

SAFETY

Should be the first consideration of every employee.

Every unsafe condition and practice should be reported promptly to immediate superior or other proper person.

CHICAGO & WESTERN INDIANA RAILROAD COMPANY

TIME TABLE No. 16

IN EFFECT

SUNDAY, OCTOBER 27, 1963

AT 12:01 A. M.

CENTRAL STANDARD TIME

**Superseding all previous Time Tables
and Supplements**

No. 16

**This Time Table is for the Government
and Information of Employees only**

**Note Important Changes in Special
Instructions and Train Numbers**

Read the rules and study the table carefully

R. E. McMILLAN
Vice President—General Manager

M. SWISLOW
Superintendent

J. M. PHILLIPS
Asst. Superintendent

J. J. MORIARTY
Supervising Trainmaster

MAIN LINE STATIONS

	Dispatchers Phone	Other Phones	Interlocking Station	Interlocking Signals	Switch Tender	Train Order Signal	RAILROAD JUNCTION OR CROSSING
Chicago Dearborn Station	X	X					
Roosevelt Road		X	X	X	X		
15th St.	X	X	X	X			AT&SF Yard Connections
16th St.	X	X	X	X			
21st St.	X	X	X	X			AT&SF-IC-Penna.
40th St.	X	X	X	X			Penna. C. J.
47th St.	X	X	X	X			GTW-C.J.
Ford St.	X	X	X	X			Penna.
Englewood	X	X					
74th St.	X	X	X	X			Wabash-BRC
80th St.	X	X			X		Dolton Branch-BRC
81st St.	X	X	X	X		X	Dolton Branch
Pullman Junction	X	X			X	X	NKP-BRC-CRI&P
South Deering		X		X			CSL-BRC
Main Line Bridge	X	X	X	X			
Ford Crossover		X					NKP-CSS&SB
Burnham	X	X	X	X			Penna-CSS&SB-C&O
State Line	X	X	X	X		X	BOCT-Monon-Erie-IHB NKP-C&O
South Hammond	X						Monon

DOLTON BRANCH STATIONS

80th St.	X	X			X		Main Line-BRC
81st St.	X	X	X	X		X	Main Line
Oakdale		X		X			CRI&P
Dolton Junction	X	X	X	X			Penna-IHB-BOCT
Yard Center	X					X	C&EI

E. P. HENRY..... Chief Train Dispatcher

D. H. CAMP..... Dispatcher

R. V. PEIRSON..... Dispatcher

M. W. ANDERSON..... Dispatcher

Dispatchers Phone—427-7506

E. P. Holland..... General Claim Agent

Office—Dearborn St. Station— Telephone 427-7514

Residence—7953 S. Manistee Ave.—Telephone SO Shore 8-3714

Dr. R. S. Westline..... Chief Surgeon

Office—2652 W. 59th St.—Telephone PProspect 6-5577

Residence—5842 Stony Island Ave.—DOrchester 3-3309

HOSPITAL AND AMBULANCE SERVICE

Cases of injuries or fatalities to persons other than employees or fatal accidents to employees must be turned over to the municipal police in every instance.

In case of personal injury to an employee necessitating ambulance service it is desired that Cassidy Ambulance Service, telephone KEdzle 3-2864 or KEdzle 3-2865, be called promptly to take injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, telephone MIDway 3-9200. In extreme emergency injured person will be taken to the nearest hospital.

When ambulance service is not required, in all cases of personal injury, employes should be sent to Dr. Westline's office, 2652 West 59th Street, Phone PProspect 6-5577. Office hours are as follows:

Monday to Friday—9 A.M. to 5 P.M. Chicago Local Time.

During hours when Dr. Westline's office is closed injured persons should be sent to the Illinois Central Hospital.

All injuries should be reported at once to the Train Dispatcher at Dearborn Station—Telephone 427-7506, who will notify Claim Department, C&WI Police Department and others concerned.

SOUTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
			419	221	305	111
			Santa Fe 19 Pass.	G. T. W. 20 Pass.	Monon 5 Pass.	Wab. 111 Pass.
		DAILY	DAILY	DAILY	DAILY	
D-N	Lv..... CHICAGO.....		A. M. 9:00	A. M. 9:30	A. M. 10:00	A. M. 10:30
D-N	.....^{1.3} A. T. & S. F. JCT.....	1.3	9:05	9:35	10:05	10:35
D-N	.....^{2.4} 40TH ST.....	3.7		9:38	10:08	10:38
D-N	.....⁹ 47TH ST.....	4.6		9:39	10:09	10:39
	.....¹⁰ 49TH ST. (G. T. Conn.)..	4.9		9:40		
	.....⁴ 55TH ST.....	5.6				
D-N	.....⁶ FORD ST. (59th ST.)...	6.0			10:12	10:42
D-N	.....⁷ ENGLEWOOD.....	6.6		s10:14	s10:44	
D-N	.....⁸ 74th ST. JCT. (Hamilton Pk.)	7.9		10:16	10:47	
	.....³ AUBURN PARK (79TH ST.)	8.7				
D-N	.....³ 81ST ST.....	9.0			10:18	
D-N	.....² PULLMAN JCT.....	12.3			10:23	
	.....¹ SO. DEERING (112th St.)	15.0			10:27	
D-N	.....¹ MAIN LINE BRIDGE.....	16.5			10:29	
	.....¹ FORD CROSSOVER.....	17.6			10:30	
D-N	.....⁶ BURNHAM.....	18.2			10:31	
D-N	.....¹ STATE LINE.....	19.8			10:33	
D-N	.....¹ HAMMOND.....	20.8		s10:38		
D-N	Ar... ² SO. HAMMOND.....	23.3			10:42	
	.....¹ OAKDALE.....	10.1				
	.....⁹ EUCLID PARK.....	11.0				
	.....⁷ FERNWOOD.....	11.7				
	.....⁵ NORTH ROSELAND.....	12.2				
	.....⁵ ROSELAND.....	12.7				
	.....⁵ SHELDON PARK.....	13.2				
	.....⁵ KENSINGTON.....	13.6				
D	.....² DOLTON.....	16.6				
D-N	.....² DOLTON JCT.....	16.8				
D-N	Ar... ¹ YARD CENTER.....	18.0				
			A. M.	A. M.	A. M.	A. M.
	Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY

Northward trains are superior to trains of the same class in opposite direction on single track only.

The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night.

FIRST CLASS						
455	423	401	93	121	75	
E-L 6 Pass.	Santa Fe 123 Pass.	Santa Fe 1 Pass.	C. & E. I. 93 Pass.	Wab. 121 Pass.	C. & W. I. Pass.	
DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sat. & Sun.	
A. M. 10:35	A. M. 11:00	P. M. 3:15	P. M. 3:45	P. M. 4:50	P. M. 5:25	
10:40	11:05	3:20	3:50	4:55	5:30	
10:43			3:53	4:58	5:33	
10:44			3:54	4:59	s 5:35	
					s 5:38	
10:47			3:57	5:02		
s 10:49			s 3:59	s 5:04	s 5:42	
10:51			4:01	5:07	s 5:48	
					s 5:51	
10:53			4:03		5:53	
10:58						
11:02						
11:04						
11:05						
11:06						
11:08						
			4:06		s 5:57	
					s 5:59	
					s 6:01	
					s 6:03	
					s 6:05	
					s 6:07	
			4:12		s 6:09	
					6:14	
			4:16			
			4:18			
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sat. & Sun.	

