

SAFETY

IS YOUR PERSONAL

RESPONSIBILITY

OBEY-THE-RULES



SAFETY FIRST

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

TIME TABLE No. 11

Effective 12:01 A. M. Sunday, July 8, 1956

Central Standard Time

Supersedes Time Table No. 10

DESTROY FORMER TIME TABLES

For the information of EMPLOYEES only

Note Carefully Important Changes in Foot-
notes, General and Special Instructions.

R. S. HOBSON

General Superintendent

Joliet, Illinois

F. T. BRANDT

Superintendent Joliet Division

Joliet, Illinois

M. R. JOYCE

Superintendent Gary Division

Gary, Indiana

F. H. HERROLD

Superintendent Gary Mill Division

Gary, Indiana

COMPANY SURGEONS

| LOCATION | NAME | OFFICE AND TELEPHONE | RESIDENCE AND TELEPHONE |
|---------------------|---|--|---|
| Chicago..... | R. J. Bennett, M.D., Chief Surgeon..... | 208 S. LaSalle St. Randolph 6-7236 | 8910 S. Hamilton Cedarcrest 3-4658 |
| | N. C. Meyer, M.D., Ass't. to Chief Surgeon..... | 208 S. LaSalle St. Central 6-1356 | 1567 W. 100th Pl. Hilltop 5-4334 |
| Joliet..... | W. A. Meadows, M.D..... | 900 State St. Lockport, Ill. Lockport 1160 | Romeo Road Lockport, Ill. 861-R |
| Gary..... | J. C. Donchess, M.D..... | 215 Broadway Turner 2-6255 | 578 Broadway Turner 5-7521 |
| South Chicago..... | C. R. Zeiss, M.D..... | 8801 S. Mackinaw Ave. South Chicago 8-4000 | 9944 S. Oakley Beverly 8-6388 |
| Waukegan..... | G. Dangremond, M.D..... | 4 S. Genesee St. Majestic 3-0045 | 345 Prospect Lake Bluff 2947 |
| Barrington..... | E. A. Kleinwachter, M.D..... | 125 E. Main St. 705 | 125 E. Main St. 705 |
| Elgin..... | S. L. Gabby, M.D..... | 101 N. Spring St. Sherman 1-5500 | 936 South St. Sherman 1-0254 |
| West Chicago..... | W. C. Perkins, M.D..... | 123 Galena St. 260 | 523 Ingaltton 426 |
| Aurora..... | Dreyer Denny Clinic..... | Graham Building 4601 | |
| Plainfield..... | B. J. Wallin, M.D..... | 403 Lockport St. 7-2782 | 217 Joliet Rd. 7-4481 |
| Chicago Heights.... | F. H. Kampe, M.D..... | 18 Illinois St. Skyline 5-0272 | 1204 Ashland Skyline 5-1566 |
| Griffith..... | J. M. Siekierski, M.D..... | 145 N. Griffith Blvd. Temple 8-1340 | 445 N. Broadway Temple 8-1300 |
| | R. J. Purcell, M.D..... | 145 N. Griffith Blvd. Temple 8-1340 | 300 N. LaFayette St. Temple 8-2693 |
| Hobart..... | J. G. Markle, M.D..... | 201 Main St. Main 98 | Route 51 Main 98 |
| Chesterton..... | H. C. Ashmore, M.D..... | 139 Calumet Rd. 4675 | 317 Bowser 9360 |
| Hammond..... | B. W. Chidlaw, M.D..... | 5141 Hohman Westmore 3-0291 | 29 Wildwood Rd. Westmore 2-2012 |
| East Chicago..... | J. A. Teegarden, Jr., M.D..... | 1919 E. Columbus Dr. 1805 | 7204 Woodmar, Hammond Tildon 4-0783 |
| Whiting..... | T. J. Smith, M.D..... | 1900 Indianapolis Ave. 41 | 1531 Roberts 1045 |

Dr. Theodore J. Smith, located at Standard Oil Company Hospital, Whiting, will render "First Aid" to E. J. & E. employes injured at Whiting. Serious cases are to be sent to the Mercy Hospital at Gary.

WHEN AMBULANCE OR PULMOTOR IS REQUIRED

At East Joliet:

Monday through Friday 8:00 A.M. to 4:30 P.M. call E. J. & E. switchboard (dial "O", or if outside, Joliet 5321) at all other times call Chief Train Dispatcher (dial 213, or if outside, Joliet 4010) stating at what Ambulance Station it is required. Then go or send someone immediately to that station to meet and direct Ambulance or Pulmotor squad.

Should it be necessary to send Ambulance or Pulmotor squad to a point not reached by ambulance stations complete directions must be given to the switchboard operator or Chief Train Dispatcher.

Stretchers for handling injured persons are located in East Joliet at yardmen's buildings west end of yard and east end of yard, also basement of General office building Maple Road, and in yardmaster's office in Mill Yard at Joliet.

AMBULANCE STATIONS

At East Joliet:

- No. 1—Jackson Street, east side of track and south of viaduct.
- No. 2—Southeast gate between Ridgewood and Elgin Avenues, Maple Road.
- No. 3—General Office Building, Maple Road.
- No. 4—Draper Avenue, east of steel car shop.
- No. 5—East side of tracks on Meeker Avenue.
- No. 6—West side of tracks on Meeker Avenue.
- No. 7—North side of Jackson Street, just east of Abe Street.
- No. 8—West side of yard, just north of Jackson Street.

When necessary to call an ambulance for an injured person in the vicinity of Hartsdale or Griffith, call:

Johnston & Royce Funeral Home
242 No. Griffith Blvd.
Griffith, Indiana
Telephone TEmple 8-6543

When ambulance is required at South Chicago call:

Local 337—Emergency Station.

When it is necessary to call ambulance at Gary:

Monday through Friday, except Legal Holidays, 8:00 A.M. to 4:30 P.M., call E. J. & E. Switchboard (dial "O", or if outside, telephone Gary, Turner 5-8461.

At other times dial 291 or 292, or if outside, telephone Gary, Turner 3-0381 requesting local 321-322 or 323 giving station number where ambulance is required and request that Dr. Donchess be notified. Arrange for some one to meet ambulance at designated station directing driver thereof to desired location.

Ambulance Station Numbers are as follows:

- Station 1—Broadway Gate of Steel Corp.; Steel Corp. Local Telephone 320.
- Station 2—Virginia Street Gate of Steel Corp.; Steel Corp. Local Telephone 379.
- Station 3—Gary Sheet Mill Gate-Sheet & Tin Mill Local Telephone 230 or 222.
- Station 4—Gary Tin Mill Gate-Sheet & Tin Mill Local Telephone 331.
- Station 5—Section Tool House on Roadway north of West End Yard Office.
- Station 6—North of Kirk Yard Round House at Kirk Yard Store House.
- Station 7—Round House Office—Kirk Yard.
- Station 8—East End Yard Office Building—Kirk Yard.

After calling ambulance, if ambulance is directed to U. S. Steel Corp. or Gary Sheet & Tin Mill, call Gate at designated Station and notify Watchman as to the exact location where ambulance is needed. Watchman will accompany ambulance.

SAFETY DEPARTMENT

- L. C. Hahney.....Director of Safety, Joliet
- L. E. McKimmey.....Train Rules Examiner, Joliet
- O. E. Warren.....Safety Inspector, Joliet
- G. V. Burgess.....Safety Inspector, Gary
- A. H. Cogswell.....Safety Inspector, Gary
- R. Dunbar.....Safety Inspector, South Chicago

CLAIM DEPARTMENT

- V. S. Adkins.....General Claim Agent, Chicago
- H. E. Pasold.....Division Claim Agent, Joliet
- N. B. Wright.....Division Claim Agent, Gary
- H. T. Fortner, Jr.....Division Claim Agent, South Chicago

JOLIET DIVISION—WESTERN SUBDIVISION—WAUKEGAN TO EAST JOLIET

| Train Order and Telephone Stations | Capacity of Station Tracks | Capacity of Sidings | Distance From Waukegan | TIME TABLE No. 11 | | EASTWARD | | | | |
|---|----------------------------|---------------------|------------------------|----------------------|----------|--------------------|------------------|----------------|----------------|---------------------------|
| | | | | JULY 8, 1956 | | SECOND CLASS | | | | THIRD CLASS |
| | | | | | | 4 | 6 | 10 | 12 | 18 |
| | | | | | | Freight | Freight | Freight | Freight | Loc. Frt. |
| | | STATIONS | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | |
| | | | | Leave | AM | AM | PM | PM | | |
| ..... | DN TO P | Yard |  | ..... | 3 30 | 9 45 | 1 00 | 8 15 | ..... | 6 45 |
| ..... | P | 53 | 42 | 3.60 | 3 45 | 10 00 | 1 10 | 8 30 | ..... | 6 55 |
| ..... | DN TO P | ..... |  | 5.99 | 3 50 | 10 05 | 1 15 | 8 35 | ..... | 7 00 |
| ..... | DN TO P | 106 | Westward 220 | 7.51 | 4 00 | 10 15 | 2 00 | 8 45 | ..... | 7 05 7 20 ³ |
| ..... | DN TO P | 74 | 85 | 12.81 | 4 15 | 10 30 | 2 15 | 9 00 | ..... | 7 40 |
| ..... | D* TO P | 53 | 77 | 19.86 | 4 35 | 1050 ¹⁷ | 2 35 | 9 20 | ..... | 8 05 |
| ..... | DN TO P | 86 | 91 | 23.77 | 4 45 | 11 00 | 245 ⁵ | 9 30 | ..... | 8 30 |
| ..... | P | 12 | 79 | 29.25 | 5 00 | 11 15 | 3 00 | 9 45 | ..... | 8 45 |
| ..... | DN TO P | 250 | Westward 142 | 35.45 | 5 15 | 11 30 | 3 15 | 10 00 | ..... | 9 00 |
| ..... |  | 55 | | 37.63 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | P | ..... |  | 39.53 | 5 25 | 11 40 | 3 25 | 10 10 | ..... | 9 10 |
| ..... | P | ..... |  | 42.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | DN TO P | 113 | ..... | 43.79 | 5 35 | 11 50 | 3 35 | 10 25 | ..... | 9 45 |
| ..... |  |  |  | 50.31 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | P | 118 | 97 | 50.89 | 5 50 | 12 05 | 3 50 | 10 40 | ..... | 10 10 |
| ..... | P | ..... | 72 | 52.45 | 5 55 | 12 10 | 3 55 | 10 45 | ..... | 10 15 |
| ..... | P | 17 | 124 | 54.16 | 6 00 | 12 15 | 4 00 | 10 50 | ..... | 10 25 |
| ..... | P | 42 | Westward { | 60.15 | 6 10 | 12 25 | 4 10 | 11 00 | ..... | 10 40 |
| ..... | DN TO P | 9 | 320 } | 63.18 | 6 15 | 12 30 | 4 15 | 11 05 | ..... | 10 50 |
| ..... | Des P | 33 | ..... | 63.66 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | P | 119 | ..... | 64.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | P | ..... |  | 67.06 | 6 25 | 12 40 | 4 25 | 11 15 | ..... | 11 00 |
| ..... | P | ..... |  | 69.62 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | DN TO P | 77 | ..... | 70.71 | 6 35 | 12 50 | 4 35 | 11 25 | ..... | 11 10 |
| ..... | P | Yard | ..... | 73.08 | 7 00 | 1 15 | 5 00 | 11 45 | ..... | 11 30 |
| | | | | | Arrive | AM | PM | PM | PM | AM |
| *Closed on Saturdays, Sundays and Holidays. | | | | | 4 | 6 | 10 | 12 | 18 | |
| | | | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | |

JOLIET DIVISION—WESTERN SUBDIVISION—EAST JOLIET TO WAUKEGAN

| Railroad Connections | Train Order and Telephone Stations | Station Numbers | Distance From East Joliet | TIME TABLE No. 11 | | WESTWARD | | | | | | |
|--|------------------------------------|-----------------|---------------------------|----------------------------|---------------------------|---------------------------|--------------|--------------|---------------|-------------|---------------------------|-------------------|
| | | | | JULY 8, 1956 | | SECOND CLASS | | | | THIRD CLASS | | |
| | | | | STATIONS | | 3 Freight | 5 Freight | 9 Freight | 11 Freight | | | 17 Loc. Frt. |
| | | | | | | Daily | Daily | Daily | Daily | | | Daily Ex. Sun. |
| | | | | Arrive | AM | PM | PM | AM | | | PM | |
| C&NW..... | DN TO P | 1 | 73.08 | ...WAUKEGAN... | 7 45 | 4 00 | 7 45 | 12 30 | | | 12 15 | |
| | P | 1½ | 69.48 | ...NORTH CHICAGO... | 7 20 | 3 40 | 7 25 | 12 10 | | | 11 50 | |
| | DN TO P | 1A | 67.09 | ...UPTON..... | 7 15 | 3 35 | 7 20 | 12 05 | | | 11 40 | |
| CMStP&P- CNS&M..... | DN TO P | 2 | 65.57 | ...RONDOUT.... | 7 10 ¹⁸ | 3 30 | 7 15 | 12 01 | | | 11 35 | |
| Soo Line..... | DN TO P | 3 | 60.27 | ...LEIGHTON.... | 6 40 | 3 10 | 6 55 | 11 40 | | | 11 10 | |
| | D* TO P | 5 | 53.22 | ...LAKE ZURICH... | 6 25 | 2 55 | 6 40 | 11 25 | | | 10 50 ⁶ | |
| C&NW..... | DN TO P | 6 | 49.31 | ...BARRINGTON... | 6 15 | 2 45 ¹⁰ | 6 30 | 11 15 | | | 10 25 | |
| | P | 7 | 43.83 | ...SUTTON..... | 6 00 | 2 30 | 6 15 | 11 00 | | | 10 00 | |
| CMStP&P.... | DN TO P | 8 | 37.63 | ...SPAULDING.... | 5 45 | 2 15 | 6 00 | 10 45 | | | 9 45 | |
| IC..... | | 9 | 35.45 | ...MUNGER..... | | | | | | | | |
| CA&E..... | P | 9A | 33.55 | ...WAYNE..... | 5 30 | 2 00 | 5 45 | 10 30 | | | 9 15 | |
| CGW..... | P | 10 | 30.78 | ...INGALTON.... | | | | | | | | |
| C&NW..... | DN TO P | 11 | 29.29 | ...WEST CHICAGO.. | 5 20 | 1 50 | 5 35 | 10 20 | | | 9 00 | |
| CA&E..... | | 12A | 22.77 | ...ELECTRIC JCT.. | | | | | | | | |
| CB&Q..... | P | 13 | 22.19 | ...EOLA..... | 5 05 | 1 35 | 5 20 | 10 05 | | | 8 25 | |
| CB&Q..... | P | 13 | 20.63 | ...EAST SIDING... | 5 00 | 1 30 | 5 15 | 10 00 | | | 8 10 | |
| | P | 13A | 18.92 | ...FRONTENAC.... | 4 55 | 1 25 | 5 10 | 9 55 | | | 8 05 | |
| | P | 14 | 12.93 | ...NORMANTOWN.. | 4 40 | 1 10 | 4 55 | 9 40 | | | 7 50 | |
| | DN TO P | 15 | 9.90 | ...WALKER..... | 4 30 | 1 00 | 4 45 | 9 30 | | | 7 35 | |
| | Des P | 27 | 9.42 | ...PLAINFIELD... | | | | | | | | |
| | P | 27A | 8.68 | ...GRAVEL PIT... | | | | | | | | |
| | P | 28 | 6.02 | ...COYNES..... | 4 20 | 12 50 | 4 35 | 9 20 | | | 7 25 | |
| | P | 29 | 3.46 | ...ROCKDALE JCT... | | | | | | | | |
| | DN TO P | 29A | 2.37 | ...BRIDGE JCT.... | 4 10 | 12 40 | 4 25 | 9 10 | | | 7 15 | |
| GM&O- AT&SF- CRI&P-MC- CMStP&P | P | 30 | | ...EAST JOLIET... Leave | 4 00 | 12 30 | 4 15 | 9 00 | | | 7 05 | |
| *Closed on Saturdays, Sundays and Holidays. | | | | | 3 | 5 | 9 | 11 | | | 17 | |
| | | | | | Daily | Daily | Daily | Daily | | | Daily Ex. Sun. | |

