM 12.15
R. I. 101*	12.20	12.23	12.26	12.29	12.35
R. I. 17*	1.45	1.48	1.50	1.52	1.57
R. I. 217*	2.00	2.03	2.05	2.07	2.12
C. & E. I. 7*	2.53	2.56	3.00	3.03	3.08
L. S. 32*	3.00	3.03	3.06	3.08	3.12
L. S. 250†	5.30	5.33	5.37	5.40	5.45
L. S. 240*	5.42	5.45	5.49	5.52	5.57
L. S. 204†	5.45	5.48	5.52	5.55	5.59
L. S. 202†	5.52	5.55	5.58	6.01	6.06
R. I. 103†	6.10	6.13	6.16	6.19	6.25
L. S. 208†	6.30	6.33	6.37	6.40	6.45
R. I. 105†	6.35	6.38	6.41	6.44	6.54
L. S. 2†	6.45	6.48	6.52	6.54	7.00
R. I. 109†	6.55	6.58	7.01	7.03	7.08
R. I. 215*	7.00	7.03	7.06	7.09	7.15
R. I. 111†	7.20	7.23	7.26	7.28	7.34
C. I. & S. 110†	7.23	7.31	7.34	7.37	7.43
L. S. 208*	7.35	7.38	7.42	7.45	7.50
R. I. 113†	7.40	7.43	7.46	7.49	7.55
C. & E. I. 1*	7.45	7.48	7.52	7.55	8.00
R. I. 115*	8.05	8.08	8.11	8.14	8.20
L. S. 4*	8.25	8.28	8.31	8.33	8.37
L. S. 242*	8.27	8.30	8.34	8.37	8.42
R. I. 1*	8.35	8.38	8.40	8.42	8.47
R. I. 119*	8.40	8.43	8.47	8.50	8.55
L. S. X-4*	8.45	8.48	8.51	8.54	9.00
R. I. 121†	8.55	8.58	9.01	9.04	9.10
L. S. 12*	9.00	9.03	9.06	9.09	9.14
R. I. 201*	9.10	9.13	9.15	9.17	9.22
L. S. 210*	9.20	9.23	9.27	9.30	9.35
R. I. 123*	9.32	9.35	9.38	9.41	9.47
R. I. 7*	10.00	10.03	10.05	10.07	10.12
L. S. 6*	10.15	10.18	10.21	10.23	10.27
R. I. 125*	10.25	10.28	10.31	10.34	10.40
L. S. 10*	10.30	10.34	10.37	10.39	10.44
N. P. 102*	10.35	10.39	10.42	10.46	10.50
C. & E. I. 9†	10.40	10.43	10.46	10.49	10.55
L. S. 244*	10.45	10.48	10.52	10.55	11.00
R. I. 127*	11.20	11.23	11.26	11.29	11.38
C. & E. I. 21*	11.35	11.38	11.41	11.44	11.50
R. I. 129*	11.45	11.48	11.51	11.54	12.00
L. S. 212*	PM 12.01	PM 12.04	PM 12.08	PM 12.11	PM 12.16
R. I. 131*	12.15	12.18	12.21	12.24	12.30
C. & E. I. 93*	12.30	12.33	12.37	12.40	12.45
L. S. 26*	12.40	12.43	12.46	12.48	12.53
R. I. 21*	1.00	1.03	1.06	1.09	1.15
R. I. 261a	1.05	1.08	1.11	1.14	1.20
R. I. 263a†	1.15	1.18	1.21	1.24	1.30
R. I. 135†	1.30	1.33	1.36	1.39	1.45
L. S. 16*	1.40	1.43	1.47	1.49	1.55
L. S. 246*	1.42	1.45	1.49	1.53	1.57
R. I. 137*	2.05	2.08	2.11	2.14	2.20
N. P. 104*	2.32	2.36	2.39	2.42	2.46
R. I. 139†	2.35	2.38	2.41	2.44	2.50
L. S. 14*	3.00	3.03	3.07	3.10	3.15
R. I. 263a	3.02	3.05	3.08	3.11	3.16