NORTHWARD

Telephone Stations		STATIONS	Distance from Chicago	FIRST CLASS			
				454	408	94	206
				E-L 7 Pass.	Santa Fe 8 Pass.	C. & E. I. 94 Pass.	G. T. W. 6 Pass.
D-N	Ar.....	CHICAGO.....		A. M. 3.20	A. M. 3.30	A. M. 4.45	A. M. 6.00
D-N	.....	A. T. & S. F. JCT.....	1.3	3.15	3.25	4.40	5.55
D-N	.....	46TH ST.....	3.7	3.11		4.36	5.49
D-N	.....	47TH ST.....	4.6	3.09		4.35	5.47
.....	.....	49TH ST. (G. T. Conn.) ..	4.9				5.46
.....	.....	55TH ST.....	5.6				
D-N	.....	FORD ST. (59th ST.) ..	6.0	3.06		4.31	
D-N	.....	ENGLEWOOD.....	6.6	f 3.05		s 4.30	
D-N	.....	74th ST. JCT. (Hamilton Pk.)	7.9	3.03		4.28	
.....	.....	AUBURN PARK (79TH ST.)	8.7				
D-N	.....	81ST ST.....	9.0	3.01		4.26	
D-N	.....	PULLMAN JCT.....	12.3	2.57			
.....	.....	SO. DEERING (112th St.)	15.0	2.54			
D-N	.....	MAIN LINE BRIDGE ..	16.5	2.52			
.....	.....	FORD CROSSOVER ..	17.6	2.50			
D-N	.....	BURNHAM.....	18.2	2.49			
D-N	.....	STATE LINE.....	19.8	2.47			
D-N	.....	HAMMOND.....	20.8				
D-N	Lv.....	SO. HAMMOND.....	23.3				
.....	.....	OAKDALE.....	10.1			4.24	
.....	.....	EUCLID PARK.....	11.0				
.....	.....	FERNWOOD.....	11.7				
.....	.....	NORTH ROSELAND.....	12.2				
.....	.....	ROSELAND.....	12.7				
.....	.....	SHELDON PARK.....	13.2				
.....	.....	KENSINGTON.....	13.6			4.19	
D	.....	DOLTON.....	16.6				
D-N	.....	DOLTON JCT.....	16.8			4.15	
D-N	Lv.....	YARD CENTER.....	18.0			4.13	
.....				A. M.	A. M.	A. M.	A. M.
.....				DAILY	DAILY	DAILY	DAILY

Figures between Stations show Distances

Telephone Stations		STATIONS	Distance from Chicago	FIRST CLASS						
				420	66	452	112	216	416	54
				Santa Fe 20 Pass.	C. & W. I. Pass.	E-L 1 Pass.	Wab. 112 Pass.	G. T. W. 15 Pass.	Santa Fe 16 Pass.	C. & E. I. 54 Pass.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
	A. M. 7.15	A. M. 7.35	A. M. 7.45	A. M. 8.00	A. M. 8.10	A. M. 9.00	A. M. 9.45			
	7.10	7.30	7.40	7.55	8.05	8.55	9.40			
		7.25	7.36	7.49	8.00		9.36			
		s 7.24	7.35	s 7.48	7.58		9.35			
					7.56					
		s 7.21								
			7.31	7.44			9.31			
		s 7.17	s 7.30	s 7.43			s 9.30			
		s 7.13	7.28	7.40			9.28			
		s 7.11								
		7.10	7.26				9.26			
			7.22							
			7.19							
			7.17							
			7.15							
			7.14							
			7.12							
		s 7.07					9.24			
		s 7.05								
		s 7.03								
		s 7.01								
		s 6.59								
		s 6.57								
		s 6.55					9.19			
		6.50								
							9.15			
							9.13			
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
	DAILY	Daily except Sat. & Sun.	DAILY	Daily except Sat. & Sun.	DAILY	DAILY	DAILY	DAILY		

The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night.

NORTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
			418	402	124	456
			Santa Fe 18 Pass.	Santa Fe 2 Pass.	Wab. 124 Pass.	E-L 6 Pass.
			DAILY	DAILY	DAILY	DAILY
			P. M.	P. M.	P. M.	P. M.
D-N	Ar..... CHICAGO.....		1-30	2-00	2-45	2-55
D-N	..... A. T. & S. F. JCT.....	1.3	1-25	1-55	2-40	2-50
D-N	..... 40TH ST.....	3.7			2-38	2-46
D-N	..... 47TH ST.....	4.6			2-35	2-45
	..... 49TH ST. (G. T. Conn.)..	4.9				
	..... 55TH ST.....	5.6				
D-N	..... FORD ST. (59th St.)...	6.0			2-30	2-41
D-N	..... ENGLEWOOD.....	6.6			^s 2-28	^s 2-40
D-N	..... 74th ST. JCT. (Hamilton Pk.)	7.9			2-25	2-38
	..... AUBURN PARK (79TH ST.)	8.7				
D-N	..... 81ST ST.....	9.0			2-36	
D-N	..... PULLMAN JCT.....	12.3			2-32	
	..... SO. DEERING (112th St.)	15.0			2-29	
D-N	..... MAIN LINE BRIDGE.....	16.5			2-27	
	..... FORD CROSSOVER.....	17.6			2-25	
D-N	..... BURNHAM.....	18.2			2-24	
D-N	..... STATE LINE.....	19.8			2-22	
D-N	..... HAMMOND.....	20.8				
D-N	Lv..... SO. HAMMOND.....	23.3				
	..... OAKDALE.....	10.1				
	..... EUCLID PARK.....	11.0				
	..... FERNWOOD.....	11.7				
	..... NORTH ROSELAND.....	12.2				
	..... ROSELAND.....	12.7				
	..... SHELDON PARK.....	13.2				
	..... KENSINGTON.....	13.6				
D	..... DOLTON.....	16.6				
D-N	..... DOLTON JCT.....	16.8				
D-N	Lv..... YARD CENTER.....	18.0				
			P. M.	P. M.	P. M.	P. M.
	Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY

	FIRST CLASS					
	306	424	218	92	412	110
	Monon 6 Pass.	Santa Fe 124 Pass.	G. T. W. 17 Pass.	C. & E. I. 92 Pass.	Santa Fe 12 Pass.	Wab. 110 Pass.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4-15	5-30	7-05	7-50	8-00	9-15
	4-10	5-25	7-00	7-45	7-55	9-10
	4-06		6-54	7-41		9-05
	4-05		6-52	7-40		9-04
			6-51			
	4-01			7-36		9-01
	^s 4-00			^s 7-35		^s 9-00
	3-58			7-33		8-57
	3-56			7-31		
	3-52					
	3-49					
	3-47					
	3-45					
	3-44					
	3-42					
	^s 3-35					
	3-29					
				7-29		
				7-25		
				7-21		
				7-18		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

Book of Rules dated June 1, 1961, will govern in all cases except when they conflict with the following.

SPECIAL INSTRUCTIONS

Supplements to this time table may be issued to cover changes in schedules and additional trains.

1—The tracks are designated by numbers commencing with No. 1 for the most easterly and continuing west, except that at 87th Street Nos. 1 and 2 tracks crossover Nos. 3 and 4 tracks and continue south on the west side to Pullman Junction, and where otherwise designated in these rules. No 3 track located east of No. 1 track between 81st Street and 49th Street.

CURRENT OF TRAFFIC IS AS FOLLOWS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK	No. 4 TRACK	No. 5 TRACK
State Line and Pullman Junction	Northward	Southward	.....	.....	.....
Pullman Junction and 80th-81st Street Jct.....	Northward	Southward	Northward	Southward	.....
81st Street and 49th Street.....	Northward	Southward	.....	.....	.....
49th Street and 14th Street Sig. Bridge.....	Northward	Southward	.....	.....	.....
80th Street and Ford Street.....	.....	.....	.....	Northward	Southward
46th Street and 22nd Street.....	.....	.....	Northward	Southward	.....
DOLTON BRANCH					
BETWEEN					
81st Street and Yard Center.....	Northward	Southward	.....	.....	.....
80th Street and Oakdale.....	.....	.....	Northward	Southward	.....