**PORTER LINE—EAST JOLIET TO PORTER
JOLIET DIVISION—EASTERN SUBDIVISION**

| | Train Order and Telephone Stations | Capacity of Station Tracks | Capacity of Sidings | Distance From East Joliet | TIME TABLE No. 11 JULY 8, 1956 | | EASTWARD | | | | | | |
|----------|------------------------------------|----------------------------|---------------------|---------------------------|--------------------------------------|---------------------------------|--------------------|----------|----------|-----------|-------------|------------------------------|-------|
| | | | | | | | SECOND CLASS | | | | THIRD CLASS | | |
| | | | | | | | 42 | 4 | 6 | 44 | | 50 | |
| | | | | | | | Freight | Freight | Freight | Freight | | Loc. Frt. | |
| STATIONS | | | | | | | Daily | Daily | Daily | Daily | | Daily Ex. Sun. | |
| | | | | | | | AM | AM | PM | PM | | AM | |
| ..... | DN TO P | Yard | ..... | ..... | ..... | Leave EAST JOLIET... 2.65 | 8 05 | 11 00 | 6 00 | 9 00 | ..... | 7 05 | ..... |
| ..... | P | ..... | ..... | 2.65 | ..... | MARBLE FALLS... 5.57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | DN TO P | 139 | ..... | 8.22 | ..... | BRISBANE..... 5.82 | 8 25 | 11 20 | 6 20 | 9 20 | ..... | 7 30 | ..... |
| ..... | P | 98 | ..... | 14.04 | ..... | FRANKFORT.... 7.56 | 8 45 | 11 40 | 6 40 | 9 40 | ..... | 8 00 | ..... |
| ..... | DN TO P | Yard | 79 | 21.60 | ..... | MATFESON.... 3.30 | 9 00 | 11 55 | 6 55 | 9 55 | ..... | 8 30 | ..... |
| ..... | DN TO P | Yard | 62 | 24.90 | ..... | CHICAGO HEIGHTS 6.39 | 9 10 ⁵⁰ | 12 05 | 7 05 | 10 05 | ..... | 8 40 9 20 ⁴² | ..... |
| ..... | DN TO P | 130 | 85 | 31.29 | ..... | DYER..... 2.52 | 9 25 | 12 20 | 7 20 | 10 20 | ..... | 9 45 | ..... |
| ..... | DN TO P | Yard | Eastward 218 | 33.81 | ..... | HARTSDALE.... 2.39 | 9 35 | 12 30 | 7 30 | 10 30 | ..... | 10 00 | ..... |
| ..... | DN TO P | Yard | Westward 235 | 36.20 | ..... | GRIFFITH..... 9.51 | 9 45 | 12 40 | 7 40 | 10 40 | ..... | 10 45 | ..... |
| ..... | DN TO P | 149 | West 72 East 76 | 45.71 | ..... | HOBART..... 8.39 | ..... | 1 30 | 8 30 | ..... | ..... | 11 15 11 45 ¹¹ | ..... |
| ..... | DN TO P | 110 | 58 | 52.10 | ..... | McCOOL..... 1.37 | ..... | 1 55 | 8 55 | ..... | ..... | 12 10 | ..... |
| ..... | DN TO P | 56 | ..... | 53.47 | ..... | CROCKER..... 3.23 | ..... | 2 10 | 9 10 | ..... | ..... | 12 20 | ..... |
| ..... | DN TO P | Yard | ..... | 56.70 | ..... | PORTER..... Arrive | ..... | 2 30 | 9 30 | ..... | ..... | 12 45 | ..... |
| | | | | | | | AM | PM | PM | PM | | PM | |
| | | | | | | | 42 | 4 | 6 | 44 | | 50 | |
| | | | | | | | Daily | Daily | Daily | Daily | | Daily Ex. Sun. | |

**PORTER LINE—PORTER TO EAST JOLIET
JOLIET DIVISION—EASTERN SUBDIVISION**

| Railroad Connections | Train Order and Telephone Stations | Station Numbers | Distance From Porter | TIME TABLE No. 11 JULY 8, 1956 | | WESTWARD | | | | | | |
|---|--|--------------------|-------------------------|--------------------------------------|----------|--------------|---------------------|-----------|---------|-----------|-------------|--|
| | | | | | | SECOND CLASS | | | | | THIRD CLASS | |
| | | | | | | 9 | 43 | 11 | 41 | | 51 | |
| | | | | | | Freight | Freight | Freight | Freight | | Loc. Frt. | |
| STATIONS | | | | Daily | Daily | Daily | Daily | | Daily | | | |
| | | | | AM | AM | PM | PM | | PM | | | |
| GM&O- AT&SF- CRI&P-MC- CMStP&P | DN TO P | 30 | 56.70 | ... EAST JOLIET... Arrive 2.65 | 4 15 | 10 15 | 1 35 | 11 10 | | 12 30 | | |
| | P | 30A | 54.05 | ... MARBLE FALLS... 5.57 | | | | | | | | |
| Wabash..... | DN TO P | 31 | 48.48 | ... BRISBANE..... 5.82 | 3 50 | 9 50 | 1 10 | 10 45 | | 12 05 | | |
| | P | 32 | 42.66 | ... FRANKFORT... 7.56 | 3 35 | 9 35 | 12 55 | 10 30 | | 11 40 | | |
| IC..... | DN TO P | 33 | 35.10 | ... MATTESON... 3.30 | 3 15 | 9 20 | 12 40 | 10 15 | | 11 15 | | |
| C&BI-CHIT. CMStP&P..... | DN TO P | 34 | 31.80 | CHICAGO HEIGHTS 6.39 | 3 05 | 9 10 | 12 30 | 10 05 | | 10 50 | | |
| MONON..... | DN TO P | 35 | 25.41 | ... DYER..... 2.52 | 2 50 | 8 55 | 12 15 | 9 50 | | 10 10 | | |
| PRR-MC-NYC | DN TO P | 36 | 22.89 | ... HARTSDALE... 2.39 | 2 40 | 8 45 | 12 05 | 9 40 | | 9 40 | | |
| Erie-C&O-GT. | DN TO P | 37 | 20.50 | ... GRIFFITH..... 9.51 | 2 30 | 8 35 | 11 55 | 9 30 | | 9 30 | | |
| NKP-PRR.... | DN TO P | 38 | 10.99 | ... HOBART..... 6.39 | 2 00 | | 11 20 ⁵⁰ | | | 8 40 | | |
| B&O..... | DN TO P | 39 | 4.60 | ... McCOOL..... 1.37 | 1 20 | | 10 20 | | | 7 40 | | |
| Wabash..... | DN TO P | 40 | 3.23 | ... CROCKER..... 3.23 | 1 10 | | 10 10 | | | 7 20 | | |
| NYC-C&O.... | DN TO P | 41 | | ... PORTER..... Leave | 1 00 | | 10 00 | | | 7 00 | | |
| | | | | | AM | AM | AM | PM | | AM | | |
| | | | | | 9 | 43 | 11 | 41 | | 51 | | |
| | | | | | Daily | Daily | Daily | Daily | | Daily | Ex. Sun. | |

**COAL CITY BRANCH
BETWEEN WALKER AND CLAY PIT
JOLIET DIVISION—WESTERN SUBDIVISION**

| EASTWARD | | TIME TABLE No. 11 JULY 8, 1956 | WESTWARD | | |
|------------------------------------|---------------------------|--|-----------------|----------------------------|----------------------|
| Train Order and Telephone Stations | Distance From East Joliet | | Station Numbers | Capacity of Station Tracks | Railroad Connections |
| | | | | | |
| DN TO P | 9.90 | Leave WALKER | 15 | 9 | ..... |
| ..... | 14.01 | 4.11 ...CATON FARM... | 16 | 28 | ..... |
| ..... | 21.45 | 7.44 ...MINOOKA... | 17 | 27 | CRI&P |
| ..... | 27.64 | 6.19 ...DIVINE..... | 18 | ..... | ..... |
| ..... | 29.46 | 1.82 ...CLAY PIT... Arrive Leave | 18A | Wye 61 | ..... |

The normal position of the drawbridge over the Illinois River, ¼ mile west of Divine, will be in the RAISED position for waterway traffic.

This bridge is protected on each side with a RED LIGHT SIGNAL, 550 feet from end of bridge, also with SPRING DERAILS, operated by high switchstand 500 feet from end of bridge.

"DRAWBRIDGE ONE MILE" signs are located one mile from each end of bridge.

Before passing over this bridge trains will stop at the RED LIGHT SIGNAL and wait until proceed hand signal is received from the bridge operator. This signal will be given from the track near the center of the draw span.

After the proper proceed signal is received, trainmen will operate derail for train movement. After the passage of the train, the derail must be placed in normal position. The train may then proceed over the bridge and trail through SPRING DERAIL on opposite side of bridge, without trainmen handling switchstand to open or close derail. If for any reason, trains are stopped on derail, slack must not be taken, or train moved backward until the switch has been thrown by trainmen operating switchstand.

Speed Restrictions: MPH
Coal City Branch, except over Illinois River Drawbridge... 25
Coal City Branch, over Illinois River Drawbridge..... 12

**AURORA BRANCH
BETWEEN AURORA AND NORMANTOWN
JOLIET DIVISION—WESTERN SUBDIVISION**

| EASTWARD | | TIME TABLE No. 11 JULY 8, 1956 | WESTWARD | | |
|------------------------------------|----------------------|--|-----------------|----------------------------|----------|
| Train Order and Telephone Stations | Distance From Aurora | | Station Numbers | Capacity of Station Tracks | |
| | | | | | STATIONS |
| ..... | ..... | Leave AURORA | 25 | 45 | ..... |
| P | ..... | 1.81 ...EAST AURORA... | 25 | 50 | ..... |
| ..... | 1.81 | 4.59 ...WOLFS..... | 26 | 15 | ..... |
| ..... | 6.40 | 3.15 ...NORMANTOWN... Arrive Leave | 14 | 42 | ..... |

**ROCKDALE BRANCH
BETWEEN ROCKDALE JCT. AND ROCKDALE
JOLIET DIVISION—WESTERN SUBDIVISION**

| EASTWARD | | TIME TABLE No. 11 JULY 8, 1956 | WESTWARD | |
|------------------------------------|---------------------------|--|-----------------|----------------------------|
| Train Order and Telephone Stations | Distance From East Joliet | | Station Numbers | Capacity of Station Tracks |
| | | | | |
| P | 3.46 | Leave ROCKDALE JCT. | 29 | ..... |
| ..... | 6.66 | 3.20 ...DUBLIN..... | 72 | 13 |
| ..... | 9.92 | 3.26 ...ROCKDALE... Arrive Leave | 71 | 194 |

**KIRK YARD LINE—BETWEEN GRIFFITH AND KIRK YARD
JOLIET—GARY DIVISIONS**

| Train Order and Telephone Stations | Distance From East Joliet | EASTWARD | | TIME TABLE No. 11 JULY 8, 1956 | | WESTWARD | | Distance From Kirk Yard | Station Numbers | Capacity of Station Tracks | |
|------------------------------------|---------------------------|--------------|-----------|--------------------------------------|-------------------|--------------|-----------|-------------------------|-----------------|----------------------------|------|
| | | SECOND CLASS | | | | SECOND CLASS | | | | | |
| | | 44 | 42 | STATIONS | 43 | 41 | | | | | |
| | | Freight | Freight | | Freight | Freight | | | | | |
| | | Daily | Daily | | | Daily | Daily | | | | |
| DN TO P | 36.20 | PM | AM | Leave | GRIFFITH | Arrive | AM | PM | 10.33 | 37 | Yard |
| DN P | 39.75 | | | | 3.55 VAN LOON | | 8 35 | 9 30 | 6.78 | 61 | 80 |
| DN P | 41.75 | | | | 2.00 IVANHOE | | | | 4.78 | 62 | 6 |
| P | 42.86 | 10 55 | 10 00 | | 1.11 CAVANAUGH | | 8 15 | 9 10 | 3.67 | 63 | Wye |
| DN TO P | 46.53 | 11 15 | 10 15 | Arrive | 3.67 KIRK YARD | Leave | 8 05 | 9 00 | | 143 | Yard |
| | | PM | AM | | | | AM | PM | | | |
| | | 44 | 42 | | | | 43 | 41 | | | |
| | | Daily | Daily | | | | Daily | Daily | | | |

**WHITING BRANCH
BETWEEN CAVANAUGH AND WHITING
GARY DIVISION**

| EASTWARD | | TIME TABLE No. 11 | | WESTWARD | |
|-----------------------|------------------------------------|----------------------|--------|-----------------|---------------------|
| Distance From Whiting | Train Order and Telephone Stations | | | Station Numbers | Capacity of Sidings |
| STATIONS | | | | | |
| | | Leave | Arrive | | |
| ..... | 5.58 P | ... CAVANAUGH... | 2.02 | 63 | Wye |
| ..... | 3.56 P | ... SHEARSON.... | 3.56 | 65 | 72 |
| ..... | D* TO P | ... WHITING.... | Arrive | 60 | Yard |
| | | Leave | | | |

*Closed on Saturdays, Sundays and Holidays.

