

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. 19

IN EFFECT

SUNDAY, APRIL 25, 1965

AT 12:01 A. M.

CENTRAL STANDARD TIME

**Superseding all previous Time Tables
and Supplements**

No. 19

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

R. E. McMILLAN
President & General Manager

R. E. DOWDY
Superintendent

J. J. MORIARTY
Asst. Superintendent

E. P. HENRY.....Chief Train Dispatcher & Rules Examiner
D. H. CAMP.....Dispatcher
R. V. PEIRSON.....Dispatcher
M. W. ANDERSON...Dispatcher
J. V. VAISVIL.....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. V. Tauras.....Chief Surgeon
 Office—2652 W. 59th St.—Telephone PR 8-1223
 Residence—2652 W. 59th St.—Telephone PR 8-1223

HOSPITAL AND AMBULANCE SERVICE

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

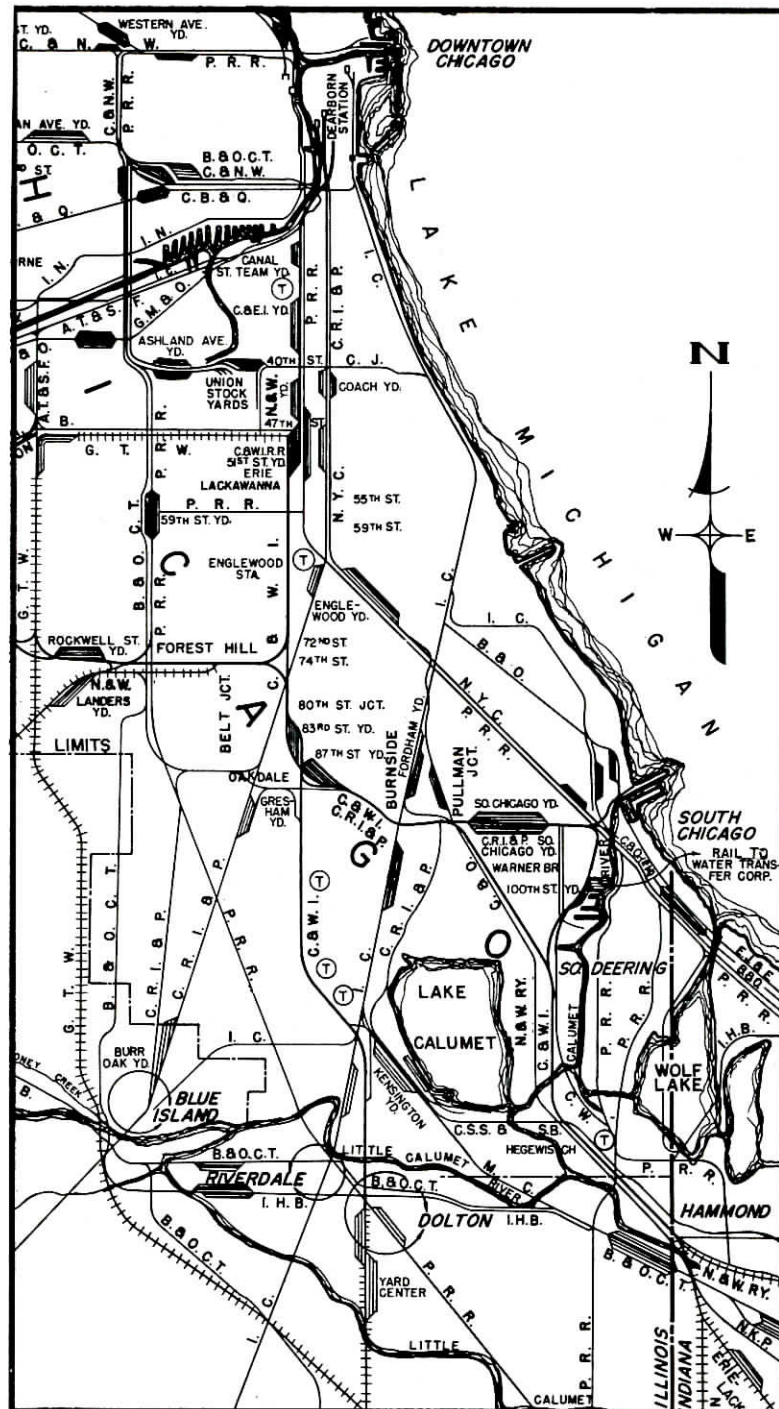
In case of personal injury to an employee necessitating ambulance service it is desired that Capitol Ambulance Service, telephone VI 6-0100, be called promptly to take injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, telephone Mldway 3-9200. In extreme emergency injured person will be taken to the nearest hospital.