FOLLOWING TRACKS EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK	No. 4 TRACK
State Line and Pullman Junction.....	Northward	Southward	.....	.....
81st Street and 49th Street.....	Northward	Southward	.....	.....
49th Street and 14th Street Sig. Bridge.....	Northward	Southward	.....	.....
DOLTON BRANCH				
BETWEEN				
81st Street and Yard Center.....	Northward	Southward	.....	.....

Rules 251 to 256 inclusive, 281 to 292 inclusive and 505 to 519 inclusive are in effect.

Signals used to give indication under these rules are—INTER-LOCKING, TRAIN ORDER and HAND SIGNALS where switch-tenders are located.

FOLLOWING TRACKS EQUIPPED WITH BLOCK SIGNALS IN BOTH DIRECTIONS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK
Pullman Junction and 80th-81st Street Jct.....
81st Street and 47th Street.....

Rules 261 to 264 inclusive, 281 to 292 inclusive and 505 to 519 inclusive are in effect.

FOLLOWING TRACKS NOT EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:

MAIN LINE BETWEEN	No. 3 TRACK	No. 4 TRACK	No. 5 TRACK
Pullman Junction and 80th-81st Street Jct.....	Northward	Southward	.....
80th Street and Ford Street.....	.....	Northward	Southward
46th Street and 22nd Street.....	Northward	Southward	.....
DOLTON BRANCH			
BETWEEN			
80th Street and Oakdale.....	Northward	Southward	.....

Rules 251 to 256 inclusive, 281 to 292 inclusive are in effect, and except as otherwise provided, movements not arranged by timetable or train orders may be made in the direction of current of traffic as per Rule 97, at reduced speed not exceeding 30 MPH.

SIGNALS used to give indication under these rules are—INTER-LOCKING, and HAND SIGNALS where switchtenders are located.

1-A—Between State Line and South Hammond is single track, known as MONON track. This track is within MONON YARD LIMITS, under jurisdiction of C&WI train dispatcher and is governed by C&WI R.R. time-table and Operating Rules.

The siding at South Hammond to which the schedule of trains apply under time-table and train orders, is from the crossover switch at SOUTH END OF PASSING TRACK to crossover switch at MIDDLE CONNECTION opposite bracket pole 22.8 and 22.9. All single track rules are in effect.

All Northward scheduled trains departing from South Hammond will receive a clearance form 902 from C&WI dispatcher as authority for movements.

1-B—YARD TRACKS

TRACK	BETWEEN	ASSIGNED DIRECTION	CONTROLLED BY	NOTE
No. 3	22nd Street and 16th Street	Northward	Interlocking Signals	1-2-3
No. 4	16th Street and 22nd Street	Southward	Interlocking Signals	1-2-3
No. 6	22nd Street and 42nd Street	None	Interlocking Signals	1-2-3-4
No. 6	Ford Street and 80th Street	None	Interlocking Signals	1-2-3
East Lead	14th Street and 16th Street	None	Interlocking Signals	1-2-3
West Lead	14th Street and 16th Street	None	Interlocking Signals	1-2-3
No. 3	126th Street and Fernwood	None	.....	1-2-5

Note 1—Movements governed by TIMETABLE RULE 1-O.

Note 2—Rules 99 and 201 to 223 inclusive do not apply.

Note 3—Rules 252 and 281 to 292 inclusive will apply.

Note 4—All trains, engines and Track Motor Cars entering C&EI yard, Canal Street Team Track at 31st Street or Canal Street Team Track at 23rd Street MUST report when in clear of track 6 to the Levermen at 40th Street or 21st Street. No train, engine or Track Motor Car will enter onto or foul track 6 at connection to C&EI Yard, Canal Street Team Track at 31st Street or Canal Street Team Track at 23rd Street without first securing permission from leverman at 40th Street or 21st Street. Telephones have been installed at the above locations for this purpose.

Note 5—On No. 3 track automatic crossing gates are operated by short circuit through the street. Trains using this track in either direction must come to a stop at stop board located to the right of the track near the crossing and will not proceed over street crossing until gates lower to horizontal position.

1-C—SIDINGS OF ASSIGNED DIRECTION

TRACK	BETWEEN	ASSIGNED DIRECTION	CONTROLLED BY	NOTE
.....	State Line and Burnham	Northward	Interlocking Signals	1
.....	Burnham and State Line	Southward	Interlocking Signals	1
.....	110th Street and Pullman Jct.	Northward	.....	2

Note 1—Rules 99-105-252-255 and 281 to 292 inclusive apply.

Interlocking signal indication governing movement to siding will be authority to use siding in reverse direction. Before entering siding from connections to Wabash, C&O, and CSS&SB R.R.Co. tracks trains must stop in clear and secure permission from Leverman Burnham Tower.

Note 2—Rules 99-105-252-255 apply.

This track must not be used in either direction without permission from train dispatcher. Crews will handle switches at 110th St., leaving same lined and locked for track No. 1.

HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCK

The following switches are equipped with electric lock; Permission to unlock must be obtained from leverman before switch lock is removed from keeper. Instructions are posted on inside of telephone box.

LOCATION	SWITCH	CONTROLLED BY
47th Street	From No. 1 track to Milk Spur	Leverman 47th St.
65th Street	From No. 3 track to Standard Mtl.	Leverman 74th St.
71st Street	From No. 3 track to Howes Lbr. Co.	Leverman 74th St.
78th Street	From No. 3 track to Cook Indatl.	Leverman 74th St.
115th Street	From No. 2 track to C.S.L. Yard	Leverman Main-Line Bridge

SPRING SWITCHES

LOCATION	NORMAL POSITION	ROUTE FOR WHICH SPRUNG
51st Street	East fuel track	Inbound Engine lead

This switch is equipped with standard spring switch indicator. All instructions pertaining to spring switches are in effect.

1-D—AT TAYLOR STREET YARD

All tracks North of 14th Street Signal Bridge are included in Taylor Street Yard, governed by time table Rule 1-O. All movements must not exceed 15 miles per hour and are under the jurisdiction of the Yard-master located at 12th Street.

Between 12th Street and the 14th Street Signal Bridge, movements will be governed by standard interlocking signals.

Northward movements must not pass 12th Street viaduct until proper hand signal is given by the switchtender.

Southward movements must not start thru 12th Street Interlocking Plant until proper hand signal is given by the switchtender.

Southward movements may use Northward No. 1 track from 12th Street to crossover to East Lead near 15th Street or to crossover to Southward Track No. 2 or Southward Track No. 4 at 17th Street on signal indication.

1-F—IN 18TH STREET YARD.

No. 2 track is a southward running track and No. 7 is a northward running track, these tracks MUST NOT be used for storage purposes.

1-G—AT 80TH STREET.

Junction of C&WI main line and Dolton Branch tracks, Nos. 3 and 4, BELT RY. of CHICAGO and connection with MAIN LINE tracks 1 and 2 and DOLTON BRANCH tracks 1 and 2, Switches are handled by switchtenders.

All trains must come to a stop at the stop-boards and will then proceed only on proper hand signals from the switchtender.

1 H PULLMAN JUNCTION

All northward trains must come to a full stop at Stop Boards located 160 feet south of NKP crossing and proceed on clear signal indication of NKP tilting target and clear signal indication of CRI&P tilting target and gate combined but not fouling CRI&P crossing until proper hand signal is received.

All southward trains must come to a full stop at Stop Boards located 400 feet north of Switchtender's building, and proceed only on a proper hand signal and clear signal indication of CRI&P tilting target and gate combined and NKP tilting target.

For all irregular movements a train must not proceed until route is completed and a proper hand signal is given as directed by the C&WI Operator.

PULLMAN JUNCTION—CRI&P CROSSING

Trains will be governed by a tilting target and gate combined, diagonal position of tilting target and open position of gate indicates proceed for trains on the C&WI tracks and any other position of the tilting target and gate is a stop signal for C&WI trains.