**LAKE FRONT LINE
BETWEEN SOUTH CHICAGO AND KIRK YARD
GARY DIVISION**

| EASTWARD | | TIME TABLE No. 11 | | WESTWARD | |
|------------------------------------|-----------------------------|-----------------------|--------|-----------------|----------------------------|
| Train Order and Telephone Stations | Distance From South Chicago | | | Station Numbers | Capacity of Station Tracks |
| STATIONS | | | | | |
| ..... | P | Leave | Arrive | | |
| ..... | P | ... SOUTH CHICAGO... | 4.51 | 101 | Yard |
| ..... | P | ... WHITING.... | 2.15 | ..... | Yard |
| ..... | P | ... INDIANA HARBOR... | 3.00 | ..... | Yard |
| ..... | P | ... BUFFINGTON... | 2.71 | 115 | Yard |
| ..... | DN TO P | ... KIRK YARD.... | Arrive | 143 | Yard |
| | | Leave | | | |

GENERAL INSTRUCTIONS

1. While the rules in the book of rules and time-table are subdivided for convenience, they apply to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

2. On single track EASTWARD trains are superior to WESTWARD trains of the same class.

GENERAL SPEED RESTRICTIONS

3. The expedient and safe movement of traffic is necessary, but enginemen, conductors and all concerned must at all times exercise caution and good judgment, particularly when approaching and moving within station and yard limits, and must give due consideration to weather conditions and track curvature. At no time shall the speed of a train exceed forty-five miles per hour.

Train handling wrecking derrick, spreader car, locomotive crane, ditcher and/or scale test car. 25 MPH

Train handling diesel engine in tow: will unless otherwise instructed handle in train next to caboose. 25 MPH

Speed over Spring Switches:

Facing point movement through turn out. 20 MPH

Facing point movement on straight track except at Lake Zurich and Sutton. 25 MPH

Facing point movement. Lake Zurich and Sutton, maximum permissible speed.

Trailing movement on straight track when switch is not actuated maximum permissible speed.

Trailing movement on straight track when switch is actuated. 25 MPH

Trailing movement through turn out whether switch is actuated or not. 20 MPH

Through crossovers, around wye tracks and similar sharp curves. 10 MPH

The above speeds are MAXIMUM and must be reduced when conditions require.

Wrecking crane No. 6 must not be handled next to engine and will be subject to the following speed restrictions.

15 miles per hour over:

Bridge 198 and Bridge 198½ at Bridge Junction.

Bridge 276 over Butler St., (This is the first bridge east of interlocking) Chicago Heights.

10 miles per hour over:

Bridge 156 over C. A. & E. tracks between Eola and Electric Jct.

Bridge 208A, over Spring Creek, East Joliet.

Bridge 337 over Salt Creek, McCool.

Bridge 415, at Wolfs, and Bridge 420 over Fox River, Aurora Branch.

Bridge 536 over First St. and Bridge 537 over Mondamin St., Minooka.

Bridge 552 over Illinois River, Divine.

This crane must not be operated on the Rockdale Branch, without specific instructions.

4. At stations where communication may be had with towerman or operator and they agree to protect trains or engines against the current of traffic, from one crossover to another to run around other trains or engines, or to do work, they will be responsible for opposing trains or engines entering that territory, but will have no control over trains or engines in either direction that may be standing or doing work, or are being moved against the current of traffic. Such movements must not be made until a thorough understanding is had by all concerned and then movements must be made at REDUCED SPEED.

This rule also applies between the crossover located at block signal 970 west of Chicago Heights and Chicago Heights, as well as crossovers on the Kirk Yard Line between Cavanaugh and Kirk Yard Junction.

5. Enginemen assigned to yard service will not be permitted to work in road service unless they pass the required annual road examination on rules and time-table.

Conductors and Enginemen will not be examined on territory that they have not been over for two years.

Employes in train and yard service, also yardmasters, train dispatchers and operators must report for examination on rules and time-table when instructed to do so.

6. Employes must show on time slip and delay report Form 186 required information, and work actually performed. The actual time engine left the starting point and the actual time the engine was turned in at the completion of the trip or day's work must be shown on this report.

7. If necessary to use main track of connecting lines for any purpose, the movement must be protected by a flagman in both directions, unless fully protected by train order or interlocking.

When using wye tracks that connect with main tracks or sidings of other railroads, such tracks of the connecting lines must not be fouled until switches involved are lined for the movement and necessary precautions taken to prevent accident.

8. Form 482 envelopes are to be used for the handling of revenue waybills only, and conductors must handle these envelopes promptly.

9. The scale test car must be handled in trains and transfers at the rear of the train next ahead of the caboose.

10. Tin plate, breakable freight, and/or freight easily shifted, whether or not it is carded with a green card on which is printed "Caution Handle With Care," must be handled with care to prevent damage to equipment as well as to contents.

GENERAL INSTRUCTIONS

11. Account danger of fire, coke from coke ovens at Joliet and Gary must not be handled or placed next to, or on tracks adjacent to, cars containing explosive or dangerous articles.

Coke must not be placed in trains or transfers next to cars containing explosive or dangerous articles until it has been thoroughly cooled and all danger of fire eliminated.

12. All cabooses and engines must be supplied with first aid emergency medical cases in compliance with the law. Conductors and enginemen will be held responsible for failure to see that their caboose and engine is so equipped. When any of the contents have been used, a written report must be made to the Safety Department and a new supply obtained from the storekeeper at East Joliet or Gary.

13. Cabooses and camp cars must be handled with care to avoid injury to occupants and damage to equipment or contents.

Unless train is being made up by the crew which is to handle the train, caboose must not be placed on the track on which a train is being made up until all switching on the track is completed and cars are coupled.

Engines handling more than one caboose in preparation to placing them on out-going trains, must handle them singly while placing them on the train, unless more than one caboose is to be moved on the train.

When necessary to handle caboose to add or set off cars after switching on a train is completed, except when doubling trains or transfers from rear, caboose must be handled alone unless there are camp or other outfit cars next to the caboose, in which case, the caboose and camp or outfit cars will be handled together and set on another track until necessary switching is completed and cars are again coupled. They may then be placed on the train together.

14. During snowy weather, great care must be taken to see that switches are cleaned out and points fit properly before cars or engines are moved over them. Also be on the lookout for men working at interlockings and near switches. Engine bell must be rung and whistle sounded, if necessary, to prevent accident or personal injury.

15. When necessary to enter buildings or to use tracks equipped with doors and/or gates, with engine or cars, train and yard crews must know that doors and/or gates are completely open and there is sufficient overhead and side clearance to prevent damage. Where overhead cranes are working, arrangements must be made so as to avoid accident.

16. The maximum car limit for a train in the State of Indiana is 69 cars exclusive of caboose unless provided with a third brakeman or otherwise instructed.

17. A red light displayed on a signal bearing an "X" marker, as shown on page 89, Book of Rules of the Operating Department, usually indicates that highway crossing protection is NOT working, and care must be exercised to prevent accident at the highway crossing.

18. Watch certificates will be sent to Conductors, Enginemen, Trainmen, Firemen, Yardmasters and Yard Engine Fore-

men between the first and fifteenth of March each year, and all such employes must submit their watches to a designated watch inspector for comparison with standard time monthly.

Except as herein modified, Rules 2 and 3 of the Operating Department remain in effect.

19. Form 763 must be used by Yard Engine Foremen in recording delays in industrial switching and report turned in at completion of each tour of duty to Yard Master or Chief Yard Clerk, and if no delays, report must so state.

Road Conductors performing industrial switching must report any such delays on Form 763 and turn report in to Agent in charge of station where delay incurred.

20. When there is possibility of track wash out due to heavy rain, trains and engines must approach such points at slow speed and in extreme cases stop must be made and road bed examined and known to be safe before proceeding. Diesel engines must not be towed or operated under own power through water in excess of three (3) inches above top of rail. When towed or operated through water of lesser depth than three (3) inches above rail a speed of three (3) miles per hour must not be exceeded.

21. Slow-boards will be displayed not less than 4000 feet from place protected and precautions must be taken to prevent accident and personal injury.

Except as herein modified, Rule 36 of the Operating Department remains in effect.

RAILROAD CROSSINGS:

22. Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.

At Railroad Crossings not interlocked:

Illinois law requires trains Stop within 800 ft. of crossing and **POSITIVELY ASCERTAIN THAT WAY IS CLEAR.**

Indiana law requires trains STOP not less than 40 ft. nor more than 500 ft. from crossing **ASCERTAINING NO TRAIN APPROACHING.**

When a stop is made for a railroad crossing not protected by an interlocking plant or other signals and route is clear, before proceeding whistle signal 14-b must be sounded.

23. When a loaded or partly loaded car is ordered from one industry track to another or to another location on the same track within any plant or at any station switch orders must be issued covering such movement.

24. Accident reports, Form 187 if personal injury, or Form 685 if at highway grade crossings, will be prepared in triplicate by all members of the train and engine crews involved in all such accidents, two copies to be sent to the Division Claim Agent and one copy to the Division Superintendent concerned.

Reports of accidents occurring on that portion of the Joliet Division from Waukegan to East Yard limits, at East Joliet, including the Aurora, Coal City and Fockdale branches will be sent to the Division Claim Agent at Joliet.

GENERAL INSTRUCTIONS

Reports of accidents occurring on that portion of the Joliet Division from East Yard limits, East Joliet, to the highway crossing at Broad Street, Griffith (exclusive of Broad Street) the Whiting Branch of the Gary Division, to and including all facilities at South Chicago and the Lake Front Line from South Chicago to and including the Michigan Avenue Crossing at Indiana Harbor will be sent to the Division Claim Agent at South Chicago.

Reports of accidents occurring on the Gary Mill division; the Gary Division, all facilities at Kirk Yard; the Lake Front Line Kirk Yard to Michigan Avenue (exclusive of this crossing) the Kirk Yard Line Kirk Yard to Griffith and that portion of the Joliet Division from and including Broad Street Crossing at Griffith to Porter will be sent to the Division Claim Agent at Gary.

It is important these reports be made immediately following any accident and all the known facts stated thereon.

25. Except when a brakeman used as third member of crew makes a turn around trip with the same crew he will submit his own time slip. Conductors must show on Time Report name of Third Brakeman and between what points service was performed.

26. Whenever diesel locomotives are derailed enginemen will not attempt to rerail the engine until they have received authority to do so from a trainmaster, a yardmaster, a roundhouse supervisor or higher company official. If when derailed, engine is in road service, the Chief Train Dispatcher must be advised.

27. When moving on main track the headlight will be displayed to the front by night and day; burning bright during daylight.

Except as herein modified Rule 17 of the Operating Department remains in effect.

28. There are numerous tracks within industries, on which movement is governed by Red and Green lights, they being displayed above or to the right of the track which they govern. On tracks so protected movement must not be made beyond the lights unless a Green light is displayed. These lights are generally in use where tracks enter buildings.

Crews desiring to use tracks where Red light is displayed, or in the absence of a light where usually either a Red or a Green light is displayed, must contact the foreman in charge of the Department and not pass the lights until a Green light is displayed, or in case of failure of lights, by permission of the foreman in charge of the tracks.

RULES OF THE OPERATING DEPARTMENT ARE MODIFIED TO CONFORM WITH THE FOLLOWING:

29. Red fuses instead of a red and white light will be used for flagging purposes. Rear end protection as prescribed by Rule 99 will not be required in block system territory.

Use of red lanterns as prescribed by the rules of the Operating Department will be discontinued.

Bulletin Orders will be issued by proper authority, will be numbered consecutively, beginning with number one, January 1st of each year. Bulletin Orders, unless otherwise specified, expire with the calendar year and must be reissued if intended to remain in effect.

Fifth paragraph of Rule 740 of the Operating Department applies only to passenger trains.

The prescribed marker lamps, will also be used as day markers, in place of metal flags; night signals being displayed as prescribed by the rules.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—WESTERN SUBDIVISION

A-1. Double track extends from the west switch at Wayne to the interlocking at West Chicago, and from the spring switch at Coynes to the interlocking at Bridge Jct.

A-2. REGISTER STATIONS: Waukegan, Spaulding, West Chicago and East Joliet.

Trains in both directions will register by Form 63 at Spaulding and West Chicago.

Rockdale Branch trains will register at Rockdale Jct.

A-3. BULLETIN ORDER BOARDS: Waukegan, train order office and roundhouse; East Joliet, Terminal Building at west end of yard and enginemen's room at roundhouse.

A-4. STANDARD CLOCKS: Waukegan, train order office; East Joliet, Terminal Building at west end of yard and enginemen's room at roundhouse.

A-5. YARD LIMITS: BETWEEN THE OUTSIDE SWITCHES AT ALL STATIONS EXCEPT AS FOLLOWS:

Waukegan, to yard limit board 2200 feet east of MP W-3;

Barrington, between yard limit board 930 feet west of MP W-23 and yard limit board 100 feet west of MP W-26;

West Chicago, between No. 1 crossover and yard limit board 1500 feet east of MP W-46;

Walker-Plainfield-Gravel Pit, between yard limit board 4250 feet east of MP W-62 and yard limit board at MP W-66, and on Coal City Branch to yard limit board 200 feet west of MP J-11;

East Joliet, between yard limit board on west end of bridge over A. T. & S. F. tracks and yard limit board 475 feet east of MP J-2 on the Eastern Subdivision;

SPECIAL INSTRUCTIONS

JOLIET DIVISION—WESTERN SUBDIVISION—Continued

East Aurora, between yard limit board 200 feet east of MP J-20 and the west switch at East Aurora.

A-6. SPEED RESTRICTIONS:

| Location | MPH |
|---|-----|
| Waukegan Yard Limits..... | 15 |
| Upton, between Eastward and Westward Approach Signals | 30 |
| Rondout, approach home signals at slow speed prepared to stop..... | .. |
| Leighton, between Eastward and Westward Home Signals | 20 |
| Jewel Tea Company's tracks..... | 05 |
| Barrington, between Eastward and Westward Home Signals | 20 |
| Spaulding, between Eastward Home Signal and Block Signal 378..... | 15 |
| Munger, on track leading to I. C. receiving track..... | 05 |
| West Chicago, through Interlocking Limits..... | 20 |
| Between Block Signal 714 and East Joliet..... | 15 |
| Aurora Branch, between Normantown and East Aurora except over Lincoln Highway..... | 25 |
| Aurora Branch, all type engines through East Aurora and Aurora..... | 10 |
| <p>Trains must approach the following crossings on Aurora Branch at a speed not exceeding five (5) MPH and know crossings are protected before proceeding over them, when necessary stop will be made.</p> <p style="margin-left: 40px;">Lincoln Highway Simms Street South Broadway Lincoln Avenue Montgomery Road</p> | |
| Rockdale Branch..... | 15 |

A-7. AUTOMATIC BLOCK SYSTEM TERRITORY:

Eastward: from block signal 18 at Waukegan to end of block sign opposite block signal 29; from block signal 92 east of Rondout to end of block sign opposite home interlocking signal at West Chicago; from block signal 504 west of Eola to end of block sign at Eola; from block signal 602 west of Normantown to end of block sign east of Normantown; from block signal 692 east of Coyne to end of block sign at East Joliet.