When ambulance service is not required, in all cases of personal injury, employees should be sent to Dr. Tauras' office, 2652 West 59th Street, Phone PR 8-1223. Office hours are as follows:

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

During hours when Dr. Tauras' 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

STATIONS	Distance from Chicago	FIRST CLASS			
		419	455	221	111
		Santa Fe 19 Pass.	E-L 6 Pass.	G. T. W. 20 Pass.	N & W 111 Pass.
		DAILY	DAILY	DAILY	DAILY
		A.M.	A.M.	A.M.	A.M.
Lv..... CHICAGO .....	...	9.00	9.35	9.45	10.40
... A. T. & S. F. JCT. ...	1.3	9.05	9.40	9.50	10.45
..... 40TH ST.	3.7		9.43	9.53	10.48
..... 47TH ST.	4.6		9.45	9.55	10.50
. 49TH ST. (G. T. Conn.) .	4.9			9.56	
..... FORD ST.	6.0		9.47		10.52
..... ENGLEWOOD	6.6		9.49		§10.54
..... 74TH ST. JCT.	7.9		9.51		10.57
..... 81ST ST.	9.0		9.53		
.... PULLMAN JCT.	12.3		9.58		
..... SO. DEERING	15.0		10.02		
... MAIN LINE BRIDGE ...	16.5		10.04		
... FORD CROSSOVER ...	17.6		10.05		
..... BURNHAM	18.2		10.06		
..... STATE LINE	19.8		10.08		
..... HAMMOND	20.8				
Ar.. SO. HAMMOND	23.3				
Dolton Branch	.... OAKDALE	10.1			
	..... DOLTON	16.6			
	... DOLTON JCT.	16.8			
Ar... YARD CENTER	18.0				
	***	A.M.	A.M.	A.M.	A.M.
		DAILY	DAILY	DAILY	DAILY

SOUTHWARD

FIRST CLASS						
423	401	93	121	113	305	
Santa Fe 23 Pass.	Santa Fe 1 Pass.	C. & E. I. 93 Pass.	N & W 121 Pass.	N & W 113 Pass.	Monon 5 Pass.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY except Sat. & Sun.	
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
11.00	3.00	3.45	4.15	4.30	5.25	
11.05	3.05	3.50	4.20	4.35	5.30	
		3.53	4.23	4.38	5.33	
		3.55	4.25	§4.40	5.35	
		3.57	4.27	4.42	5.37	
		§3.59	§4.29	§4.44	§5.40	
		4.01	4.32	4.47	5.42	
		4.03			5.43	
					5.48	
					5.52	
					5.54	
					5.55	
					5.56	
					5.58	
					§6.08	
					6.12	
		4.06				
		4.16				
		4.18				
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY except Sat. & Sun.	