PULLMAN JUNCTION—NKP CROSSING

Trains will be governed by a tilting target located at the crossings, a vertical position of this target indicates clear for C&WI trains in either direction. Any other position of the tilting target is a stop signal for C&WI trains.

Trains from NKP to C&WI or Belt must not foul CRI&P crossing until proper hand signal is received. Trains enroute to NKP must not foul CRI&P crossing until yellow color light signal is displayed at C&WI connection.

A proper hand signal and clear signal indications does not give any train the right to proceed through Pullman Junction until complete stop has been made at Stop Boards.

1-J—AT SOUTH DEERING (112th STREET).

This interlocker is operated from MAIN LINE BRIDGE by remote control.

Crews desiring to crossover or enter main tracks will, on arrival call LEVERMAN at MAIN LINE BRIDGE informing him of moves to be made. Telephones for this purpose are located, near HOME SIGNAL on BELT RAILWAY DISTRICT track and at switch to CSL yard near 115th Street. These boxes are equipped with switch lock and must be locked after using.

1-K—AT FORD CROSSOVER.

At the connection with the FORD plant or the SOUTHSORE YARD just south of 130th Street, and also the HEGEWISCH team track located near 135th Street, no train or engine will enter onto main tracks or crossover from one main track to another main track without permission of the Train Dispatcher. When ready to make such moves the Conductor will call leverman at the MAIN LINE BRIDGE advising him what move is to be made and leverman will secure permission from the train dispatcher for train to occupy the main track or use the crossover. Such moves must be made under flag protection and the leverman advised when such moves have been completed and main track is cleared. Leverman will so inform the train dispatcher.

Telephone for communication with leverman at MAIN LINE BRIDGE is located in booth to right of No. 2 track near Ford Switch.

1-M—AT YARD CENTER.

All trains except first class must be cleared with clearance FORM 902 before entering onto C&WI MAIN TRACKS, as required by Rule 211.

Northward train order signal arm is removed. When train orders are to be delivered to a northward train, a RED or YELLOW flag or light will be displayed on the mast which carries the southward train order signal. When approach indication is displayed by northward home signal at YARD CENTER interlocking, enginemen will reduce speed sufficiently to permit picking up train order hoop at YARD CENTER telegraph office.

1-N—YARD LIMITS.

YARD LIMIT BOARDS ARE LOCATED.

For ERIE HAMMOND YARD, just north of State Line.

For MONON SOUTH HAMMOND YARD just north of State Line.

For C&EI YARD CENTER, YARD, 50 feet south of 134th street.

Within Yard Limits the main tracks may be used protecting against FIRST CLASS trains, protection against extra trains and engines is not required.

Within YARD LIMITS extra trains and engines must move as prescribed in timetable Rule 1-O.

Approach or proceed automatic block signal indications, or a hand, flag or lamp proceed signal within YARD LIMITS, does not modify the requirements of Rule 93.

On two or more tracks, a train or engine must not be moved against the current of traffic within YARD LIMITS until provisions have been made to protect such movements.

Before using the main track within YARD LIMITS, it must be known that all overdue first class trains have arrived or left.

1-O—YARD RULE.

Trains and Engines, will run at a speed consistent with conditions, prepared to stop short of a train, engine, car, switch improperly lined or any other obstruction.

In case of accident responsibility rests with approaching train.

Where HAND signals are necessary, train and engine crews must know that signals are intended for them, and that switches are properly lined.

2—APPROACHING STATIONS.

Trains must use caution in passing a train entraining or detaining passengers at a station; and must not pass between the train and station at which passengers are being entrained or detrained.

Trains must approach stations where a PASSENGER TRAIN MAY BE EXPECTED to be STANDING or APPROACHING under such control as to avoid passing it while at the station.

When passenger trains approach a station from opposite directions simultaneously the SOUTHWARD train shall have preference.

All trains must use caution approaching and passing 63rd Street (Englewood Station) as there may be persons walking to and from Stations and platforms.

3—CLEARANCE FORM.

All trains departing from Dearborn Station will receive a clearance FORM 902 from the C&WI dispatcher as authority for movement.

(a)—Schedule.

First class trains of tenant lines, on arrival at junction points will use the tracks with the current of traffic and assume the schedule on C&WI timetable when such schedule corresponds in number, class, and direction with the time-table of such tenant line.

(b)—Sections.

When C&EI-WABASH-ERIE-GRAND TRUNK—or AT&SF first class trains are run in sections, the train orders issued by these companies authorizing display of signals will be authority to display signals over C&WI tracks unless otherwise ordered by the C&WI train dispatcher.

(c)—Regulation Traffic.

In regulating the passage of trains over the tracks, on a question of passage or crossing the trains of the several companies shall have precedence according to class, in the following order—First C&EI—Second—WABASH (Decatur Division) Third G.T.W. Fourth ERIE—Fifth MONON Sixth WABASH (Detroit Division) Seventh AT&SF, Eighth C&WI. This rule must not be understood as giving any superiority to a train of inferior class over a train of superior class, but is only to affect trains of the same class in regard to each other.

4—PILOTS

Officers of other companies responsible for handling train and engine crews will know that such crews have been properly qualified before assigning them to operate over C&WI tracks, otherwise they will request a pilot. Pilots are to be ordered from C&WI train dispatcher.

Foreign or tenant line trains on arrival at their yards or junctions must clear C&WI tracks promptly and must not be held out of yards waiting for track room. Switching on or from main tracks is POSITIVELY forbidden unless permission is obtained from dispatcher.

5—AUTHORIZATIONS.

Operators or Switchtenders must obtain permission from the C&WI train dispatcher before permitting a train or track motor car to enter onto C&WI tracks, except that schedule trains may be cleared without such authority when communication with train dispatcher is interrupted.

6—OBSTRUCTIONS.

In case of track being obstructed from any cause, making it necessary to move trains around the obstruction, trainmen, must familiarize themselves with the situation and where possible advise train dispatcher promptly and ask for instructions. When unable to reach the train dispatcher promptly they should arrange to flag their train around the obstruction, protecting it properly by flag.

When from any cause a freight train is unable to clear the main track promptly for a passenger train, where possible they must immediately advise the train dispatcher and ask for information, when unable to contact the train dispatcher, the conductor and engineer must arrange to run the passenger train around, protecting it properly by flag.

7—ACCIDENTS.

In case of accident the Conductor, will at once report to the Superintendent by wire from the nearest telephone office, giving cause of accident, extent of damage, what tracks are blocked if any, and what assistance is required; if the steam derrick is needed, on what track the derrick should be sent to work to the best advantage, also

state if the track men are required. A regular report on Form 618 must be filled out by the Conductor and Engineer, and forwarded to the Superintendent not later than the following day after the accident occurs.

8—OBSERVANCE.

Conductors and Foremen of Engines must have some member of the crew on or near the rear of train when passing crossings and towers where Operators and Switchtenders are on duty, to be in a position to exchange signals with these employes when necessary. Operators, Levermen and Switchtenders must observe passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, they shall endeavor to signal some member of the crew, notify train dispatcher or take such measures for the protection of trains as may be practicable.

9—STANDARD CLOCKS ARE LOCATED:

Telegraph Office—Dearborn Station.
49th Street Roundhouse.
Yard Offices—Taylor Street and 51st Street Coach Yard.
South Hammond.

10—BULLETIN BOARDS ARE LOCATED AT:

Telegraph Office—Dearborn Station.
Yard Office—Taylor Street and 51st Street Coach Yard.
49th Street Roundhouse.
Erie Yard Office—51st Street.
Yard Center—C&EI.
State Line.
South Hammond—MONON.