Westward: from home interlocking signal 723 at Bridge Jct. to end of block sign opposite block signal 692; from home interlocking signal 449 at West Chicago to end of block sign at Rondout; from block signal 29 east of Waukegan to a point opposite block signal 18. Signals 405 and 401 at Wayne and signal 378 at Spaulding are semi automatic and when governing signal displays a proceed indication it will supersede the superiority of trains between opposing signals.

A-8. A Clearance Form A, properly filled out will authorize a regular train to use its schedule from Bridge Junction to its terminal station.

Rule 97 of the Operating Department is modified to conform with the above.

A clearance Form A may be used to authorize an extra train between:

West Chicago and Spaulding.

A-9. Trains and engines will be governed by Rule 93 and may move without train orders, clearance Form A, or time-table schedule between:

East Joliet and Bridge Jct.
Rockdale Jct. and Rockdale.

A-10. No. 17 and No. 18 will carry passengers.

A-11. Stretchers for the handling of injured persons are located at Waukegan and Rondout; lower floor of towers at Barrington, Spaulding, West Chicago and Train Order Office Walker. When these stretchers are used they must be returned to the place from which they were taken.

A-12. Wrecking Derrick No. 5 and No. 6 must not, unless otherwise instructed, be put on the gravel pit tracks at Spaulding.

100 and 900 class engines must not be used on the Coal City Branch, or Aurora Branch.

A-13. Eastward trains having cars for Aurora Branch will set them out on Elevator Track, Normantown, and eastward trains having cars for Coal City Branch will, unless otherwise instructed, bring them to East Joliet. Crews picking up at stations will advise the Agent's office when cars that are handled in switching movements are not left on the track on which they were found.

A-14. EAST JOLIET: The south track from switches at west end of East Joliet yard to the interlocking at Bridge Jct. is the Coke Oven lead. Unless otherwise instructed, westward trains will use the main track and eastward trains will use the Coke Oven lead between these points.

The switch tender at switches at west end of yard will, when giving proceed signal to inbound trains, use a yellow flag by day and a yellow light by night.

A-15. BRIDGE JCT.: Block signal 714 and the Home Interlocking signals at Bridge Jct. will, when in proceed indication, supersede the superiority of trains between opposing signals.

Westward movements through the interlocking may proceed against the current of traffic on eastward track to switch to Phoenix lead on proper signal indication. Trains or engines with more cars than will clear the interlocking will head in on Phoenix lead far enough to clear the interlocking as a reverse diverging route movement cannot be made until the interlocking has been cleared.

Trains or engines en route from Phoenix District will be governed by Indicator near Phoenix lead switch after communicating with and obtaining permission from towerman at Bridge Jct.

Telephone on which communication with towerman at Bridge Jct. may be made is located at east end of motor car building near block signal 714.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—WESTERN SUBDIVISION—Continued

Except as herein specified, Rules of the Operating Department remain in effect.

A-16. ROCKDALE JCT.: No. 1 and No. 2 crossovers must be kept clear for the passage of Rockdale Branch trains.

A-17. WALKER: The north track between the spring switch at Walker and the spring switch at Normantown is designated as "WN" siding and Westward trains unless otherwise directed by train order will use "WN" siding regardless of superiority.

The east switch to the siding at Walker is a spring switch and is normally lined for the siding.

When train-order signal at Walker displays stop, eastward trains must stop clear of east end of siding.

A-18. NORMANTOWN: Eastward trains, unless otherwise directed by train order, will use the main track between the spring switch at Normantown and the spring switch at Walker regardless of superiority.

A derail is located on the Aurora Branch 230 feet from the Junction switch and is pipe line connected to the switchstand.

A-19. EOLA: Crews moving from E. J. & E. Yard to the C. B. & Q. Yard, before starting movement on wye, must call C. B. & Q. Yard office on telephone, which is located in booth about 1500 feet east of spring switch, to obtain track on which to make delivery. Information received from C. B. & Q. Yard office will not relieve crews from complying with Rule 93 of the Operating Department.

Whistle signal 14 (1) must be sounded approaching highway crossing near C. B. & Q. tower at Eola so that towerman will lower gates before crossing is fouled.

Trains having work to do in C. B. & Q. East Yard, Eola, must stop a sufficient distance from cars on E. J. & E. receiving track to prevent being struck by cars that may be moved on that track, and wait until conductor confers with the C. B. & Q. yardmaster and is assured that no further movement will be made on the receiving track until the E. J. & E. crew's work is completed. Conductor will notify yardmaster when his work is completed.

Eastward trains having cars other than live stock or perishables for C. B. & Q., unless otherwise instructed, will set them out on No. 2 track in E. J. & E. Yard.

Westward trains filling at Eola will leave consist of the fill at West Chicago, showing total loads and empties picked up for each station. Trains will not set cars on No. 1 track, unless No. 2 track is full.

A-20. ELECTRIC JCT.: Eastward trains having cars for the C. A. & E. at this station will, unless otherwise instructed, set them out in the E. J. & E. Yard at Eola and leave the waybills in waybill box at Eola.

Westward trains having cars for the C. A. & E. will deliver the cars and waybills to the C. A. & E.

Conductors of trains picking up cars will wire the Agent at West Chicago numbers and initials of all cars picked up.

C. A. & E., third rail will not clear E. J. & E. engines. Engines must not go beyond the warning signs erected near the receiving and delivery tracks.

A-21. WEST CHICAGO: Cars for the C. & N. W. must be delivered on No. 3 track in C. & N. W. Yard until filled, then on No. 2 track. Deliver cars on No. 1 track only in case tracks No. 3 and No. 2 are full. Eastward trains stopped at West Chicago to do work or for other cause must clear No. 1 Crossover when necessary to permit westward trains to deliver cars.

When the Agent's office is closed, conductors will receive and deliver waybills in waybill box near entrance to the depot.

A-22. INGALTON: During the hours the station is closed conductors will deliver and receive waybills in a box near entrance to the depot.

The derail located on lead to the C. G. W. is connected with the block system and must be lined and locked in derailing position except while movement is being made over the derail.

There is a back-up hose in a box near the derail on wye track to be used when conditions require when shoving cars from the C. G. W. After using this hose it must be replaced in the box.

A-23. WAYNE: Eastward trains filling at Wayne will move all empty cars to East Joliet without billing. Conductors will wire Superintendent from West Chicago numbers and initials of empty cars picked up without billing.

Conductors of trains picking up cars at Wayne will, when delivering waybills at East Joliet, advise agent's office whether or not agent at West Chicago was permitted to make a record of the waybills so that, if not, it can be made at East Joliet.

C. A. & E. third rail will not clear E. J. & E. engines. Engines must not go beyond the warning signs erected near the receiving and delivery tracks.

A-24. MUNGER: A westward train delivering to the I. C. and an eastward train filling at Munger, must leave rear portion of the train clear of the crossovers.

Eastward trains filling at Munger will move all empty cars to East Joliet without billing. Conductors will wire Superintendent from West Chicago numbers and initials of empty cars picked up without billing.

A-25. SPAULDING: Westward trains, unless otherwise instructed, must use the siding at Spaulding, and eastward trains will use the main track regardless of superiority. The east switch to the siding at Spaulding is a spring switch and is lined for the siding.

Crews delivering to the C. M. St. P. & P. at Spaulding must inquire at the agent's office as to where the cars are to be delivered. Movements on the wye tracks must stop clear of the C. M. St. P. & P. tracks and wait until the switches are properly lined and proceed signal is given. All concerned must keep a sharp lookout for trains and engines using the C. M. St. P. & P. tracks.

The wye switches connecting with the C. M. St. P. & P.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—WESTERN SUBDIVISION—Concluded

Parallel track must be lined for the Parallel track after having been used.

Crews desiring to move from E. J. & E. yard tracks to westward siding at west end of yard, must communicate with towerman and obtain his permission, before making such movement.

Crews desiring to move from westward siding to north wye, must obtain a proceed indication on signal 367, and the leading wheels then must move by signal 367, so towerman can release the electrically locked switch, which then may be operated in accordance with existing instructions.

A derail is located on the north wye 235 feet from E. J. & E. switch and is pipe line connected to the switchstand.

Crews of eastward trains must know that the rear of their trains clear the west end of the siding before stopping to do work. When agent's office is closed, conductors will receive and deliver waybills at the tower.

A-26. BARRINGTON: Eastward trains filling and meeting westward trains, will stop with the rear of their train at least 100 feet east of east switch of the connection just east of Main St. Crossing.

When agent's office is closed, conductors will receive and deliver waybills at the tower.

Cars for the C. & N. W. must be delivered on their No. 2 track, and crews will shove the limit on this track.

A-27. LAKE ZURICH: Unless otherwise instructed, a through freight train having a car for the Dearborn Chemical Company will set it out on the Storage track.

Engines must not go beyond sign reading "Engines must not pass this point" located on track No. 2 in advance of track scale in Dearborn Chemical Co. plant;

If cars beyond this scale are to be moved, other cars must be used as reachers.

A-28. LEITHTON: Unless otherwise instructed, a through freight train having a car for the Nelson Davis Company will set it out on Storage Track.

A-29. RONDOUT: Westward trains, unless otherwise instructed, must use the siding, and eastward trains will use the main track, regardless of superiority. The east switch to the siding is a spring switch and is lined for the siding.

A derail located on the west wye track to C. M. St. P. & P., 171 feet from E. J. & E. main track switch, is pipe line connected to switch stand. When moving from E. J. & E. main track to the west wye, the switch must be restored to normal position, after movement has cleared the derail. A derail located on the lead to C. N. S. & M. yard, 210 feet from E. J. & E. main track switch is pipe line connected to switch stand.

Cars to be delivered to the C. N. S. & M. must be run around on E. J. & E. tracks and shoved the limit on the C. N. S. & M. receiving track. Engines must not use the track connecting the C. N. S. & M. with the west wye at Rondout.

There is a back-up hose in a box near the second crossover west of the interlocking to be used when required in the course of shoving cars to the C. M. St. P. & P. After using this hose, it must be replaced in the box.

Trains handling cars for Peter Baker plant at Rondout, unless otherwise instructed, will set them in the clear on the west track at this plant.

A-30. NORTH CHICAGO: The station limits at North Chicago extend from, and include, the switch at Great Lakes Naval Supply Depot, which is located 201 feet west of the eastward home interlocking signal at Upton to and including the west switch at Cyclone Fence Company 2670 feet east of M.P. W-3.

A-31. WAUKEGAN: The engine whistle and bell must be sounded approaching and passing over the private crossing at the east gate of the plant of the American Steel and Wire Division, United States Steel Corporation.

The terminal of the main track at Waukegan is the east switch to the East Yard lead.

Inbound trains will not yard their trains on Tracks No. 1 or 2 without instructions to do so.

BUSINESS TRACKS AND SPURS NOT SHOWN ELSEWHERE:

| | |
|---------------------|---|
| Cuneo..... | MP W-12 |
| Diamond Lake..... | 49 feet East of MP W-15 |
| Zeman..... | 106 feet West of MP W-17 |
| Gilmer..... | 524 feet East of MP W-17 |
| Giertz..... | 2000 feet East of MP W-35 |
| Warrenhurst..... | 579 feet East of MP W-49 |
| Scott..... | 80 feet East of MP J-17 on Aurora Branch |
| Jackson Street..... | 1356 feet East of MP J-20 on Aurora Branch |

CROSSOVERS

WAYNE:

No. 1 Facing... Near block signal 405.

INGALTON:

No. 1 Facing... Near MP J-32.

No. 2 Facing... West of C. G. W. connection.

No. 3 Facing... East limits of station.

WEST CHICAGO:

No. 1 Trailing... West end of yard.

ROCKDALE JCT.:

No. 1 Trailing... West of Rockdale Branch.

No. 2 Facing... East of Rockdale Branch.

BRIDGE JCT.:

No. 1 Facing... East of Broadway

SPRING SWITCHES

| | |
|------------------|-------------------------------|
| Rondout..... | East and West ends of siding. |
| Lake Zurich..... | West end of siding. |
| Sutton..... | West end of siding. |
| Spaulding..... | East and West ends of siding. |
| Wayne..... | End of double track. |
| Eola..... | West end of siding. |
| East Siding..... | East end of siding. |
| Frontenac..... | West end of siding. |
| Normantown..... | West end of "WN" siding. |
| Walker..... | East end of "WN" siding. |
| Coynes..... | End of double track. |

SPECIAL INSTRUCTIONS
JOLIET DIVISION—EASTERN SUBDIVISION

B-1. Double track extends from No. 1 crossover at East Joliet to a point 1861 feet east of MP J-37 on Porter Line, and from Griffith to No. 1 crossover at Cavanaugh on the Kirk Yard Line; also from No. 1 crossover Cavanaugh to Kirk Yard Jct. on the Gary Division.

B-2. REGISTER STATIONS: East Joliet, Griffith, Hobart, McCool, Crocker and Porter.

All westward trains, and eastward trains en route to the Kirk Yard Line, will register by Form 63 at Griffith.

Trains receiving the following train order may register by Form 63 at Griffith, Hobart, McCool and Crocker.

"The last preceding train left (stations) at (time)."

Trains receiving this order must not leave the stations named within ten minutes next following the preceding train and this does not relieve trains from having a check on registers against superior trains. Operators must immediately make necessary entries on train registers. This order may be combined with Form U Train Order. When checking registers, conductors will register in person.

Rule 91 of the Operating Department is modified insofar as stations Griffith to Porter are concerned.

B-3. BULLETIN ORDER BOARDS: East Joliet-Yard Office at east end of yard and at enginemen's room at roundhouse. Griffith-at enginemen's room. Porter at train order office and terminal building.

B-4. STANDARD CLOCKS: East Joliet-Yard Office east end of yard and enginemen's room at roundhouse; Porter-at train order office.