NORTHWARD

STATIONS	Distance from Chicago	FIRST CLASS				
		454	408	94	206	112
		E-L 7 Pass.	Santa Fe 8 Pass.	C. & E. I. 94 Pass.	G. T. W. 5 Pass.	N & W 112 Pass.
	DAILY	DAILY	DAILY	DAILY	DAILY except Sat. & Sun.	
	A.M.	A.M.	A.M.	A.M.	A.M.	
Ar..... CHICAGO .....	...	1.30	3.30	4.45	6.00	7.00
... A. T. & S. F. JCT. ...	1.3	1.25	3.20	4.40	5.55	6.55
..... 40TH ST.	3.7	1.22		4.37	5.52	6.49
..... 47TH ST.	4.6	1.20		4.35	5.50	^S 6.47
. 49TH ST. (G. T. Conn.) .	4.9				5.49	
..... FORD ST.	6.0	1.17		4.31		6.44
..... ENGLEWOOD	6.6	^F 1.15		^S 4.30		^S 6.43
..... 74TH ST. JCT.	7.9	1.13		4.28		6.40
..... 81ST ST.	9.0	1.11		4.26		
.... PULLMAN JCT.	12.3	1.07				
..... SO. DEERING	15.0	1.04				
... MAIN LINE BRIDGE ...	16.5	1.02				
... FORD CROSSOVER ...	17.6	1.00				
..... BURNHAM	18.2	12.59				
..... STATE LINE	19.8	12.57				
..... HAMMOND	20.8					
Lv... SO. HAMMOND	23.3					
Dolton Branch	.... OAKDALE	10.1		4.24		
	..... DOLTON	16.6				
	... DOLTON JCT.	16.8		4.15		
Lv... YARD CENTER	18.0		4.13			
	***	A.M.	A.M.	A.M.	A.M.	A.M.
		DAILY	DAILY	DAILY	DAILY	DAILY except Sat. & Sun.

NORTHWARD

FIRST CLASS						
216	420	452	416	54	306	
G. T. W. 15 Pass.	Santa Fe 20 Pass.	E-L 1 Pass.	Santa Fe 16 Pass.	C. & E. I. 54 Pass.	Monon 6 Pass.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	
7.10	7.15	7.15	9.15	9.45	1.05	
7.05	7.00	7.10	9.05	9.40	1.00	
7.01		7.07		9.37	12.57	
6.59		7.05		9.35	12.55	
6.58						
		7.03		9.31	12.53	
		^S 7.01		^S 9.30	^S 12.50	
		6.59		9.28	12.49	
		6.57		9.26	12.47	
		6.53			12.43	
		6.50			12.40	
		6.48			12.38	
		6.46			12.36	
		6.45			12.35	
		6.42			12.32	
					^S 12.20	
					12.10	
				9.24		
				9.15		
				9.13		
	A.M.	A.M.	A.M.	A.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

1—The tracks are designated by numbers commencing with No. 1 for the most easterly and continuing west, except where otherwise designated in these rules. No. 3 track located east of No. 1 track between 81st Street and 49th Street.

2—CURRENT OF TRAFFIC ON MAIN TRACKS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK	No. 4 TRACK	No. 5 TRACK
14th street to 16th street	Northward	Southward			
16th street to 47th street	Northward	Southward	Northward	Southward	
47th street to Ford street	Northward	Southward			
Ford street to 80th-81st Junctions	Northward	Southward		Northward	Southward
81st-80th street to State Line	Northward	Southward			
DOLTON BRANCH BETWEEN					
81st-80th street to Oakdale	Northward	Southward	Northward	Southward	
Oakdale to Yard Center	Northward	Southward			

3—TRACKS EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK	No. 4 TRACK
14th street to 47th street	Northward	Southward		
47th street to 81st street	Northward	Southward	Both Directions	
81st street to Pullman Junction	Both Directions	Both Directions		
Pullman Junction to State Line	Northward	Southward		
DOLTON BRANCH BETWEEN				
81st street and Yard Center	Northward	Southward		

On above designated tracks signaled in one direction only Rules 251 to 256 inclusive and 505 to 519 inclusive are in effect.

On above designated tracks signaled in both directions Rules 261 to 264 inclusive and 505 to 519 inclusive are in effect.

4—YARD RULE

On all tracks not equipped with automatic block signals 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.

5—SIDINGS OF ASSIGNED DIRECTION

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 Junction	Northward	.....	2

Note 1—Interlocking signal indication governing movement to siding will be authority to use siding in reverse direction. Before entering siding from connections to Norfolk & Western, C&O, and CSS&B R.R.Co. tracks, trains must stop in clear and secure permission from Leverman Burnham Tower.

Note 2—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.