11—REGISTER BOOKS ARE LOCATED AT:

Telegraph Office—Dearborn Station.
Yard Center for C&EI.
South Hammond for MONON.
Conductor will be particular to give the exact number of cars in their trains counting the caboose as one car.

12—TRAIN ORDER SIGNALS ARE LOCATED AT:

Pullman Junction.
State Line.
South Hammond—MONON.
81st Street, Southward Only
Yard Center—C&EI.

13—CROSSING GATES ARE ESTABLISHED AT THE FOLLOWING STREET CROSSINGS:

All trains must approach the crossing prepared to stop before passing over if the gates are not down unless given a clear hand signal from the crossing watchman. This rule applies to trains of every class. Conductors will report all delays caused by not getting proper signals at crossings.

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

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 a position to observe all danger and to assist in stopping train if necessary or actually flags the crossing if crossing is unprotected by flagman.

In cases of accident between vehicle and train in which the matter of flashing lights and automatic gates is involved, it must be thoroly understood that in case flashers and gates cut out and cease to operate after train has passed over the crossing, in order to show that flashers and gates are working, the train will back up over the crossing and let the flashers and gates operate and get witnesses of the fact that they are operating and make necessary reports of such transactions.

MAIN LINE LOCATIONS	Automatic Gates	Automatic Manual Gates	Manual Gates	Automatic Flashers	Automatic Bells	Manual Flashers	Protected By Std. Crossbuck Only
14th Street.....			X			X	
50th Street.....				X	X		
112th Street.....			X	X	X		
114th Street.....							X
117th Street.....				X			
130th Street.....			X		X		
134th Street.....			X				
135th Street.....				X	X		
138th Street.....				X	X		
BURNHAM AVENUE.....			X				
DOLTON BRANCH							
LOCATIONS							
95th Street.....	X			X	X		
97th Street.....							X
101st Street.....				X	X		
103rd Street.....	X			X	X		
107th Street.....	X			X	X		
109th Street.....				X	X		
111th Street.....	X			X	X		
113th Street.....		X		X	X		
PRINCETON AVENUE.....		X		X	X		
WENTWORTH AVENUE.....		X		X	X		
PERRY AVENUE.....		X		X	X		
115th Street.....		X		X	X		
LAFAYETTE AVENUE.....		X		X	X		
STATE STREET.....		X		X	X		
130th Street.....	X			X	X		
133rd Street.....							X
134th Street.....							X
138th Street.....						X	
LINCOLN AVENUE.....			X			X	

14—SPEED RESTRICTIONS—

LIMITS BETWEEN Maximum permissible speed against current of traffic 30 M.P.H.	Tracks Equipped With Automatic Block Signals	Tracks Not Equipped With Automatic Block Signals	Diverging Routes
14th St. and 22nd St.....	20 MPH	Reduced Speed	
THRU 16th St. Interlocking Limits.....			10 MPH
THRU 21st St. Interlocking Limits.....			10 MPH
FROM 21st St. Interlocking Limits to NORTH Limits 40th St. Interlocking.....	60 MPH	Reduced Speed	
THRU 40th St. Interlocking Limits.....	45 MPH	Reduced Speed	10 MPH
FROM SOUTH Limits 40th St. Interlocking and THRU 81st St. Interlocking Limits.....	45 MPH	Reduced Speed	
EXCEPTIONS:			
C&WI Southward thru 47th St. Interlocking Limits.....	25 MPH		10 MPH
GTW Southward thru 47th St. Interlocking Limits..	25 MPH		10 MPH
GTW Northward thru 47th St. Interlocking Limits.....	15 MPH		10 MPH
THRU 74th St. Interlocking Limits.....	45 MPH	Reduced Speed	12 MPH
MAIN LINE			
THRU 81st St. Interlocking Limits.....	45 MPH		15 MPH
FROM 81st St. Interlocking Limits TO Pullman Junction.....	60 MPH		
THRU 80th St. Limits.....	20 MPH	Reduced Speed	15 MPH
FROM 80th St. Limits TO Pullman Junction.....	60 MPH		
THRU Pullman Jct.....	30 MPH		12 MPH
FROM Pullman Jct. TO South Deering Interlocking Limits.....	60 MPH		
THRU South Deering Interlocking Limits.....	35 MPH		12 MPH
FROM South Deering Interlocking Limits TO Main Line Bridge Interlocking Limits.....	45 MPH		
THRU Main Line Bridge Interlocking Limits.....	20 MPH		
FROM Main Line Bridge Interlocking Limits TO Ford Crossover.....	50 MPH		
FROM Ford Crossover TO Burnham Interlocking Limits.....	60 MPH		
THRU Burnham Interlocking Limits.....	50 MPH		12 MPH
FROM Burnham Interlocking Limits TO State Line Interlocking Limits.....	50 MPH		
THRU State Line Interlocking Limits.....	40 MPH		15 MPH

14—SPEED RESTRICTIONS—Concluded—

LIMITS BETWEEN DOLTON BRANCH Maximum permissible speed against current of traffic 30 M.P.H. Maximum permissible speed for freight trains 40 M.P.H.	Tracks Equipped With Automatic Block Signals	Tracks Not Equipped With Automatic Block Signals	Diverging Routes
THRU 80th St. Limits.....	20 MPH	Reduced Speed	15 MPH
THRU 81st St. Interlocking Limits.....			15 MPH
FROM 81st St. Interlocking Limits TO Oakdale Interlocking Limits.....	55 MPH		
THRU Oakdale Interlocking Limits.....	35 MPH		15 MPH
FROM 80th St. Limits TO Oakdale Interlocking Limits.....		Reduced Speed	
FROM Oakdale Interlocking Limits TO Dolton River Bridge.....	60 MPH		
EXCEPTIONS: Roeland Curve.....	50 MPH		
OVER Dolton River Bridge.....	30 MPH		
FROM Dolton River Bridge and THRU Dolton Interlocking Limits.....	45 MPH		15 MPH

15—EMPLOYEES ARE WARNED OF CLOSE CLEARANCE AS FOLLOWS:

All tracks in Dearborn Station train shed and Taylor Street Yard.

Roosevelt Subway (12th St.)

West Cantilever Crossing Flashers and Gate—14th St.

16th. St. Subway.

18th. St. Viaduct and Yard Tracks.

West Leg Penna Signal Bridge, Track 1—Between 24th. St. and 24th. Place.

Signal Bridges—24th., 28th. and 33rd. Streets.

Automobile Platform—23rd. St. and Team Tracks, Canal Street.

Yard—23rd. St. to 31st. St. Gantry crane tracks 46, 47 and 48 in Canal St.

Crane must be stationed at North end while switching Crane Tracks.

West Leg Penna Signal Bridge—track 1—32nd. St.

Signal Bridges at 38th., 40th. and 42nd. Sts. side clearance.

Bridge Girders all streets, 40th. St. to 71st. St. side clearances.

West leg 49th. St. Signal Bridge.

West leg Penna Signal Bridge 150 feet north Root St.

51st. St. Coach Yard (side clearances)

Englewood Freight House and Team Tracks.

C.R.I.&P. overhead crossing 79th. St.

Overhead clearances 87th. St.

Chatham Coal Co.—109th. St. (Overhead clearances) Dolton Branch.

Sanitary District tracks, 126th. St., Dolton Branch.

All industry tracks at Warehouses and Coal Bins.

On account of the limited side clearances of Girders, Bridges, and other structures at various points along the C&WI tracks, all train and engine men are warned not to hang on side of engine or cars. Special attention is called to girder bridges in Englewood team yard and steel columns and platforms in Taylor Street Yard, Dearborn Station.

Train and Enginemen must not ride on top or hang on side of cars or Engines while passing above points, and when switching industries or tracks in Taylor Street Yard must use extreme caution at all times.

15—PERMISSIBLE CLEARANCE LIMITS FOR MOVEMENTS OVER THE C.&W.I.R.R.