B-5. YARD LIMITS: BETWEEN THE OUTSIDE SWITCHES AT ALL STATIONS EXCEPT AS FOLLOWS:

East Joliet, from yard limit board on west end of bridge over the A. T. & S. F. tracks to yard limit board 475 feet east of MP J-2.

Dyer-Hartsdale-Griffith; between No. 1 crossover at MP J-29 at Dyer and yard limit board 2600 feet east of MP J-37 on Porter Line, and yard limit board 1518 feet east of MP J-37 on Kirk Yard Line:

Porter to yard limit board 2739 feet east of MP J-55.

B-6. SPEED RESTRICTIONS:

| Location | MPH |
|--|-----|
| East Joliet; Eastward, between approach signal and home signals..... | 15 |
| Chicago Heights; between No. 2 Crossover and westward home signal..... | 15 |
| Dyer; between approach signal and home signal..... | 25 |
| Hartsdale-Griffith; through Hartsdale and Griffith..... | 15 |
| Griffith; approach eastward home signal at slow speed prepared to stop..... | .. |
| Hobart; between west switch of west siding and west switch of east siding..... | 15 |
| McCool; between eastward and westward home signals.... | 20 |
| Crocker; between eastward and westward home signals.... | 20 |

B-7. AUTOMATIC BLOCK SYSTEM TERRITORY:

Eastward track: from block signal 758 east of No. 4 cross-over East Joliet to end of block sign at Marble Falls; from block signal 808 west of Brisbane to end of block sign east of Brisbane; from block signal 882 east of Frankfort to end of block sign at eastward home interlocking signal at Hartsdale, from block signal 1182 west of Hobart to end of block sign opposite westward home interlocking signal at N. K. P. Tower.

Westward Track: from westward home interlocking signals (1197 and 1195) at N. K. P. Tower to end of block sign at clearance point at west end of west siding at Hobart; from block signal 1065 at Dyer to end of block sign at the westward home interlocking signal at Dyer; from block signal 1005 east of Chicago Heights to end of block sign at the westward home interlocking signal at Chicago Heights; from block signal 967 at Matteson to end of block sign at westward home interlocking signal at East Joliet.

B-8. Westward trains filling at Dyer or Matteson will unless otherwise instructed take siding, unless siding is occupied.

B-9. No. 50 and No. 51 will carry passengers.

B-10. Crews picking up at stations other than Hartsdale will advise Agent's office when cars handled in switching movements are not left on the track on which they were found.

B-11. Stretchers for the handling of injured persons are located at lower floor of tower at Chicago Heights; Depot at Hartsdale; Yard office, east end Griffith Yard; Depot at Griffith, and Engine Terminal Building at Porter. When use of these stretchers is completed they must be returned to the place from which they were taken.

B-12. EAST JOLIET: Eastward trains will obtain Clearance Form A and train orders at Rock Island tower.

Trains pulling into East Joliet yard will, unless otherwise instructed, pull in on track designated at the Rock Island tower for them to use.

B-13. MARBLE FALLS: The station limits at Marble Falls extend from the Schundler switch 1242 feet east of MP J-2, to No. 2 crossover 1477 feet east of MP J-3.

B-14. BRISBANE: Movements of engine and cars must not exceed a speed of five (5) miles per hour on track leading to the Wabash Railroad receiving track. Trains delivering to the Wabash must shove the limit on Wabash receiving track, and eastward trains must leave the rear portion of their train clear of No. 1 crossover. Unless otherwise instructed, cars must not be left on east end of No. 1 track east of east switch to No. 2 track.

B-15. FRANKFORT: Conductors of trains setting out a bad order car on the Storage Track at Frankfort will notify operator on duty at Brisbane by telephone located near west switch of Storage Track, giving him the car initial, number, contents and destination of car. To contact the operator at Brisbane ask the dispatcher to ring him.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—EASTERN SUBDIVISION—Continued

B-16. MATTESON: Eastward trains having cars to deliver to the I. C. must leave the rear portion of their train west of Main Street Crossing which is just east of the depot.

The private road crossing of the National Gypsum Co. plant must not be blocked unnecessarily.

Unless otherwise instructed, cars for the I. C. must be delivered on No. 8 track until filled and then on No. 7 track, and trains must shove the limit on these tracks.

Trains doing work at Park Forest will use the pocket between the two crossovers which are located between No. 4 crossover, Matteson, and No. 1 crossover, Chicago Heights, when necessary to run around cars, and will not back-lap to Matteson or Chicago Heights unless specifically instructed to do so by message over the signature of the Chief Train Dispatcher or the Train Master.

B-17. CHICAGO HEIGHTS: When agent's office is closed, conductors will receive and deliver waybills in the waybill box at the depot.

Conductors on trains in either direction will wire Chief Train Dispatcher, total loads and empties in their train.

Unless otherwise instructed, cars destined to E. J. & E. tracks must be left in the west yard.

That portion of the back track east of the Railway Steel Spring Company's lead is for their use and must not be blocked.

There is a back-up hose in a box on east end of freight house to be used if required when shoving cars to the C. & E. I. After using this hose it must be replaced in the box.

Care must be exercised to prevent accident before engine or cars are moved over 23rd Street crossing on west wye and over 26th Street crossing, just north of the C. & E. I. Yard Office.

Crews delivering cars to the C. & E. I. will deliver them on No. 2 track until filled, and then on No. 3 track and will shove the limit on these tracks.

Engines or cars must not be moved over Main Street Crossing on track leading to the Lumber Company until stop is made and/or a member of crew protects highway traffic.

The switch leading from the eastward main track to the west wye operates flasher light crossing signals at Halsted Street when the switch is lined for the west wye. When moving from the eastward main track to the west wye, the switch must be restored to normal position when movement has cleared the derail located on west wye.

All movements returning to eastward track from the west wye will stop on the Special Control Circuit and not proceed over Chicago Road crossing until properly protected. The limits of this Special Control Circuit are marked by insulated joints painted yellow.

The east switch to the middle track must not be lined for the movement on that track until movement has entered the approach circuit, located 1000 feet east of the Chicago Road crossing.

A low signal located between main tracks, west of Chicago Road Crossing has two units. When proceed is displayed on upper unit it indicates home signal at interlocking displays a proceed aspect and that crossing protection is operating; when lower unit displays proceed aspect it indicates that only crossing protection is operating.

There are five (5) tracks at the interchange point with the C. H. T. T. and Milwaukee Railroads, which are numbered 1 to 5, from E. J. & E. eastward main track.

The E. J. & E. will receive cars from the C. H. T. T. and Milwaukee Railroads on tracks 1 and 2 and deliver to them on tracks 4 and 5. Track No. 3 will be used as an overflow track for cars to and from these railroads. Tracks 4 and 5 must be filled before placing cars on No. 3 track. Cars must not be left east of State Street on these tracks.

Crews picking up cars on Hill tracks, Chicago Heights, will not use C. H. T. T. lead west of Wentworth Avenue.

Cars to be picked up at this point must be switched to tracks other than Nos. 3, 4 or 5.

When Stop is displayed on block signal 999, member of crew will communicate with towerman for instructions by telephone located nearby.

B-18. DYER: Trains stopped by a Stop and Proceed aspect on block signal 1032, in addition to the requirements of Rule 291 of the Operating Department, must move very slowly between the signal and Torrence Avenue, located 150 feet east of the signal, so as to allow ample time for the gates at the highway crossing to operate before the crossing is reached.

Westward trains stopping for the home signal, and those leaving their trains east of the Monon interlocking, must leave their trains clear of the west end of the siding.

Automatic short arm gates are located at the crossing of U. S. Highway No. 30 and the Monon tracks. The gates must be lowered before an engine or car fouls the crossing. If gates are inoperative, a member of the crew must protect highway traffic. An engine or car on the south side of the crossing on either receiving track must be south of the clearance sign (located 260 feet south of the crossing), before starting a northward movement. Cars must not be left north of this clearance sign.

Crews delivering cars to the Monon will, unless otherwise instructed, make delivery on Monon No. 2 track and will shove the limit on this track, and will not deliver cars on Monon No. 1 track without permission from the operator or agent. Before using Monon No. 1 track enroute to Monon No. 2 track, crews will call operator on telephone and obtain permission to make the movement and will report clear to him immediately upon their return to E. J. & E. tracks. A derail is located on the wye 160 feet from Monon No. 1 track switch and is pipe line connected to the switchstand. A speed of ten miles per hour must not be exceeded while moving on Monon No. 1 and No. 2 tracks.

There is a back-up hose in a box near wye switch, west end of Dyer yard, to be used if so required when shoving cars to the Monon Yard. After using back-up hose it must be replaced in box.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—EASTERN SUBDIVISION—Continued

B-19. HARTSDALE-GRIFFITH: Unless otherwise instructed, eastward trains having work at Hartsdale or Griffith will use the eastward siding when there is room on the siding to hold the train, and trains having no work will use the eastward main track when clear. Trains must arrange to give way to other trains and permit them to pass promptly.

B-20. HARTSDALE: Crews doing work at Hartsdale, unless otherwise instructed, must leave all cars handled on the tracks on which they were found, but when unable to do this, they must notify the agent's office, giving the track on which the cars were left.

Crews having cars for the N. Y. C. or M. C. at Hartsdale will get instructions from the office of the agent of these railroads as to where the cars are to be delivered. All concerned must be on the alert to prevent accidents when using the inbound lead at the east end of the joint yard with the P. R. R. at Hartsdale. Trains delivering to the P. R. R. must shove the limit on P. R. R. receiving tracks.

B-21. GRIFFITH-HARTSDALE: The east switch to the westward siding at Griffith is controlled from the interlocking tower. A two unit color light signal located fifty feet in advance of the switch, governs westward movements over the switch. Eastward movements over the interlocking from the westward main track or from the westward siding, must STOP CLEAR of the other track unless the interlocking dwarf signal indicates proceed. This switch may be trailed through without damage to the switch points or its mechanism. However, when making a trailing movement through this switch, a reverse movement must not be made until that section of the track between the switch points and the signal has been cleared and proper signal indication is received.

Unless otherwise instructed, westward trains having work at Griffith or Hartsdale will enter the track designated by signal indication and, when practicable, will clear the westward siding.

Westward trains having no work at Griffith or Hartsdale, unless otherwise instructed, will use the westward siding if switch is lined and the track is clear. Trains must arrange to give way to other trains and permit them to pass promptly.

B-22. GRIFFITH: Train Order Signal: The top unit (Semaphore) attached to the train order signal mast applies to trains en route eastward on the Porter Line; the lower unit (Color light) attached to the same mast applies to trains en route eastward on the Kirk Yard Line. There is only one unit (Semaphore) affecting westward trains. It applies to trains en route westward from both the Porter Line and the Kirk Yard Line.

Unless otherwise instructed, trains from Kirk Yard having cars for the Erie will deliver them on No. 1 and No. 2 tracks in Erie yard, and other trains having cars for the Erie will deliver them on No. 3 track in Erie yard. All trains delivering to the Erie must shove the limit on Erie receiving tracks.

On account of curvature of the Storage Track near the point of connection with the G. T. wye, engines and cars must be moved carefully over this portion of track.

The normal position of the switch leading from the G. T. wye to the Storage Track is for the Storage Track. When leaving cars on the Storage Track they must be placed at least 100 feet from Main Street crossing.

Trains stopping on westward siding at Griffith must leave their train a sufficient distance west of switch to engine tie-up track, so that engine on Griffith and Elsewhere Run can enter and/or leave this track.

Engines may move with the current of traffic between Hartsdale and Griffith (either direction) without a clearance Form A.

Enginemen must use the following whistle signals when necessary:

| | | |
|-----------|---------|--|
| Hartsdale | o — o | for westward main track from westward siding. |
| Griffith | — o — | for Erie wye. |
| | — o — o | for C. & O. wye. |

B-23. HOBART: At the east siding and the west siding, eastward trains will use the main track and westward trains will use the siding regardless of superiority, and trains must not make opposing movements on these tracks without orders to do so, except in an emergency under flag protection.

The normal position of the spring switch at the east end of the east siding and at the east end of the west siding is for the siding.

Unless otherwise instructed, crews of eastward trains having cars to deliver to the Nickel Plate or Pennsylvania will stop clear of east end of west siding and call (a) towerman at Nickel Plate crossing for information concerning opposing trains and engines and (b) agent's office for track on which to make the delivery in Nickel Plate Yard.

Engines moving through E. J. & E. No. 1 or No. 2 track must not foul west siding until switch is properly lined, and then only under flag protection. Engines must not foul main track, at east end of No. 1 track, when switch indicator displays a stop indication until proper understanding is had and the movement properly protected.

Normal position for switch from N. K. P. Eastward Siding to yard tracks in N. K. P. Yard is for the siding. Cars must not be left on Eastward Siding without permission from E. J. & E. Chief Train Dispatcher.

A telephone is located near wye switch of Pennsylvania siding on which crews may communicate with towerman.

A derail is located on south wye 177 feet from Pennsylvania siding switch and is pipe line connected to switchstand.

Cars must not be left within 100 feet of the double street crossing on E. J. & E. receiving track east of the Pennsylvania crossing.

B-24. McCOOL: That portion of No. 2 track west of Fifield Road crossing must not be used for cars in interchange, but must be kept open for team track purposes.

SPECIAL INSTRUCTIONS

JOLIET DIVISION—EASTERN SUBDIVISION—Concluded

B-25. PORTER: The flasher light crossing signals protecting Broadway Street crossing do not operate by train movement on the caboose track. When switching over this crossing on caboose track, member of crew must protect highway traffic. Trains or engines must not stand on the track circuit causing the flasher light signals to operate unless crossing is occupied by engine or car. When stopping at this crossing, stop should be made outside of track circuit.

Conductors of trains having cars for the N. Y. C. will call agent's office on telephone for instructions as to where the cars are to be delivered.

Before using the N. Y. C. passing track (the first track south of the N. Y. C. eastward main track), crews must call the touthman by telephone and obtain permission to use this track.

Cars to the C. & O. (P. M. D.) will be delivered on No. 3 track in E. J. & E. yard and E. J. & E. trains must shove the limit on this track. Cars other than cars to the C. & O. (P. M. D.) must not be left on this track.

When Train Order office at Porter is closed, communication with the train dispatcher may be made by contacting the operator at Crocker by telephone, Chesterton 8752.

When the depot at Porter is closed, conductors will leave register slip with waybills in waybill box near entrance to depot.