6—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
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 Indstl.	Leverman 74th St.
115th Street	From No. 2 track to C.S.L. Yard	Leverman Main-Line Bridge

7—SPRING SWITCH

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

8—TAYLOR STREET YARD

All tracks north of 14th Street Signal Bridge are included in Taylor Street Yard, governed by Time Table Instruction No. 4. All movements must not exceed 15 miles per hour and are under the jurisdiction of the Yardmaster located at 12th Street.

All movements between 14th Street and Taylor Street will be governed by signal indication.

When southward movements are ready to depart from depot, Engineer will display bright headlight and sound whistle in accordance with C. & W. I. Rule 14 (B).

On tracks 2 and 3, departure will be governed by signal indication of the first signal in advance of the engine.

On all other tracks, when engine is north of the first southward home signal, departure will be governed by indication of that signal except

when engine is south of signal, departure will be governed by verbal authority of Yardmaster over the public address system.

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.

9—CANAL STREET YARD AND C&EI YARD

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 Leverman 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.

10-A—80TH STREET

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

10-B—80TH STREET SET OUTS

Switchtender will obtain permission from Dispatcher on what tracks the set outs will be made and convey this information to the Trainmen as well as to whether the track is clear or occupied. Train Dispatcher will arrange necessary track blocks.

A member of the crew must ride the rear car while setting out.

The kicking of cars or cabooses while setting out or picking up on tracks 4, 5 or 6 is prohibited.

11-A—PULLMAN JUNCTION

All northward trains must come to a full stop at Stop Boards located 160 feet south of N&W crossing and proceed on clear signal indication of N&W tilting target and clear signal indication of CRI&P tilting target and gate combined to 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 N&W 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.

11-B—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.

11-C—PULLMAN JUNCTION—N&W 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 N&W to C&WI or Belt must not foul CRI&P crossing until proper hand signal is received. Trains enroute to N&W 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.

12—SOUTH DEERING

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.

13—130TH STREET CROSSING

At 130th Street and Torrence Avenue (Main Line) the electrical case for the automatic crossing gates located north of 130th Street is equipped with a switch which permits manual raising of the gates when they are in a down position. This switch is located on the south side of the case and is actuated by use of your Chicago & Western Indiana switch key.

Whenever trains actuate the circuits on 130th Street but do not occupy the crossing, trainmen should raise the gates manually to permit vehicular traffic to move.

14—FORD CROSSOVER

At the connection with the Ford plant just South of 130th street and the N&W Ramp Yard 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. The leverman must be advised when such moves have been completed and main track is cleared. Leverman will so inform the train dispatcher.

15—MONON TRACK STATE LINE TO SOUTH HAMMOND

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. Northward trains are superior to trains of the same class in opposite direction.

16—DOLTON BRANCH

On No. 3 track between 103rd Street and 126th Street 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.

17—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 at Yard Center telegraph office.

18—APPROACHING STATIONS

Trains must use caution in passing a train entraining or detraining 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.

19—CLEARANCE FORM

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

20—USE OF TRACKS

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.

Before crossing over from one main track to another main track or entering onto main tracks at hand throw switches, train and engine crews must first obtain permission from train dispatcher. After receiving permission the switches must be lined and then wait three minutes to observe any approaching trains or engines before starting movement through switch or crossover.

21—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.

22—OBSERVANCE OF TRAINS

Conductors and Foremen of Engines must have some members 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.

23—SWITCHTENDERS

Switchtenders are located at 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 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.

24—HAND SIGNALS

At all points where hand signals are required, Switchtenders, Levermen and Operators will use a yellow flag by day and a yellow light by night for northward trains, a green flag by day and a green light by night for southward trains.

25—FLAGGING

When operating under automatic block signal rules protection against following trains and engines is not required.

When operating on tracks not equipped with automatic block signals special instruction No. 4 (Yard Rule) applies. Protection against following trains and engines is not required.

26—STREET CROSSINGS

All train and engine crews must be on the alert when approaching street crossings, to observe malfunction of flashing lights or gates and conductors will report all delays caused by such malfunction. When view is obstructed from any cause proper care should be exercised to avoid accident. Engines must not be backed nor cars pushed over grade crossings in switching movements unless a member of the crew operating such engine or train rides the locomotive or leading car in a position to observe all danger and to assist in stopping train if necessary or actually flag 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 thoroughly 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.