	Distance above top of rail	Width of car or load
(1) Dearborn Station to 20th Street.	Below 3 inches	7'0"
	3" to 1'3"	9'0"
	1'3" to 2'0"	10'0"
	2'0" to 15'9"	10'6"
Extreme height not to exceed 15'9". Extreme width not to exceed 10'6".		
(2) 20th Street to 75th Street.	Below 3 inches	7'0"
	3" to 1'3"	9'0"
	1'3" to 2'0"	10'0"
	2'0" to 5'6"	10'6"
	5'6" to 20'9"	11'6"
Extreme height not to exceed 20'9". Extreme width not to exceed 11'6".		

(3) 75th Street to Pullman Junction or Oakdale

Below 3 inches	7'0"
3" to 2'0"	10'0"
2'0" to 17'0"	11'6"

Extreme height not to exceed 17'0"—Extreme width not to exceed 11'6".

(4) Pullman Junction to State Line, Oakdale to Dolton.

Below 3 inches	7'0"
3" to 2'0"	10'0"
2'0" to 18'0"	11'6"

Extreme height not to exceed 18'0". Extreme width not to exceed 11'6".

Cars and loads exceeding these dimensions must be approved prior to movement.

16—INCOMPLETE MOVEMENTS.

When a train or engine, having accepted a proceed signal, is delayed in starting, or stops after starting, the OPERATOR or SWITCH-TENDER must be notified promptly as to the cause and probable duration of the delay. Such train or engine must not again start without securing permission of the OPERATOR or SWITCHTENDER.

17—TELEPHONES FOR COMMUNICATION TO FOLLOWING INTERLOCKING STATIONS. CODE RINGS TO—

12th. St. 2 shorts.
15th. St. 3 shorts.
16th. St. 2 long 2 shorts.
21st. St. 1 long 2 shorts.

Locations—

14th. St. ERIE crossingman's cabin.
14th. St. East side signal bridge WABASH lead.
15th. St. on retaining wall—just east of CLARK ST.
18th. St. on pole east of No. 1 track.
20th. St. on southward home signal track 2.

Track Phones to 21st. St.

21st. St. power house.
On 22nd. St. Santa Fe inbound signal pole.
On 23rd. St. Automobile platform.
31st. St. pole south end Canal St. yard and first pole north tool house.

Track Phones to 40th. St. Ring 1 long 3 shorts.

31st. St. pole south end Canal St. yard and first pole north tool house.

FOLLOWING ARE AUTOMATIC TRACK PHONES.

On west end signal bridge 38th. St.
On post entrance to north "Y"
On signal pole 39th. St. north "Y"
On signal pole 40th. St. south "Y"
On post 41st. St. Wabash lead.
On west end signal bridge 42nd. St.

47th. St. Automatic Track Phones.

On signal mast 45th. St. track 6.
On west end signal bridge 46th. St.
On post 100 ft. north 47th St. Wabash lead.
On post to entrance 47th. St. milk spur.
On signal bridge 49th. St. East Side.
On west end signal bridge 49th. St.
On post outbound engine lead.
On signal pole on west lead.
On signal pole No. 3 track—northward home signal.

Track Phones to 47th. St. Ring 3 long 3 short.

On post east side of Track No. 3 at 53rd. St.

Track Phones to Ford Street. Ring 5 shorts.

North End 55th. St. viaduct.

17—TELEPHONES FOR COMMUNICATION TO FOLLOWING INTERLOCKING STATIONS. CODE RINGS TO—Concluded

Track Phones To 74th. St. Ring 3 short 1 long.

On post east side track 3 at 65th. St.
On post east side track 3 at 71st. St.
On east end signal bridge 72nd. St.
On east end signal bridge 74th. St.
On post east side track 3 at 78th. St.
On post at signal Wabash connection.

Track Phones To Main Line Bridge. Ring 1 long 1 short 1 long.

On pole at northward siding 110th. St.
On post near home signal on BRC district track.
On post CSL connection 115th St.
In concrete booth Ford Crossover.
On post east side of siding at 103rd St.
On post west side of No. 2 track at 119th St.
On post north side of No. 1 Track at facing point switch at 135th St.

Burnham Tower. Ring 3 short 1 long.

On east side of C&O Yard Lead, south of Burnham Avenue Crossing.

Track Phones To State Line. Ring 2 shorts.

On post east of C&O connection 200 feet south of southward home signal.
On post west side of southward siding at southbound home signal on Track 2.

Track Phones To 81st Street Interlocking. Ring 2 short 2 long.

On post north of 95th St. east side of track.
On post east side of track, 165 feet south of 99th St.
On west side of Fernwood station—103rd St.
On pole 400 feet north of 109th St. east side of track.
In box on west side of Roseland Station—111th St.
On pole 200 feet south of 115th St. east side of track.
In cabin at 126th St. east side of track.
In box south side of tool house 138th St.
In box east side of Dolton Station.
On Northward Home Signal 355 South of CRI&P Crossing
On Signal Case East Side of tracks 440 North of CRI&P Crossing.
In leg of State Street signal bridge, west side.
In leg of Cottage Grove Ave. signal bridge, west side.

Train and Enginemen held at a signal must contact leverman and inquire reason for being detained. When employes are thru with telephone, receiver must be properly hung on hook and door must be closed, if equipped with lock, lock same.

18—TRACK MOTOR CAR AND HY-RAIL TRUCK OPERATION:

Wherever the words "Track Motor Car" appear in this rule, they shall be construed as also applying to "Hy-Rail Trucks".

Employes using a track motor car must be fully conversant with and obey the Operating Rules and Special Instructions.

Operators of track motor cars must carry a copy of the current time-table and must know that the car is equipped with the necessary flagging equipment.

Track motor car must have an identification number.

A motor car Operator or a Flagman assigned to a track motor car, must secure permission from the Train Dispatcher thru leverman before entering on any track, stating the number of his track motor car, direction he is to move, points between which movement is to be made, and where he will clear the track, and must in all cases arrange to have the Train Dispatcher notified when car is clear of the track.

He must in all cases be governed by such instructions as the Train Dispatcher may issue.

Track motor cars must clear the track ten minutes before schedule trains are due.

Train Dispatcher must notify other than schedule trains, either by train order or message, when a track motor car ahead has not reached the next point of communication, otherwise the track motor car must be given the exclusive occupancy of the track.

When track motor cars use a Yard track, they will be governed by Yard rules.

Train Dispatcher must record all track motor car movements on train sheet in space provided for this purpose showing the originating and terminating points and track used.

Switchtenders at 80th Street and Levermen at all Interlocking Stations must record and report the movements of passing track motor cars at their stations.

On approaching an Interlocking plant track motor car must proceed only when proceed signal is displayed and must proceed at restricted speed throughout the interlocking limits, except at 80th Street, proper hand signal must be obtained before proceeding.

Movement against the current of traffic must not be made without permission of Train Dispatcher, and then only with exercise of every precaution to avoid meeting an opposing movement.

Track motor cars must stop at grade crossings and then proceed over crossing at restricted speed.

Operators of track motor cars or a Flagman assigned to a track motor car must understand that trains or other cars may be run on any track in either direction at any time and must at all times keep sharp look out and take such other measures as will insure safety.

Motor cars must display both day and night signals and track motor car Operators must afford protection as prescribed by Rule 99.

19—SWITCHTENDERS.

Switchtenders are located at the following points—Taylor St. Yard, 80th Street and Pullman Junction.

It will be their duty to assist trainmen in turning switches and protecting their trains.

When giving hand signals they must guard against their being taken by other than train for which intended. They must stand on track the train is occupying, facing train when hand signal is given.

At all points where hand signals are required, switchtenders will use a YELLOW flag by day and YELLOW light by night for NORTHWARD trains, a GREEN flag by day and a GREEN light by night for SOUTHWARD trains.