BUSINESS AND SPUR TRACKS NOT SHOWN ELSEWHERE:

Drake Gas Co. on eastward track 1060 feet east of MP J-4
McGlashens. on westward track 627 feet west of MP J-17
Northern Ill. Gas Co. on eastward track 784 feet west of MP J-19
Park Forest. 914 feet west of MP J-23
Cleveland Ave. 1635 feet and 1810 feet west of MP J-40
Broadway. 1224 feet east of MP J-41
Lenburg. at MP J-53
St. Clair. 3136 feet east of MP J-54

CROSSOVERS

EAST JOLIET:

No. 1 Facing. . . Just east of Cass Street.
No. 2 Trailing. . Interlocked—West of Washington St.
No. 3 Facing. . . Interlocked—East of Washington St.
No. 4 Facing. . . Just west of Rowell Avenue.

MARBLE FALLS:

No. 1 Trailing. . East of block signal 771.
No. 2 Facing. . . East limits of station.

BRISBANE:

No. 1 Facing. . . East of Cedar Road.
No. 2 Trailing. . Near west end of yard.
No. 3 Facing. . . West of block signal 833.

FRANKFORT:

No. 1 Trailing. . East of telephone booth.
No. 2 Facing. . . West of block signal 883.

MATTESON:

No. 1 Facing. . . East of block signal 940.
No. 2 Facing. . . West of block signal 954.
No. 3 Trailing. . Just east of depot.
Crossover—eastward main to siding—facing—west end.
Crossover—eastward main to siding—trailing—east end.
No. 4 Facing. . . Just east of east switch of siding.

BETWEEN MATTESON AND CHICAGO HEIGHTS:

Trailing. 937 feet east of No. 4 crossover, Matteson.
Facing. West of block signal 970.

CHICAGO HEIGHTS:

No. 1 Facing. . . Near MP J-24.
No. 2 Facing. . . Near west end of west yard.
No. 3 Trailing. . Near west end of west yard.
No. 4 Trailing. . East of depot.
No. 5 Trailing. . Interlocked—West of C. & E. I. crossing.
Crossover—eastward main to siding—facing Interlocked.
Crossover—eastward main to siding—facing—east end.
Crossover—eastward main to siding—trailing—east end.
No. 6 Facing. . . East limits of station.

DYER:

No. 1 Facing. . . At MP J-29.
No. 2 Facing. . . Near eastward home signal.
No. 3 Trailing. . Near westward home signal.
Crossover eastward main to siding—facing—west end.
Crossover eastward main to siding—facing—west end.
Crossover eastward main to siding—trailing—east end.
No. 4 Facing. . . East of east switch of siding.

HARTSDALE:

No. 1 Trailing. . Interlocked—east of P. R. R. crossing.
No. 2 Facing. . . East of Kennedy Ave.

GRIFFITH:

No. 1 Trailing.
No. 2 Facing.
No. 3 Trailing.
No. 4 Trailing.
No. 5 Trailing.
No. 6 Facing. . . Just west of depot.
No. 7 Trailing. . East of G. T. crossing on Porter Line.
No. 8 Facing. . . East of G. T. crossing on Porter Line.
No. 9 Trailing. . Interlocked—on Kirk Yard Line.

SPRING SWITCHES

Griffith. East end of eastward siding.
End of double track.
Hobart. East and West end of West siding.
East and West end of East siding.
Kirk Yard Line:
Cavanaugh. Whiting Branch to Westward main track.

SPECIAL INSTRUCTIONS

YARD SERVICE EAST JOLIET TERMINAL—JOLIET DIVISION

C-1. The use of vile or profane language is strictly prohibited while using electronic inter-communication systems.

C-2. When making delivery of cars to foreign lines, crews must return to E. J. & E. Yard with the least possible delay.

C-3. Yard engines shoving trains out of East Joliet yard must not go beyond yard limit board unless otherwise instructed by yardmaster. Yardmen must protect their engines when returning against the current of traffic.

C-4. A caboose equipped with outside air valve must be on the foremost end of cut when shoving cars to the M. C. at East Joliet and to the A. T. & S. F. at Bridge Jct. The air must also be coupled up and working when shoving cars from East Joliet Yard to Yard H and when shoving 12 cars or more a back up hose must be used. Yardmen must see that back-up hoses are returned to the place from which they were procured.

When delivering cars to the M. C. at East Joliet they must not be placed on Ice House tracks 1, 2, or 3, unless so instructed.

C-5. The interchange tracks with the Santa Fe at Bridge Jct. are: No. 1, E. J. & E. receiving track which leads from E. J. & E. main track, and No. 2, E. J. & E. delivery track, which leads from No. 1 track 2170 feet from E. J. & E. main track. A hand throw derail is located on each of these tracks near clearance point at Santa Fe entrance end. Normal position of switch at each end of No. 2 track is for No. 1 track.

A speed of ten miles per hour must not be exceeded on interchange tracks.

C-6. An engine must not exceed a speed of eight miles per hour entering the Coke Oven yard at main track switch, and must not exceed a speed of twelve miles per hour in Coke Oven yard.

C-7. An engine must not exceed a speed of ten miles per hour on the track to Material Service Company, and, before fouling 16th Street crossing at night, a member of the crew must place a lighted fusee on each side to protect highway traffic. Fusees must be removed after crossing is cleared.

An automatic interlocking is in service at the Material Service Co. and Public Service Co. connection on the Material Service lead north of 9th Street.

In the event the approach circuit to this interlocking is occupied for more than five (5) minutes and the interlocking signal fails to indicate proceed and interlocking is not occupied by another movement, movement may be made thru interlocking limits after properly hand flagging all conflicting movements.

Switches used in connection with the movements must be restored to normal position after having been used.

C-8. Crews pulling cars from or shoving cars into tracks at east end of C, D, F and G yards at East Joliet must leave sufficient hand brakes applied on cars left on tracks to prevent them from running out to foul the leads.

C-9. Three (3) copies of Train Accident Report, Form 54, four (4) copies of Personal Injury Report, Form 187, and four (4) copies of Crossing Accident Report, Form 685, must be made out promptly by each member of crew involved in accident and forwarded to the Assistant Superintendent, East Joliet Terminal.

C-10. Yardmen must see that repair track crossings, fire crossings and the crossing on the lead to repair tracks at East Joliet are protected while coupling up or shoving cars over these crossings. No switching shall be done over these crossings from 7:40 A.M. until 8:10 A.M. and from 4:30 P.M. until 4:45 P.M.

C-11. When a crane is not in use, the idler car must not be removed from under the boom of the crane without replacing it with another car.

C-12. The Prison Crusher will not clear a man on the side of a car when placing empties or pulling loads. Empties for loading must be placed back of "STOP" Board, 200 feet West of the Prison Crusher.

C-13. Crews of engines going to Stateville Prison will leave derail located on Prison lead lined and locked in derailing position while doing work at the Prison.

C-14. Speed of 10 miles per hour must not be exceeded on curves at Ohio and Collins Streets.

C-15. There are a number of semi-automatic switches in the Joliet and East Joliet districts which can be identified by the letters "SA" stenciled on the banners. These switches may be trailed through without hand operation except with a light engine or with less than five cars or when a member of the crew is near switchstand or when snow or ice is liable to foul the points, in which instances they must be operated by hand.

C-16. A stop sign equipped with red light is located on A-15 Running track east of curve at Roundhouse, East Joliet, which will govern westward movements on track A-15 only. Engines en route west on track A-15 will come to a stop at this sign, then proceed at reduced speed.

C-17. Westward trains stopping at Rowell Avenue (westward crossing) will stop clear of the insulated joint, (located 150 feet east of the crossing); then the flasher light signal will stop operating after a short time. When ready to proceed, speed shall not exceed 5 miles per hour until crossing is occupied. When it is necessary for westward trains to stop between the insulated joints and Rowell Avenue crossing, crews will promptly cut their train east of the insulated joints and move the front portion of their train westward to clear the circuit west of Rowell Avenue. Engines crossing Rowell Avenue and not passing out of the flasher light highway crossing signal control circuit must not make a reverse movement over this crossing until a member of the crew protects highway traffic.

C-18. A hydraulic lift bridge has been installed and put into service on north West Track, Ruberoid Company, Phoenix District, Joliet, Illinois. Movement on this track is governed by approach signal at north end of dock.

SPECIAL INSTRUCTIONS

YARD SERVICE EAST JOLIET TERMINAL—JOLIET DIVISION—Concluded

Aspect of signal—RED (stop)—bridge is up.

YELLOW (proceed with caution)—bridge is down.

C-19. Refrain from unnecessary blocking of Columbia Street Crossing because of employes going to and from work at the American Steel and Wire Division plant.

C-20. Yardmen must notify the foreman at coal unloading station at Coke Plant before coupling up or pulling cars from tracks 1, 2 or 3 in B yard. They must see that car moving device is detached before pulling cars from the screening station.

C-21. When handling sludge acid ladles at Coke Plant there must be a car between engine and ladles.

C-22. The switch leading to track 8-B at Coke Plant will be kept locked with a private lock when not in use. Crews wishing to use track 8-B or Battery Stub will sound whistle signal 14 (j) which will be the signal for proper person to clear coke pushers and unlock the switch. If for any reason switch is not unlocked within three minutes, the whistle signal must be repeated.

C-23. Because there is considerable noise created by the mechanical car shake out in and around the Coal Unloading Station at Joliet Coke Plant, engine whistle must be sounded and bell rung when approaching all crossings, especially across tracks No. 4, No. 5 and No. 7 in the A-Yard.

C-24. Crews pulling cars from Rod Mill Boiler House track must see that car puller is uncoupled from cars before descending incline.

At No. 3 Rod Mill and Billet unloading track, cars must be separated not less than 50 feet at the crossing at east end of tracks 3, 4 and 5.

The foot walk between the south Spike Mill and Splice Mill on north Punch track must be left open for American Steel and Wire Division employes to pass.

C-25. Engines or cars moving over highway crossing at East Gate, Mill Yard, must be protected by a flagman. Movements must not be made over this crossing between 4:50 P.M. and 5:05 P.M.

C-26. The tracks in Yard H are numbered consecutively 1 to 9 commencing with the South Track. No. 1 track will be the running track for transfers to and from downtown and cars must not be left on this track so as to block transfers using it. Switches are to be left lined for H-1.

Cars of welded fabric loaded on flat cars at the American Steel & Wire Division Plant, Joliet, are not to be placed on tracks H-1, 2 or 3 for shipment to East Joliet, unless otherwise instructed.

When cars are left in yard H they must be at least 50 feet from Royce Avenue crossing.

JOLIET DIVISION OFFICERS

F. T. Brandt, Superintendent

T. R. Murphy, Train Master

L. D. Veronda, Train Master

O. L. Pence, Assistant Train Master

P. A. Pellouchoud, Assistant Train Master

J. Larson, Assistant Train Master

A. N. Benson, Assistant Train Master — Road Foreman of Engines

R. F. McNiff, Assistant Train Master — Road Foreman of Engines

C. P. Farr, General Yardmaster, Waukegan

F. O. Morse, Chief Train Dispatcher

EAST JOLIET TERMINAL

A. J. FitzGerald, Assistant Superintendent

H. C. Ingram, Train Master

T. S. Jacobs, Train Master

H. D. Murphy, Train Master

J. E. Mulvihill, General Yardmaster, Joliet Mill Yard

GARY DIVISION GENERAL INSTRUCTIONS

G-1. The Gary Division between South Chicago and Kirk Yard, and between Cavanaugh and Kirk Yard is double track and yard limits over which trains and engines may move without train orders, clearance Form A, or time-table schedule.

The Terminal of these main tracks at South Chicago is No. 1 Crossover; at Kirk Yard, Kirk Yard Jct., at Cavanaugh, No. 1 Crossover.

All tracks on the Gary Division other than those of the Kirk Yard Line and the Whiting Branch are considered as the Lake Front Line.

The Whiting Branch between Cavanaugh and Whiting is yard limits and trains and engines will be governed by Rule 93 and may move without Train Orders, clearance Form A, or time-table schedule between these points.

The track between Shearson and State Line is the Hammond Lead and train and engine movements between these points will use this track, and movements en route to 98th Street will use the C. & W. I. State Line to South Deering and the B. R. C. South Deering to 98th Street Yard. The normal position of all switches connecting with the lead is for the lead.

The Whiting branch and tracks connected therewith are considered the Calumet District.

Movements against the current of traffic must be authorized by yardmaster or conductor and protected as prescribed by the rules.

Instructions to move against the current of traffic without protecting against opposing trains and engines must be in writing over the signature of the Superintendent except as provided by Rule 4 General Instructions.

G-2. Crews must properly protect movement while entering or leaving main track when portion of train displaying markers is not on main track.

G-3. REGISTER STATIONS: Kirk Yard — all trains to and from Joliet Division and Whiting Branch; Whiting and State Line.

G-4. BULLETIN ORDER BOARDS: Kirk Yard; Yardmen's terminal Building and Enginemen's Register Room, South Chicago; Roundhouse and Yardmen's Terminal Building. Whiting; Depot and Terminal Building, Standard Yard.

G-5. STANDARD CLOCKS: Kirk Yard; Yardmen's Terminal Building and Enginemen's Register Room, South Chicago; Yardmen's Terminal Building.

SPECIAL INSTRUCTIONS JOLIET AND GARY DIVISIONS—KIRK YARD LINE

K-1. Westward trains enroute to the Joliet Division will obtain Clearance Form A and train orders at Kirk Yard Junction, except as hereinafter provided. When a "Proceed, No orders", (green) indication is displayed on the train order signal it will be the authority for a regular train to use its schedule and the authority for any train other than a regular train or work train to proceed as an extra train to the destination for which the crew is called except crews on extra trains destined East of Griffith on the Porter Line, it will be their authority to proceed as an extra train to Griffith. Crews called for turn around service out of Kirk Yard must obtain authority for their Eastward movement.

Rules D-97 and 97 of the Operating Department are hereby modified to the extent provided herein.

K-2. Automatic block system territory, Kirk Yard Line: Eastward track, from block signal 2124 west of Van Loon to end of block sign at Eastward Home signal, Kirk Yard Jct.

Westward track, from block signal 2195 west of Kirk Yard Jct., and from block signal 3167 on the Whiting Branch at Cavanaugh to end of block sign at the westward home interlocking signal at Van Loon.

K-3. The station limits at Cavanaugh include No. 1 and No. 2 Crossovers and the wye switch on the Whiting Branch.

The spring switch at Cavanaugh must be operated by hand for any movements from westward track to Whiting Branch. Trains or engines moving against the current of traffic on westward track at Cavanaugh must stop and examine spring switch in accordance with Rule 104 (d) of the Operating Department.

K-4. VAN LOON: Connection with N. K. P. Ry.

A back-up hose in a box located near No. 1 Crossover must be used if view is obstructed or other conditions require when

delivering cars at this point, and it must be returned to the box after having been used.

Cars must be shoved the limit on delivery track to N. K. P.