R. I. 141*	3.03	3.06	3.09	3.12	3.18
L. S. 214*	3.05	3.08	3.12	3.15	3.20
L. S. 216†	3.50	3.53	3.57	4.00	4.05
R. I. 19*	4.00	4.03	4.05	4.07	4.12
R. I. 143*	4.05	4.08	4.11	4.14	4.20
L. S. 218†	4.12	4.15	4.19	4.22	4.27
R. I. 265a	4.30	4.33	4.35	4.38	4.45
L. S. 176*	4.35	4.38	4.42	4.45	4.50
R. I. 145*	4.40	4.43	4.47	4.49	4.55
R. I. 147*	4.45	4.48	4.51	4.54	5.00
C. I. & S. 112†	4.50	4.53	4.57	5.00	5.05
C. & E. I. 3*	4.55	4.58	5.01	5.04	5.10
R. I. 149*	5.00	5.03	5.06	5.09	5.13
L. S. 220*	5.06	5.09	5.12	5.14	5.18
R. I. 225†	5.08	5.11	5.14	5.16	5.20
L. S. 222†	5.10	5.13	5.15	5.18	5.22
R. I. 151†	5.12	5.15	5.17	5.20	5.24
R. I. 153†	5.15	5.18	5.21	5.24	5.30
R. I. 155†	5.23	5.26	5.29	5.32	5.37
L. S. 30*	5.25	5.28	5.31	5.34	5.39
R. I. 157†	5.28	5.31	5.34	5.37	5.43
L. S. 22*	5.30	5.33	5.36	5.40	5.45
R. I. 159*	5.35	5.38	5.41	5.44	5.50
R. I. 231*	5.44	5.47	5.49	5.51	5.56
R. I. 161†	5.46	5.49	5.52	5.54	6.01
L. S. 230†	5.48	5.51	5.55	5.57	6.03
L. S. 224*	5.50	5.53	5.57	6.00	6.05
R. I. 163†	5.53	5.56	5.59	6.02	6.07
R. I. 13*	6.00	6.03	6.05	6.07	6.12
R. I. 165†	6.03	6.06	6.09	6.12	6.17
C. I. & S. 120†	6.05	6.08	6.12	6.15	6.20
R. I. 11*	6.10	6.13	6.15	6.17	6.22
L. S. 226*	6.15	6.18	6.21	6.24	6.29
R. I. 167†	6.18	6.21	6.24	6.27	6.33
C. & E. I. 5*	6.20	6.23	6.27	6.30	6.35
R. I. 169*	6.30	6.33	6.36	6.38	6.45
R. I. 171†	6.50	6.53	6.56	6.59	7.05
R. I. 173*	7.30	7.33	7.36	7.39	7.45
R. I. 175*	7.45	7.48	7.51	7.53	7.58
L. S. 20*	8.20	8.23	8.27	8.30	8.35
L. S. 36*	8.30	8.33	8.37	8.40	8.45
R. I. 177*	8.45	8.48	8.51	8.54	9.00
R. I. 3*	9.00	9.03	9.05	9.07	9.12
C. & E. I. 95*	9.10	9.13	9.17	9.19	9.25
C. & E. I. 25*	9.20	9.23	9.27	9.30	9.35
N. P. 106*	9.40	9.43	9.47	9.50	9.55
R. I. 179*	9.45	9.48	9.51	9.54	10.00
R. I. 9*	10.00	10.03	10.05	10.07	10.12
R. I. 5*	10.30	10.33	10.35	10.37	10.42
R. I. 181*	10.45	10.48	10.51	10.54	11.00
L. S. 34*	11.10	11.14	11.17	11.20	11.25
R. I. 183*	11.25	11.28	11.31	11.34	11.40
R. I. 29*	11.30	11.34	11.37	11.40	11.45
L. S. 28*	11.32	11.36	11.39	11.42	11.46
L. S. 248*	11.35	11.38	11.42	11.45	11.50
C. I. & S. 114*	11.45	11.48	11.51	11.54	11.59
TRAIN No.	Leave Chicago	Leave 16th St.	Leave 31st St.	Leave Root St.	Arrive Englewood