27—AUTHORIZED SPEED

MAIN LINE	Tracks With Automatic Block Signals
From 14th St. to south limits 22nd St. Interlocking	20 MPH
From south limits 22nd St. Interlocking to north limits 40th St. Interlocking	60 MPH
From north limits 40th St. Interlocking to south limits 81st St. Interlocking	45 MPH
From south limits 81st St. Interlocking to Pullman Jct.	60 MPH
Through Pullman Jct.	Reduced Speed
From Pullman Jct. to South Deering Interlocking limits	60 MPH
Through South Deering Interlocking limits	35 MPH
From South Deering Interlocking limits to Main Line Bridge Interlocking limits	45 MPH
Through Main Line Bridge Interlocking limits	20 MPH
From Main Line Bridge Interlocking limits to Ford crossover	50 MPH
From Ford crossover to north limits Burnham Inter- locking	60 MPH
From north limits Burnham Interlocking to State Line Interlocking limits	50 MPH
Through State Line Interlocking limits	40 MPH

DOLTON BRANCH	PSGR	FRT
From South Limits 81st Street Interlocking to Oakdale Interlocking Limits	55 MPH	40 MPH
Through Oakdale Interlocking Limits	35 MPH	35 MPH
From Oakdale Interlocking Limits to Dolton Bridge	55 MPH	30 MPH
Dolton Bridge	30 MPH	30 MPH
From Dolton Bridge to South Limits Dolton Interlocking	45 MPH	30 MPH

EXCEPTIONS	
Southward through 47th St. Interlocking	25 MPH
GTW northward moves through 47th St. Interlocking	15 MPH
Between 74th St. and 81st St. on track 3	25 MPH
except loads exceeding 18 feet in height	Restricted Speed
All movements at 80th St. Freight Junction	20 MPH
Movements against the current of traffic	Reduced Speed
Through diverging routes at all locations	10 MPH
Freight trains on Dolton Branch	30 MPH
Trains using tracks 3 and 4 between 80th St. and Oakdale not to exceed	30 MPH
Tracks not equipped with automatic block signals. Special Instruction 4	

28-A—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 St.

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 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.

28-B—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" except as follows:

Track No. 1 above 17'0" extreme height not to exceed 18'4"—extreme width at that height not to exceed 11'0".

Track No. 3 above 17'0", extreme height not to exceed 19'6"—extreme width at that height not to exceed 9'0".

Cars and loads exceeding these dimensions shown for track No. 1 and track No. 3 may be handled only upon approval received from the Superintendent and Chief Engineer.

(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"
	18'0" to 18'4"	11'0"
	18'4" to 18'8"	10'6"
	18'8" to 19'1"	9'6"
	19'1" to 19'6"	9'0"

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

29—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.

30—TELEPHONES

Telephones are located at or near home signals at entrance to interlocker and at other locations where it is necessary to contact Leverman. All employes affected must familiarize themselves with phone locations. Train and enginemen held at a signal must contact leverman and inquire reason for being detained. When employes are through with telephone, receiver must be properly hung on hook and door must be closed and locked.

31—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 timetable 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. At 80th Street and Pullman Junction, proper hand signal from switch tender 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 lookout 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.

32—STANDARD CLOCKS ARE LOCATED:

Telegraph Office—Dearborn Station
49th Street Roundhouse.
12 Street Tower
51st Street Yard Office

33—BULLETIN BOARDS ARE LOCATED AT:

Telegraph Office—Dearborn Station
12th Street Tower
51st Street Yard Office
State Line Tower
Trainmen Locker Room. Dearborn Station

34—REGISTER BOOKS ARE LOCATED AT:

Telegraph Office—Dearborn Station.

35—TRAIN ORDER SIGNALS ARE LOCATED AT:

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

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	<p>PROCEED AT RESTRICTED SPEED</p> <ol style="list-style-type: none"> (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

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.