When necessary to dispose of bad order cars at this station they will be set out on the team track which is just west of No. 2 Crossover.

Crews setting out and/or picking up cars at this station will deliver and receive waybills at the tower.

Conductors of trains picking up cars from N. K. P. at this station for Kirk Yard will make a switch list of cars picked up, and deliver the list at Kirk Yard with the waybills. They must mark on the list "Cars picked up at N. K. P. connection at Van Loon at (time and date) not wheeled." The wheel report will be made by agent's office at Kirk Yard.

Conductors filling at Van Loon will take all the bills there with them, but will not be required to check the bills against the cars picked up.

CROSSOVERS ON KIRK YARD LINE:

VAN LOON:

- No. 1 Trailing. . 850 feet east of MP J-39.
- No. 2 Facing. . . East of N. K. P. Crossing.

CAVAUGHAN:

- No. 1 Facing. . . West limits of station.
- No. 2 Trailing. . East limits of station.

BETWEEN CAVANAUGH AND KIRK YARD JCT.:

- Facing. Just east of P. R. R. connection.
- Facing. Just east of B. & O. connection.

SPECIAL INSTRUCTIONS

GARY DIVISION—CALUMET DISTRICT

W-1. Automatic block system territory in both directions between block signals 3168 and 3178 on Whiting Branch at Cavanaugh and block signal 3193 near the west end of siding at Shearson.

Rule 505 for the territory between block signal 3193 and block signals 3168 and 3178 is modified to read as follows:

Block signals govern the use of the blocks and, unless otherwise provided, will supersede the superiority of trains but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

When spring switch or wye switch at Cavanaugh is lined for eastward movement on the Whiting Branch it will cause block signal 3193 to display a Stop-Indication.

Trains moving on wye en route to Shearson must stop at clearance point sign until trainman observes the indication displayed by the indicator and by block signal 3178 and, unless otherwise provided, the switch must not be lined when stop is displayed by the indicator or by block signal 3178.

W-2. SPEED RESTRICTIONS:

Shearson, between eastward home interlocking signal at C. S. S. & S. B. crossing and Whiting..... 15 MPH
On the Hammond Lead..... 15 MPH
Grasselli, approach home signal at slow speed prepared to stop.

Enginemen must use the following whistle signals when necessary.

Grasselli Tower o — o For the Hammond Lead.

W-3. SHEARSON-WHITING: Trains must approach Shearson expecting to find the main track occupied.

When main track is occupied or is being used by an opposing train, the train that can clear the main track with the least possible delay will do so.

Trains en route east of Shearson to the Hammond Lead will, unless otherwise instructed, take siding at Shearson.

Conductors of trains or engines en route from Whiting to Calumet Tower must call towerman before leaving Whiting to ascertain whether or not any trains or engines en route to Whiting have passed Calumet Tower. This does not in any way relieve crews from complying with Rule 93.

W-4. Before crossing the tracks of the C. S. S. & S. B. Railroad east of Shearson on the Whiting Branch, train and switching movements must come to a complete stop not less than 40 feet nor more than 500 feet from the crossing, and a member of the crew must proceed to the crossing and ascertain there is no car or train on or closely approaching the crossing, and that it is safe to proceed before moving over the crossing.

W-5. Crews operating over the following crossings must be preceded by a flagman before movement is made over crossing:
121st Street Whiting on B. & O. C. T. track.
Canal Street — Just west of Ship Canal Bridge.

Canal Street — Just east of Pennsylvania Railroad Crossing.

W-6. Wrecking Crane No. 6 must not be handled next to engine over Bridge 631 Ship Canal.

W-7. Employees are prohibited from smoking or using fuses while on the property of the Standard Oil Company at

Whiting, Sinclair Refining Company and City Service Refinery at East Chicago. The use of fuses in or about the Whiting (E. J. & E.) yard is also prohibited.

W-8. Railroad crossings not interlocked at which trains and engines must stop in accordance with the law:

Whiting Branch

C. S. S. & S. B...east of Shearson.... 1800 feet east of MP J-45.
P. R. R.....east of Shearson.... 2296 feet east of MP J-46.
P. R. R.....east of Shearson.... 1726 feet east of MP J-47.

On the Hammond Lead

B. & O. C. T....east of Shearson.... 944 feet east of MP J-45.
I. H. B.....east of Shearson.... 1790 feet east of MP J-45.
I. H. B.....east of Shearson.... 542 feet west of MP J-47.
I. H. B.....east of Shearson.... 885 feet west of MP J-48.

W-9. STATE LINE: The switch leading to the Erie main track at State Line is electrically controlled by the Erie towerman at Calumet River drawbridge. The employe using this switch will call towerman on telephone located near switchstand, who will release the electric locking so the lever can be turned and switch operated.

After movement is completed, and the switch has been lined, lever must be returned to normal position.

Trains in both directions must protect, as prescribed by Rule 99 of the Operating Department, against trains on the Erie while entering or leaving Erie main track at State Line.

W-10. SOUTH DEERING — 98th STREET: The interlocking at South Deering is remotely controlled by the towerman at Drawbridge located on the C. & W. I. tracks 1.5 miles south of South Deering. This towerman has control of movements on the tracks of the Belt Railway of Chicago between South Deering and 98th Street Yard, and Rule 93 is in effect.

Unless otherwise instructed, or the Erie siding is occupied, northward trains will take the siding at 112th Street.

Cars must not be left standing on Erie Siding or main track between South Deering and 98th Street yard at night, or when the view is obscured from any cause, unless they are properly protected.

Trains having cars for the Interlake Iron Corporation at South Deering will run around the cars at Erie Siding and deliver them in their yard. The switch leading from C. & W. I. southward track to their yard is electrically locked and controlled by towerman at Drawbridge. To use this switch, call towerman on telephone and comply with instructions posted inside of telephone box. Also communicate with yardmaster for track on which to make the delivery.

Trains having cars for the C. W. P. & S. at 106th Street will deliver them in their yard.

A speed of five miles per hour must not be exceeded on C. W. P. & S. tracks.

Conductors of southward trains will call towerman at Drawbridge (telephone No. Mitchell 6-1322) from yard office at 104th Street, and will use the main track between 106th Street and South Deering unless otherwise instructed by the towerman. A telephone is located at South Deering on which crews can communicate with towerman at Drawbridge.

SPECIAL INSTRUCTIONS

GARY DIVISION—LAKE FRONT LINE

F-1. Automatic Block System Territory: Lake Front Line. Westward:

From Block Signal 4067 located 1200 feet west of Bridge 728 Indiana Harbor to end of Block sign opposite eastward home signal at B. & O. Crossing, Indiana Harbor. From Block Signal 4113 located nine hundred (900) feet east of 100th Street Crossing, South Chicago to end of Block Sign opposite westward home signal at Bridge 710, South Chicago.

Eastward:

From Block Signal 4128, also the home signal at Bridge 710 to end of block sign opposite Block Signal 4113. From Block Signal 4078 east of Front Street, Whiting, to end of Block Sign opposite westward home signal B. & O. Crossing, Indiana Harbor.

F-2. All cars must be handled on switch order Forms Nos. 710, 710-A, 711, 712 and 726 in Gary Sheet & Tin Mill, National Tube Co., Buffington, Stockton and South Chicago Yard. Yardmasters or Engine Foremen unless otherwise instructed must have one of these forms before any switching is done. After switching is completed orders must be properly signed, dated and sent to Chief Yard Clerk. Unless shown on Form 710, Yard Foremen must show thereon initials and numbers of all cars placed for loading unless relieved from doing so by Yardmaster.

F-3. Unless otherwise instructed Yard Engine Foremen must not deliver cars to connecting lines unless accompanied by waybills. When setting out cars at Indiana Harbor and at Whiting, they must leave a switch list showing numbers and initials of cars, in addition to the waybills.

F-4. Engine Foremen and Enginemen must make an accident report in quadruplicate on prescribed form for all accidents in which their engine is involved and mail promptly to the Superintendent. In addition to written report, Yardmaster in District in which accident occurred must be notified.

F-5. Loaded cars having four wheel trucks with gross weight exceeding 225,000 pounds and cars having six wheel trucks with gross weight exceeding 258,000 pounds must not be moved over bridge 710 at South Chicago.

Two trains of loaded cars must not move over this bridge at the same time but two trains of empty cars or one train of loads and another of empties may use the bridge simultaneously provided the engines do not occupy the bridge at the same time.

F-6. Wrecking Cranes No. 5 and No. 6 must not be handled next to Engine over Bridge 710 at South Chicago and must not be moved across Bridge 751-A over Grand Calumet River on City Track at Gary.

F-7. A train or engine receiving a "STOP" indication at the Chicago Short Line crossing at 94th Street and finding the crossing unoccupied — a member of crew will depress a push button located in housing marked E. J. & E. If after two minutes duration signal does not clear movement over crossing will be made under flag protection.

F-8. The crossing gates at 94th Street are controlled by short track circuits and movements must approach crossing slowly and not proceed over crossing until it is properly protected.

F-9. 100 and 900 class engines must not be operated over the following bridges:

710, Calumet River Drawbridge, South Chicago.

751-A, Grand Calumet River on City Track at Gary.

F-10. Trains or engines must not block bridge 710, and enginemen must not use sand or permit engine to slip while operating over same. Trains and engines must approach Bridge 710 at South Chicago at slow speed expecting to find interlocking signal at "STOP".

F-11. The swing gates at the B. & O. Crossing near the Hammond pumping Station are normally swung across and locked over the B. & O. tracks.

Trains must approach this crossing at reduced speed prepared to stop before fouling the crossing, but may proceed over the crossing without stopping if the way is seen to be clear, gate is in normal position and signals indicate proceed.

F-12. Crews handling hot metal ladles between South Chicago and Indiana Harbor must not exceed a speed of 15 miles per hour.

F-13. In case of fire to E. J. & E. buildings, equipment or property at any of the industries within the following yards, the plant fire department must be called immediately. The telephone numbers of the fire departments in the various yards are:

Buffington Yard..... Local 75
Sheet & Tin Mill Yard..... Local 429

F-14. The overhead construction of the bridge over the Ship Canal at Indiana Harbor, and the I. H. B. Ry., overhead on the City Track at Gary, will not clear a man on top of a car.

F-15. Whistle signal 14 (1) must be sounded before engine or cars are moved over Buchanan Street Roadway in Gary Mill Yard.

F-16. A cable over City Track at Broadway will not clear a man on top of a car.

F-17. Wrecking Derrick No. 5 and No. 6 must not be put on the Buffington highlines.

F-18. All crews operating over Virginia Street and Broadway crossings on the City Track at Gary must be preceded by a flagman before movement is made over these crossings with engine or cars.

F-19. There is a two position semaphore indicator signal located near lead to the Gary Screw and Bolt Company's plant east of the E. J. & E. track and north of the C. S. S. & S. B. track near Dunes Highway crossing in Gary. This signal indicates the approach of a train on the C. S. S. & S. B. track. The swing gates must not be operated when a train is approaching on the C. S. S. & S. B. track. The south swing gate at this crossing also operates the flasher signals on Dunes Highway crossing and flasher signals operate when gate is lined for E. J. & E. movements.

F-20. Trains and Transfers, when on main track, must have caboose on rear of train and display markers.

SPECIAL INSTRUCTIONS

GARY DIVISION—LAKE FRONT LINE—Continued

F-21. Speed of 20 miles per hour must not be exceeded between block signal 4113 and C. S. L. crossing. Switches within these limits are not equipped with indicators.

F-22. Trains having more than 40 cars stopped by block signal 4113 will communicate with bridge tender at Bridge 710 and be governed by his instruction with regard to proceeding.

Trains receiving a Stop indication on home signal at B. & O. Interlocking, Indiana Harbor, and finding crossing unoccupied — a member of crew will depress button located in locked housing on Relay Cabin at the crossing. Push button must be held until light lights. If after two minutes duration signal does not clear movement will be made under flag protection.

Push buttons are also located on short poles adjacent to dwarf signals and on the mast of high signals.

F-23. The DIXIE LINE between the east end of Kirk Yard and the Coke Oven and Tube Mill will be operated as follows:

A signal located near Broadway will govern eastward movements from Broadway to Virginia Street.

Westward movements from the Coke Ovens and/or DIXIE LINE, east of Virginia Street, will be governed by a signal located immediately east of Virginia Street on the DIXIE LINE.

Before making westward movements from Coke Ovens, Tube Mill, River Yard, or Armor Plate Plant, crews will contact the Assistant General Yardmaster at Kirk Yard for permission to make a westward movement.

F-24. The DIXIE LINE between Broadway and Virginia Street is automatically controlled and westward movements must not foul the circuit, which is one hundred and fifty (150) feet east of the signal, until permission is granted to proceed, and be governed accordingly, complying with Rule 93 of the Operating Department.

The North and South Hump Leads are also connected with the circuit for eastward movements, the circuit beginning at the clearance point of the Hump Leads and DIXIE LINE.

F-25. The Dixie Line between the East End of the River Yard and Coke Oven — Tube Mill Switch will be operated as follows:

A signal located near the east end of the River Yard Lead and the Dixie Line, with an overlap 2,000 feet west of the signal, governs eastward movements.

A signal located at Coke Oven — Tube Works Switch will govern westward movements.

Crews entering the Dixie Line from the east end of the River Yard Lead will stop to clear the Dixie Line and operate a push button indicator near the switch and will not proceed until the signal and switch indicator display the proper indication.

F-26. The indications listed below govern color light signals for the hump and classification yard.

The signals mounted on the mast at the crest of the hump facing west are as follows:

| ASPECT | INDICATION |
|---------------|------------------------------|
| Red | Stop |
| Yellow | Proceed at 2½ miles per hour |
| Green | Proceed at 5 miles per hour |
| Flashing Red | Back up |
| Illuminated T | Do not hump. |

The signals mounted on the mast at the crest of the hump facing east are as follows:

| ASPECT | INDICATION |
|--------|---------------------------------|
| Green | Proceed as directed |
| Red | Stop unless otherwise directed. |

Signals mounted on three signal masts located at the east end of the classification yard are as follows:

North and South signal facing west:

| ASPECT | INDICATION |
|-----------------|---|
| Red over Red | Stay in clear unless otherwise instructed. |
| Green over Red | Proceed over hump if switches are lined for your track. |
| Red over Yellow | Proceed through By-Pass when switches are lined for your track. |

Middle signal facing west:

| ASPECT | INDICATION |
|--------|---|
| Green | Proceed — when switches are lined for your track. |
| Red | Stop — stay in clear unless otherwise directed. |

Low signal located near west end of north and south By-Pass:

| ASPECT | INDICATION |
|--------|-----------------------------------|
| Red | By-Pass switch is lined for hump. |
| Yellow | Proceed through By-Pass. |

There is a lunar light signal attached to the #1 (South Hump Lead) signal mast. When this signal displays a lunar light, it is a signal to hump cars from the Dixie Lead only and the signals governing movement from South Hump will control movement from Dixie Lead. Engines on South Hump Lead must not move when the lunar signal is displayed.