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

# TO CHICAGO

## PASSENGER TRAINS

TRAIN No.	Leave Englewood	Leave Root St.	Leave 31st St.	Leave 16th St.	Arrive Chicago
L. S. 43*	AM 1.05	AM 1.10	AM 1.12	AM 1.15	AM 1.20
R. I. 230*	5.55	6.00	6.02	6.05	6.15
R. I. 104†	6.10	6.15	6.18	6.21	6.25
L. S. X3*	6.15	6.20	6.22	6.25	6.30
R. I. 30*	6.30	6.36	6.38	6.41	6.50
R. I. 106*	6.38	6.42	6.45	6.48	6.52
C. & E. I. 26*	6.40	6.44	6.47	6.50	6.54
C. & E. I. 94*	6.43	6.48	6.51	6.54	6.58
L. S. 37*	6.45	6.50	6.52	6.56	7.00
L. S. 203†	6.57	7.01	7.04	7.07	7.12
R. I. 110†	7.02	7.07	7.10	7.13	7.17
C. I. & S. 111*	7.05	7.10	7.13	7.16	7.20
R. I. 6*	7.06	7.12	7.15	7.19	7.25
R. I. 112†	7.12	7.18	7.21	7.24	7.27
L. S. 253*	7.15	7.20	7.23	7.26	7.30
L. S. 3*	7.25	7.30	7.33	7.36	7.40
R. I. 114†	7.27	7.32	7.35	7.38	7.42
N. P. 105*	7.29	7.34	7.37	7.40	7.44
L. S. 1*	7.30	7.34	7.37	7.40	7.45
C. & E. I. 24*	7.31	7.36	7.39	7.42	7.46
R. I. 118†	7.33	7.38	7.41	7.44	7.48
L. S. 29†	7.35	7.40	7.43	7.46	7.50
R. I. 116†	7.38	7.43	7.46	7.49	7.53
L. S. 5*	7.44	7.49	7.51	7.54	7.59
L. S. 209†	7.48	7.53	7.56	7.59	8.03
R. I. 120*	7.50	7.55	7.58	8.01	8.05
L. S. 207†	7.52	7.57	7.59	8.02	8.07
R. I. 14*	7.54	8.00	8.02	8.05	8.09
R. I. 122†	7.59	8.05	8.08	8.11	8.14
R. I. 124†	8.03	8.08	8.11	8.14	8.18
R. I. 12*	8.05	8.11	8.14	8.17	8.20
R. I. 126†	8.10	8.15	8.19	8.21	8.25
R. I. 128*	8.19	8.25	8.28	8.31	8.35
R. I. 20*	8.20	8.26	8.29	8.32	8.37
R. I. 130†	8.28	8.33	8.36	8.39	8.43
R. I. 132†	8.32	8.37	8.39	8.41	8.45
R. I. 134†	8.45	8.50	8.53	8.56	9.00
L. S. 211*	8.48	8.53	8.55	8.58	9.03
R. I. 136*	9.00	9.05	9.08	9.11	9.15
R. I. 138†	9.20	9.25	9.28	9.31	9.35
C. & E. I. 6*	9.23	9.28	9.31	9.34	9.38
L. S. 25*	9.25	9.29	9.32	9.35	9.45
L. S. 213*	9.32	9.37	9.39	9.42	9.46
R. I. 140*	9.34	9.39	9.41	9.43	9.47
R. I. 236†	9.36	9.41	9.44	9.47	9.50
L. S. 175*	9.55	10.00	10.02	10.06	10.10
R. I. 144*	10.00	10.05	10.08	10.11	10.15
R. I. 4*	10.25	10.30	10.33	10.36	10.45
R. I. 146*	10.40	10.45	10.48	10.51	10.55
C. I. & S. 113*	11.00	11.05	11.08	11.11	11.15
L. S. 215*	11.13	11.18	11.20	11.24	11.28
C. & E. I. 4*	11.15	11.21	11.24	11.27	11.30
R. I.					