

CHICAGO & AURORA RAIL ROAD.

TIME CARD NO. 4.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

To take effect on and after Monday, August 14th, 1854.

TRAINS WESTWARD.

TRAINS EASTWARD.

Freight Train.	Express Mail.	Passenger.	Miles	Miles	Passenger.	Freight.	Express Mail.
6.45 Leave A. M.	8.55 Leave A. M.	4.15 Leave P. M.	104	10.30 Arrive.	4.35 Arrive.	9.00 Arrive.	
6.58		4.20 Meet Fr't.	2			4.20 Mt. Pass & DP	
6.32	6.15	4.30	8	10.12	3.55 Meet B. P.	8.40	
6.58	6.32	4.47	16		3.18	8.22	
7.17	6.45 Meet Pass.	4.57	20	9.42 Meet Pass.	2.38	8.12	
7.30	6.50 Meet B. P.	5.03	23		2.42	8.05	
7.44 Meet D. P.	6.55	5.09	25	9.30	2.80 Meet R. Fr't.	7.58	
7.57	10.00	5.15	27	9.24 Meet G. Pass.	2.20	7.52	
8.11	10.05	5.20 Meet B. Pass.	30		2.10	7.45	
8.56 Meet Pass.	10.30	5.35	36	8.55 Meet Fr't.	1.15	7.25	
9.45	11.00	5.00	43	8.40	12.30	7.00	
	11.01	5.05		8.35		6.50	
9.55	11.08	5.10	46	8.30	12.00	6.45	
10.05	11.12	5.15	48	8.25	11.40	6.40	
10.25	11.20 Meet Freight	5.30 Meet Pass.	51	8.15	11.20 Meet Pass.	6.30 Meet Pass.	
10.50 Meet Fr't	11.40	5.50	57	8.00	10.50 Meet Fr't.	6.15	
11.15	11.55	7.00	62	7.45	10.15	6.00	
11.40	12.05 P. M.	7.12	65	7.35	9.45	5.50	
12.30 P. M. mt. pas.	12.30 Pass Fr't	7.32	71	7.20	9.05	5.30	
1.20	12.50	7.50	78	7.00	8.15	5.10	
2.20	1.10	8.20	80	6.35	7.15	4.45	
3.50 Arrive	2.00 Arrive.	9.00 Arrive.	104	5.30 A. M. leave.	6.00 A. M. leave.	4.00 P. M. leave.	

Trains meet and pass at Stations marked by FULL FACE FIGURES.

SIGNALS.

1. A Red Flag by day, or Red Lantern by night, upon an Engine, indicates that another Engine is to follow it, out of the regular train, and must be waited for as a regular passenger train.
2. A Red Flag by day, or a Lantern by night, waved upon the track, signifies that a train must come to a full stop.
3. A Stationary Red Flag signifies that the track is not in perfect order and must be run over with great caution.
4. A Red Signal Light must be exhibited on the rear car of each train in the night time, until the train arrives at its destination.
5. One Puff of the Steam Whistle is the signal to Brake. Two Puffs of the Steam Whistle is the signal to Loose the Brakes. And three Puffs is the signal to Back.
6. One stroke of the Bell, Stop. Two Strokes of the Bell, Go Ahead. And three strokes of the Bell, Back.

RULES FOR RUNNING TRAINS.

1. No Train will, under any circumstances, leave a Station before its time specified in time table as regulated by the standard time at the Chicago Ticket office.
2. Trains moving West have the right to the Road over trains of same class moving East, after waiting five minutes beyond their own time at passing Stations and will leave each succeeding Station five minutes behind their regular time until the approaching train is passed.
3. Freight Trains will keep ten minutes out of the way of Passenger Trains.
4. Gravel and Construction Trains will in all cases keep ten minutes out of the way of Passenger and Freight Trains.
5. Any Train following a Passenger Train will proceed with great care, keeping at least one mile in the rear of it.
6. Trains moving East will have the right to the road over Trains of same class, after waiting thirty-five minutes at passing Station, and will leave each succeeding Station thirty-five minutes behind its regular time, until the delayed Train is passed; five minutes of the above time must be allowed for safety, and not to be used by either Train. This rule will apply only to Trains upon the C. & A. M. R.
7. The Conductor will have entire charge and control of the Train and all persons employed upon it, and is responsible for its movements while on the Road; he will be at the Station twenty minutes before the time designated to leave; will allow no one to stand on the platform of the Cars while in motion, except the Drakeman.
8. Engineers on approaching a Station or Road Crossing will sound the Whistle and ring the Bell at least 50 rods before crossing any road. Pass Stations and Crossings cautiously, and at a rate of speed not exceeding 12 miles per hour.
9. Engineers will allow no person to ride on their Engines, except permission is given by the Superintendent, Master Mechanic, or Road Master.
10. When two or more Engines are running in company, all but the last one must carry a Red Flag in the day and a Red Light at night; the forward one must not leave a Station until they are all in sight. Trains meeting an Engine with a Red Flag or Light, must wait and pass them all at the same point.
11. No Extra Engine will be allowed to pass over any portion of the road unless following a Regular Train, except by permission of the Superintendent.
12. Trains having occasion to stop on the road will stop where the view is long and clear, keeping signals out in such a position as to guard against the possibility of a collision with other Trains.
13. In any case where there is room for doubt as to the right of the road, or the safety of proceeding from any cause, adopt the safe course, keeping signals far enough in both directions to obviate any danger.
14. In all cases, by night or by day, when repairing the track so as to obstruct or endanger the passing of a Train, a Red Flag or Lantern, as the case may be, must be placed on the track, so as to be seen by any approaching train at least one half mile each way from the place of danger.
15. The Track must be kept clear of all obstructions; no cars allowed to stand on the main track unless in charge of proper persons to see the track is clear at least twenty minutes before a train is due, and nothing allowed to be piled within four feet of the track.
16. Trains while running upon the Galena and Chicago Union road, will be governed by the running rules of said Company. Particular attention is called to Rule 6.
17. Conductors will collect fare of all Passengers not having a pass from proper authority, unless otherwise ordered by Superintendent.

WALTER S. JOHNSON, Superintendent.

Chicago, August 10, 1854