F-27. The live rail over the scale located on the hump at Kirk Yard must be used as little as possible.

The dead rail should be used when handling cuts of cars in which a great number of cars together, or practically the entire cut does not contain cars to be weighed.

It is proper to use the live rail when cars interspersed through a cut or practically the entire cut of cars are to be weighed.

F-28. Rule D-104 (a) of the Operating Department is modified to permit the numbering of crossovers on the Lake Front Line of the Gary Division between South Chicago and Kirk Yard without regard to stations.

CROSSOVERS LAKE FRONT LINE
GARY DIVISION—LAKE FRONT LINE—Concluded

No. 1 Trailing... West of Bridge No. 710.
No. 3 Trailing... Interlocked east of Bridge No. 710.
No. 5 Trailing... West of Smelter Crossing.
No. 8 Facing... East of block 4123.
No. 11 Trailing... West of block 4113.
No. 18 Facing... East of State Line.
No. 21 Trailing... West end of Bairstow Yard.
No. 23 Trailing... East End State Line Generator Plant.
No. 33 Trailing... East of railroad crossing Robertsdale.
No. 39 Trailing... West end of Whiting.
No. 40 Facing... At Whiting.

No. 41 Trailing... Whiting.
No. 45 Trailing... East end of Whiting.
No. 57 Trailing... West end of Marks.
No. 63 Trailing... East end of Marks.
No. 72 Facing... I. H. B. Tower interlocked.
No. 75 Trailing... West end of Buffington.
No. 87 Trailing... Buffington.
No. 88 Facing... Buffington.
No. 96 Facing... Stockton.
No. 97 Trailing... Buffington.
No. 100 Facing... East end of Buffington.

SPECIAL INSTRUCTIONS
YARD SERVICE—SOUTH CHICAGO
GARY DIVISION—LAKE FRONT LINE

S-1. Engine Foremen and Enginemen must make an accident report in quadruplicate on prescribed forms for all accidents in which their engine is involved and mail promptly to the Assistant Superintendent at South Chicago. In addition to written report, Yardmaster in district in which accident occurred must be notified.

S-2. In case of fire to E. J. & E. buildings, equipment or property, the plant fire department must be called immediately — Phone — Local 333.

S-3. The air brakes must be coupled and working on all cars, and a backup hose applied to foremost car when shoving cars up 86th Street and Stock House highlines.

These high lines may be descended without the air brakes coupled up provided it is dangerous to couple up the air hose and the descent can be made safely.

S-4. Engines handling hot metal ladles must not exceed a speed of fifteen miles per hour.

Engines handling hot metal ladles must be given preference over other yard engines. Other engines must not block or interfere with the hot metal traffic.

Yardmen must not ride on footboards of engines between engines and ladles.

S-5. Road crossings within the plant at South Chicago must be cleared promptly at times when Steel Company employees change shifts.

S-6. Wrecking Derricks Nos. 5 and 6 must not be put on Old Stock House or New Side Highlines.

S-7. All hot metal to No. 2 and No. 4 Open Hearths must be pulled through No. 11 "K" pocket to run around under Rail Mill viaduct.

S-8. All movements on Yard "R" Hill tracks 2 and 3 "O" leads must be made with the locomotive on the down grade end of the cars or ladles being handled.

Unless otherwise instructed by yardmaster in charge, all movements of hot metal to No. 4 Open Hearth must be made on 3 "O" Lead and all movements from Yards "R", "O" and "P" on 2 "O" Lead. Engine must be on down grade end of cars or ladles being handled on these tracks on Yard "R" Hill except, when spring derail located at foot of Yard "R" Hill on 1 "O" Lead is open, cars may be pulled up this track trailing through the derail. The derail must be kept lined in derailing position at all times except, when making facing-point movement over it, it must be properly lined to prevent derailment. (See 4th paragraph Rule 104 (d) of the Operating Department).

S-9. The siren at vehicular crossing immediately north of new side highline, will govern movement of rail and automobile traffic. At one long blast of siren, crews will clear crossing as soon as possible, at two blasts, movement may be resumed.

S-10. Yardmen pulling and setting track 3, Yard "B", will not go beyond sign which reads — "Yardmen must not go beyond this point." Cars are to be left coupled on this track at all times and yardmen will ride locomotive to this sign to couple on or cut off cars.

S-11. When the semaphore on north side of fence track, 364 feet east of Burley Avenue, is in stop position, it indicates that switches are lined for the highline and crews making movements on adjacent tracks must not foul the highline.

S-12. Engines making runs up 86th Street highline will pull back on lead and when ready to proceed will sound whistle signal 14 (b).

The yardman flagging Burley Avenue street crossing will see that crossing gates are down before throwing semaphore to proceed for the movement up the highline.

The highline switches on both the east and west side of Burley Avenue are bolt locked, and movements up the highline are governed by semaphore 439 feet west of Burley Avenue. When semaphore indicates proceed, switches are lined and locked for the highline.

SPECIAL INSTRUCTIONS

YARD SERVICE—SOUTH CHICAGO GARY DIVISION—LAKE FRONT LINE—Concluded

The yardman who lines the switches and bolt lock levers for the highline must remain in a position to protect them until his engine has passed up the highline; he must then set the bolt lock levers so that switches can be used by other crews.

There is a platform on the trestle alongside of 86th Street highline and yardmen must not get on or off moving cars on this platform.

S-13. Engines descending the 86th Street highline must stop at the low color light signal located near the top of the incline and wait until a proceed indication is displayed. This signal

indicates the position of the automatic derail. When proceed indication is received on this signal, enginemen will sound whistle signal 14 (j) at whistle post located 1000 feet east of Burley Avenue crossing which will be notification to yardmen and gate tender to line switches, lower gates and protect Burley Avenue crossing.

S-14. All movements over Burley Avenue crossing must be properly protected.

S-15. A back-up hose must be used when cars are being pushed to the Chicago Short Line at South Chicago.

GARY DIVISION OFFICERS

M. R. Joyce, Superintendent

W. H. Krick, Assistant Superintendent

C. O. Ferner, Assistant Superintendent

W. R. Walter, Train Master

J. D. George, Train Master

R. W. Green, Train Master

S. E. Davis, Train Master

H. J. Paletz, Train Master

C. J. Brown, Train Master

T. E. O'Brien, Train Master

R. E. Garren, Train Master

R. S. Gregg, Train Master

R. B. Stone, Assistant Train Master

J. W. Hartshorne, Assistant Train Master

L. A. Brophy, Assistant Train Master

H. F. Ernhart, Assistant Train Master

A. P. Knowles, Assistant Train Master

T. V. Schlaeger, Assistant Train Master & Road Foreman of Engines

W. C. Meyer, Assistant Train Master & Road Foreman of Engines

GARY MILL DIVISION SPECIAL INSTRUCTIONS

M-1. The Gary Mill Division comprises the Gary Mill Yard and is entirely within yard limits.

M-2. Bulletin Order Boards are located at the Enginemen's Register Room and Yardmen's terminal building.

M-3. Wrecking Derricks No. 5 and 6 must not be put on the Blast Furnace or Open Hearth highlines.

M-4. Whistle Signal 14 (l) must be sounded before engine or cars are moved over Buchanan Street Roadway and the Roadway North of No. 2 Sintering Plant.

M-5. In case of fire to E. J. & E. buildings, equipment or property, plant fire department telephone 320 must be called immediately.

M-6. Engine Foreman and Enginemen must make an accident report on prescribed form for all accidents in which their engine is involved and mail promptly to the Superintendent.

In addition to written report, yardmaster in District in which accident occurred must be notified.

M-7. All cars must be handled on switch order forms Nos. 710-710A-711-712 or 726. Yardmaster or Engine Foreman must have one of these forms before any switching is done unless otherwise instructed. After switching is completed orders must be properly signed, dated and sent to Chief Yard Clerk. Unless shown on form 710, Yard Foreman must show thereon initials and numbers of all cars placed for loading unless relieved from doing so by Yardmaster.

M-8. The air brakes must be coupled and working on all cars, and a back-up hose applied to foremost car when shoving cars up the Blast Furnace and Open Hearth highlines. These highlines may be descended without the air brakes coupled provided it is dangerous to couple the air hose and the descent can be made safely. Engines descending Blast Furnace highline at south end, on tracks 13-B and 13½-B, must come to a stop clear of track 1-B before proceeding on to this track.

M-9. A signal located on the south side of the coke plant roadway at south end of west ore and coal dock will be used when making movements from the dock. When ready to make movement enginemen will sound four blasts of the whistle and,

SPECIAL INSTRUCTIONS

GARY MILL DIVISION—Concluded

when way is clear, a member of the crew will operate the signal which will display a green light to the north indicating that movement may be made from the dock and at the same time displaying a red light to the east and to the west indicating to other crews that a movement is being made from the dock and that the lead used by the engine from the dock must not be fouled.

M-10. Engines must not pass under any screening station at coke plant and, when working on any track that may be fouled by coke pushers, crews must know that way is clear.

M-11. Crews working at coal unloading station must not allow engines to pass under unloading spuds. Sufficient cars must be coupled to engine to reach through the building. There is a whistle at the west end of the building which will be used by the coal unloading foreman to designate that he is ready for a switch: four (4) blasts of the whistle for track 4-A; five (5) blasts for track 5-A and six (6) blasts for track 6-A, and engine-men will answer with two (2) short blasts of the engine whistle. One long blast of the whistle will denote crew has entered track not designated, and stop should be made immediately and the correct signal will then be repeated.

M-12. On Nos. 3 and 4 Open Hearth highlines, the switch connecting the stone and coal tracks is normally lined and locked for the stone track. When doing work on the coal track, the switch must be lined and locked for that track, and, after completion of work, lined and locked for the stone track.

M-13. On tracks where gas burners are installed for thawing coal, locomotives must not be operated over or through flames from the gas burners.

M-14. Road crossings must not be unnecessarily blocked and movements stopped on crossings over a reasonable length of time must be cut to allow vehicular or pedestrian traffic to

proceed. Road crossings must be cleared promptly at such times as Mill employees change shifts.

M-15. Air Compressor cars must not be cut off while in motion.

M-16. Crews required to perform switching at north end of Open Hearth Stock Yards Nos. 1, 3 and 5 will have industry personnel open gates by operating Siren, a control switch of which is located at each gate.

M-17. Crews using Cinder Leads between No. 12 Blast Furnace and West Cinder Dumps must use right hand track whenever possible.

The normal position of all switches on the Cinder Leads is for the leads and switches must be so lined except when in use.

Engines handling empty ladles from Cinder Dump to Blast Furnaces must stop at the Lining Station on track 12-C north of No. 12 Blast Furnace to have ladles serviced.

Employees are prohibited from riding loaded open top hot cinder ladles and must not ride on footboards of engines between engines and ladles.

Engines must not exceed speed of 15 miles per hour while handling hot metal or hot cinder ladles.

Engines in hot metal or hot cinder service must be given preference over other yard engines and other engines must not block or interfere with the hot metal and hot cinder traffic.

Loaded ladles must not be cut off while in motion.

M-18. The Blast Furnaces are equipped with red and green lights for governing engine movements. The lights on the corner of the structure to the east of track "C" govern movement on track "C" and the light located between or above tracks "A" and "B" governs movement on both these tracks.

GARY MILL DIVISION OFFICERS

F. H. Herrold, Superintendent
Geo. Meers, Jr., Assistant Superintendent
R. R. Green, Trainmaster
C. Hunker, Trainmaster
D. E. Gorgas, Trainmaster

J. C. Jensen, Trainmaster
M. J. Guernsey, Assistant Trainmaster
W. A. Ferguson, Assistant Trainmaster
B. C. Magee, Assistant Trainmaster-Road Foreman of Engines

WATCH INSPECTORS

Waukegan Henderson's 12 N. Genesee St.
Joliet { **John McGuire** 8 W. Van Buren St.
 { **National Clothing &**
 { **Jewelry Company** 72-76 N. Chicago St.
 { **Rice & Larson** 76 N. Ottawa St.
Chicago
Heights **Louis Yassen** 1616 Otto Blvd.
Hobart **Odell-Smith** 347 Main St.
Chesterton { **Vic Nash**
 { **Geo. Brown**

Gary { **Comay's Inc.** 624 Broadway
 { **E. W. Jackson** 644 Broadway
 { **Harding Jewelers** 4507 Broadway
Hammond **Armstrong Jewelry**
 Store 5142 Hohman Ave.
Griffith **Griffith Jewelers** 235 Broad St.
East Chicago **Friedman Jewelers** 809 W. Chicago Ave.
Whiting **Wm. R. Siltanen** 1233 119th St.
South Chicago **Cole and Young** 9144 Commercial Ave.
Chicago **Central Time Inspection**
 Company 1419 E. 63rd St.

TABLE OF SPEEDS

| MILES PER HOUR | ONE MILE IN | |
|----------------|-------------|---------|
| | Minutes | Seconds |
| 5..... | 12 | 0 |
| 8..... | 7 | 30 |
| 10..... | 6 | 0 |
| 12..... | 5 | 0 |
| 15..... | 4 | 0 |
| 18..... | 3 | 20 |
| 20..... | 3 | 0 |
| 25..... | 2 | 24 |
| 30..... | 2 | 0 |
| 35..... | 1 | 43 |
| 40..... | 1 | 30 |
| 45..... | 1 | 20 |

NOTICE TO ENGINEMEN

Locomotive whistle and bell signals for highway crossings at grade must begin when engine is opposite whistle sign, 1320 feet from crossing and be continued until engine has passed over crossing.

Standard whistle signal of two long, one short and one long blast, not less than ten seconds duration, must be given, the last blast to end when engine has passed over crossing.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

NOTICE TO ENGINEMEN AND TRAINMEN

It is ordered by the Illinois Commerce Commission that in the operation of all railroads using either electric or steam power, in the State of Illinois, the following rules shall be observed at highway crossings within municipalities:

(1) All trains must approach street crossings at grade within municipalities with caution and, where view is obstructed from any cause, with train under control.

(2) Engines must not be backed nor cars pushed over grade crossings in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping the train, if necessary, or actually flags the crossing if crossing is unprotected by flagman.

These instructions will apply both to ILLINOIS and INDIANA and to both TRAINS and ENGINES.