At all points where switchtenders are located Train and Enginemen must know that signal is intended for them, switches properly lined and route is clear before proceeding. When necessary for trains to make an irregular movement, the Conductor or Engineer must have a thorough understanding with Switchtender or Dispatcher as to the intended movement, properly protecting themselves as the rules require.

RULES OF OPERATING DEPARTMENT.

RULE 11—

A train, finding a fusee burning red on track it is using, will stop, extinguish fusee and proceed at restricted speed until a more favorable indication is observed expecting to find track occupied.

A train, finding a fusee burning red near track it is using, will stop and proceed at restricted speed expecting to find track occupied.

Lighted fusees must not be placed on or within 100 feet of public roads, street crossings, building, or any place which might result in injury to persons or damage to property.

RULE 21—

Passenger Extras may display two white flags and in addition, two white lights by night, when the rules of the Operating Department of the Individual Railroad require it.

Note—Other train signals and markers of Railroads operating over the C&WI R.R. Co. tracks, are those prescribed in the rules of the Operating Department of the Individual Railroads.

RULE 97—

Trains not scheduled on the C.&W.I. time-table will be designated as EXTRA trains and, except as provided in the special instructions, may use the tracks with the current of traffic, without running orders, and may run ahead of first class trains on signal indication.

RULE 105—

Unless otherwise provided, trains using a siding must proceed at Reduced speed.

A siding of an assigned direction must not be used in the reverse direction unless authorized by the employe in charge, or in an emergency under flag protection.

Unless otherwise provided, trains and engines must proceed at REDUCED SPEED unless the track upon which the movement is to be made is seen or known to be clear and switches properly lined.

RULES OF THE OPERATING DEPARTMENT.

RULE 251—

On portions of the railroad, and on designated tracks so specified in the time-table, or by special instructions, trains or engines will run with reference to other trains in the same direction by fixed signals whose indications will supercede superiority of trains.

RULE 251(a)—

Unless otherwise provided, a train authorized to run against the current of traffic must not be permitted to follow another train. The Operator will not clear signal until he has secured authority of the train dispatcher.

RULE 252—

The movement of trains will be supervised by the train dispatcher. Oral and message instructions issued by him must be complied with. When necessary to provide single track operation on double track, or to move trains against the current of traffic, or for operation of work trains, train order authority must be obtained.

RULE 253—

The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

RULE 254—

A train or engine must not enter on nor foul the main track on any portion of the railroad where the movement is governed by these rules except by fixed signal indication, or until permission is received from the operator or train dispatcher. Permission must not be given by an operator without authority of train dispatcher, except that regular trains may be cleared without such authority when communication with the train dispatcher is interrupted.

RULE 255—

When signal or permission has been given to a train it may proceed until instructed by signal indication or message to take the siding. Such instructions by message will when practicable, be given at a preceding station. When instructed by signal indication it may again enter the main track upon receiving the proper signal indication or on instructions from the train dispatcher.

Before a train or engine is permitted to run against the current of traffic outside interlocking limits, permission must be secured from the train dispatcher, who will issue necessary orders.

RULE 256—

When a train or engine is to be given exclusive occupancy of track, permission must be obtained from the train dispatcher specifying the clock time and the working limits. The train dispatcher will

instruct the levermen to restore the signals to "stop" position and block the levers controlling signals governing movements into such limits, and blocks must not be removed until authorized by train dispatcher after train or engine has cleared such working limits.

Within such limits movements may be made in either direction without flag protection. Train and engine must be clear and reported clear of working limits before expiration of the time granted, and must not re-enter such limits without again obtaining permission from the train dispatcher

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS.

RULE 261—

Within defined limits on designated tracks, so specified on the time-table, or by special instructions, the movement of trains and engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

Movement of trains and engines will be supervised by the Train Dispatcher who will issue instructions as may be required.

RULE 262—

Unless authorized by signal indication, trains or engines must not enter or foul a main track at a hand operated switch without permission of Leverman who will first obtain authorization from Train Dispatcher including track and time limits per Rule 256.

If it becomes necessary to reverse the movement of a train or engine, except as provided in Rule 256, permission must be obtained from Leverman, who will first secure authorization from Train Dispatcher or the movement made at restricted speed under flag protection to the first point of communication.

RULE 263—

The Train Dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

RULE 264—

Except as affected by Rule 261 and Rule 262, all Operating Rules, Interlocking Rules and Automatic Block Signal Rules remain in effect.

LOCATION OF AUTOMATIC BLOCK SIGNALS, ROOSEVELT ROAD TO 81st STREET.

SOUTHWARD TRACKS			LOCATION	NORTHWARD TRACKS		
No. 3	No. 2	East Lead		No. 1	No. 3	East Lead
		1E	Roosevelt Road (250 ft. South).....			
		3E	14th and Federal Street.....			2E
		5E	15th and Clark Street.....			
	5		18th and Grove Street.....			
			20th and Grove Street.....	6		
	9		24th and Stewart—Signal Bridge.....			
			28th and Stewart—Signal Bridge.....	10		
	15		33rd and Stewart—Signal Bridge.....	14		
			38th and Stewart—Signal Bridge.....	18		
	21		42nd and Stewart—Signal Bridge.....			
			47th Street.....	20		
047			49th Street.....			
	29		52nd Street.....			
			55th Street.....	28*	056	
	33		62nd and Wallace—Signal Bridge.....	32		
069	37		65th and Wallace—Signal Bridge.....	36	068	
			72nd and Wallace—Signal Bridge.....	44	076	
	{ 41A 41B }		74th and Wallace—Signal Bridge.....			
			80th and Wallace—Signal Bridge.....	52	088	

*Denotes signal located to left of track governed.

LOCATION OF AUTOMATIC BLOCK SIGNALS 81st STREET TO STATE LINE.

SOUTHWARD TRACKS			MAIN LINE LOCATION	NORTHWARD TRACKS		
No. 1	No. 2	No. 4		No. 1	No. 2	No. 3
093	091		82nd Street Signal Bridge.....			
105	103		State Street Signal Bridge.....	106	104	
115	113		Cottage Grove Avenue Signal Bridge.....	114	112	
	123		95th and Stony Island.....			
	215*		99th and Cregier Ave.—Bracket Pole.....	216*		
	217		103rd Street Viaduct.....	218		
	219*		109th & Yates—Bracket Pole.....	220*		
	223		119th & Torrence Avenue.....	224		
	227		130th & Torrence Avenue.....			
			133rd & Muskegon Avenue.....	230		
			146th and Brainard Avenue.....	236		

*Denotes signal located to left of track governed.

LOCATION OF AUTOMATIC BLOCK SIGNALS 81ST STREET TO DOLTON.

SOUTHWARD TRACKS		DOLTON BRANCH	NORTHWARD TRACKS	
No. 4	No. 2		No. 1	No. 3
	99	82nd and Vincennes Avenue—Signal Bridge.....		
	101	87th and Stewart Avenue—Bracket Pole.....	100A	
	105	94th and Stewart Avenue.....		
	D 02-5	100th Place and Stewart Avenue.....	D 02-4	
		110th and Stewart Avenue.....	110	
	111	109th and Stewart Avenue.....		
	113	114th and Yale Avenue.....	112	
		116th and Michigan Avenue—Bracket Pole.....	114	
	117	118th and Calumet Avenue.....		
		119th and South Park Avenue—Bracket Pole.....	116	
	119	124th and South Park Avenue—Bracket Pole.....	118*	
	121	130th and South Park Avenue—Bracket Pole.....	120*	
	123	134th and South Park Avenue.....		
		136th and South Park Avenue.....	122	

*Denotes signal located to left of track governed.

EXTRACT FROM ILLINOIS STATE LAW:

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred, (800) feet therefrom, and the Engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing."

Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense to be recovered in an action of debt in the name of the people of the State Of Illinois, and the corporation on whose road such offense is committed shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and of the preceding action shall extend to and govern all cases of neglect and failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act consistent with such operation and effect being given to this law shall in any way apply thereto".

NOTE—This law has been modified by a special enactment which provides that trains shall not be required to stop at grade crossing or drawbridge where interlocking signals are in operation and have been accepted by the State Commissioners.

BLOCK SIGNAL AND

RULE	SIGNAL ASPECTS	
	COLOR LIGHT OR SEMAPHORE	COLOR POSITION LIGHT
281		
282		
283		
285		
286		
287		
288		
290		
291		
292		

INTERLOCKING SIGNAL INDICATIONS

NAME	INDICATIONS
CLEAR	PROCEED RULE 281
APPROACH MEDIUM	PROCEED, REDUCING TO 30 MPH BEFORE LEADING WHEELS PASS THE NEXT SIGNAL. RULE 282
MEDIUM CLEAR	PROCEED VIA DIVERGING ROUTE NOT EXCEEDING 30 MPH UNTIL ENTIRE TRAIN IS THROUGH TURNOUT. RULE 283
APPROACH	PROCEED, IMMEDIATELY REDUCING TO 30 MPH, OR SLOWER IF NECESSARY, PREPARED TO STOP BEFORE LEADING WHEELS PASS THE NEXT SIGNAL. RULE 285
MEDIUM APPROACH	PROCEED VIA DIVERGING ROUTE NOT EXCEEDING 30 MPH, OR SLOWER IF NECESSARY, PREPARED TO STOP BEFORE REACHING NEXT SIGNAL, EXCEPT WHEN ENTERING SIDING, BE GOVERNED BY RULE 105. RULE 286
SLOW CLEAR	PROCEED AT SLOW SPEED UNTIL ENTIRE TRAIN PASSES THROUGH SWITCHES. IN AUTOMATIC BLOCK TERRITORY, APPROACH NEXT SIGNAL AT SLOW SPEED. RULE 287
SLOW APPROACH	PROCEED, NOT EXCEEDING 15 MPH THROUGH TURNOUT, PREPARED TO STOP AT NEXT SIGNAL EXCEPT WHEN ENTERING SIDING, BE GOVERNED BY RULE 105. RULE 288
RESTRICTING	PROCEED AT RESTRICTED SPEED (1) Within ABS—to Next Signal Governing in Same Direction. (2) At Interlocking Outside ABS—Through Interlocking Limits Only. (3) Where This Signal Governs Movements Onto Non-Signaled Track — Until Entire Train Is Through Interlocking Limits Only. RULE 290
STOP AND PROCEED	STOP, THEN PROCEED AT RESTRICTED SPEED THOUGH THE ENTIRE BLOCK. RULE 291
STOP	STOP. RULE 292

Chicago & Western Indiana R. R. Co.

Chicago, Illinois, Oct. 27, 1963

GENERAL ORDER NO. 16-1

EFFECTIVE 12:01 A.M. SUNDAY

OCTOBER 27, 1963

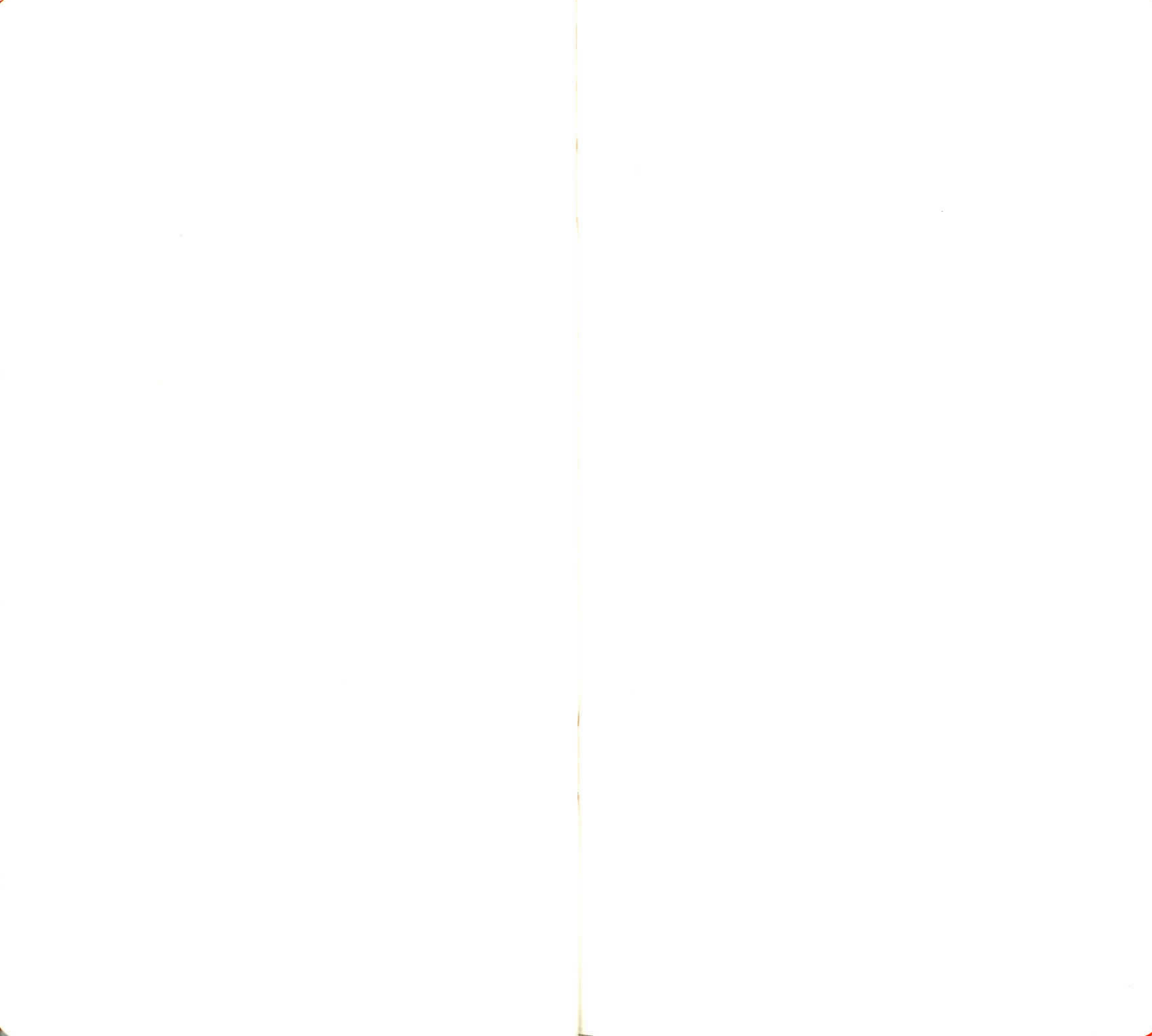
Timetable No. 16 in effect. It contains the necessary instructions issued in General Orders up to and including No. 15-4.

Each employe must examine each page of Timetable No. 16 to see that his copy is complete, pages properly lined up, and note changes.

This General Order is printed in Timetable No. 16 and will not be issued in sticker form.

M. SWISLOW
Superintendent





Following signals will be used to notify crews of passing trains of defective conditions

HOT JOURNAL..... **BY DAY**
Nose held with one hand with other hand pointing toward track.
BY NIGHT—Stop signal.

BRAKES STICKING..... **BY DAY**
Hands shoved in sliding motion out from body.
BY NIGHT—Stop signal

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE CONNECTION
LADING SHIFTED OVER SIDE OR END OF CAR
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION

} Stop signal

DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces **DURING DAYLIGHT HOURS**, Diesel locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.