

## **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.**

# **24**

**IN EFFECT**

**SUNDAY, OCTOBER 29, 1967**

**AT 12:01 A. M.**

**CENTRAL STANDARD TIME**

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

**R. E. DOWDY  
President & General Manager**

**R. H. SNYDER  
Superintendent**

**J. T. MEDLEY  
Trainmaster**

**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.

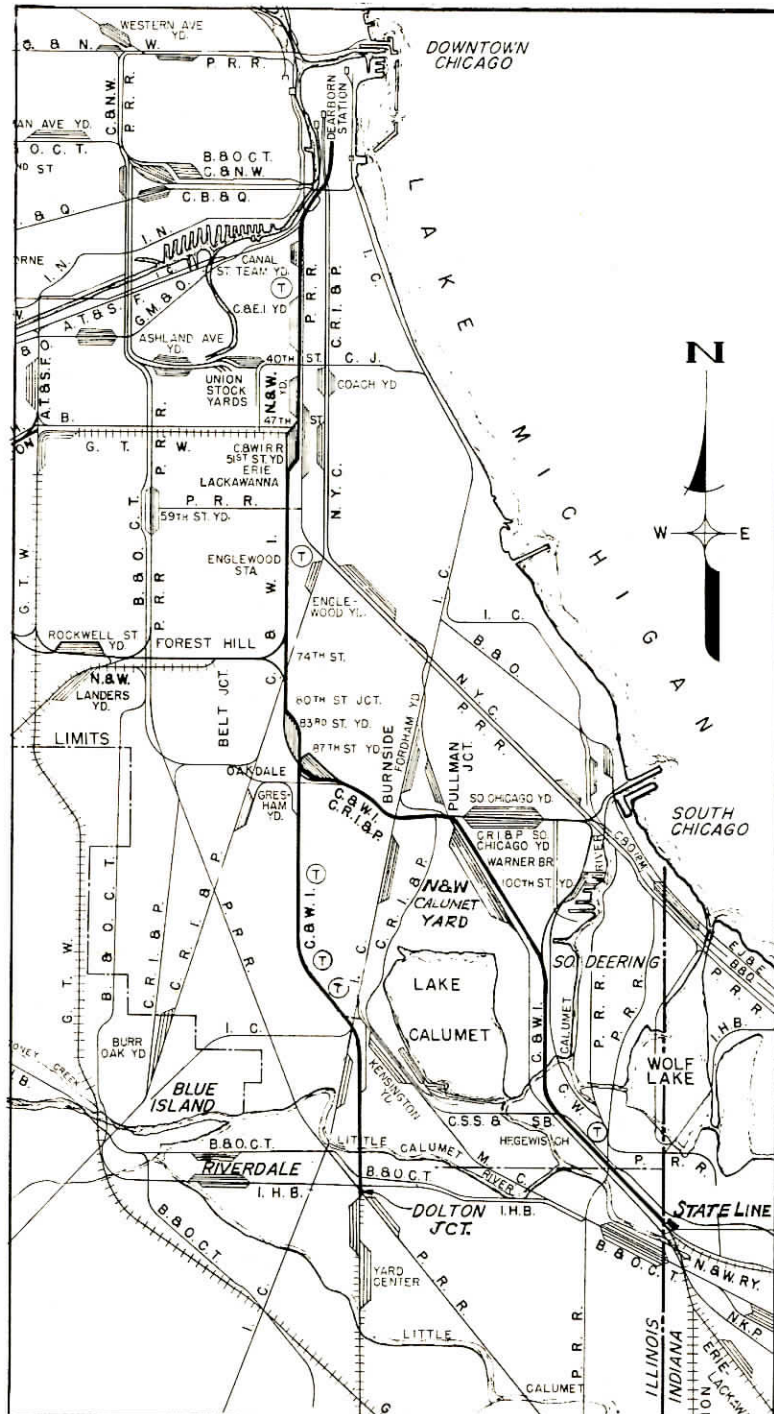
In case of personal injury to an employee necessitating ambulance service it is desired that Capitol Ambulance Service, telephone VI 6-0100, be called promptly to take injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, telephone Midway 3-9200. In extreme emergency injured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

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

Monday-Tuesday-Wednesday-Friday—9 A.M. to 5 P.M.  
 Thursday—9 A.M. to 1:00 P.M.  
 Saturday—2 P.M. to 4:00 P.M.

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.







**NORTHWARD**

STATIONS		FIRST CLASS					
		454	420	112	216	4	416
		E-L 3 Pass.	Santa Fe 20 Pass.	N & W 112 Pass.	G. T. W. 155 Pass.	C. & E. I. 4 Pass.	Santa Fe 16 Pass.
Distance from Chicago	DAILY	DAILY	DAILY except Sat. & Sun.	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
Ar.....	CHICAGO .....	2.00	7.15	8.00	8.35	9.15	9.15
... A. T. & S. F. JCT. ...	1.3	1.55	7.00	7.55	8.30	9.10	9.05
.....	40TH ST. ....	3.7	1.52	7.49	8.21	9.07	
.....	47TH ST. ....	4.6	1.50	7.47	8.19	9.05	
.....	FORD ST. ....	6.0	1.47	7.44	9.02		
.....	ENGLEWOOD .....	6.6	1.45	7.43	9.00		
.....	74TH ST. JCT. ....	7.9	1.43	7.40	8.58		
.....	81ST ST. ....	9.0	1.41		8.56		
....	PULLMAN JCT. ....	12.3	1.37				
.....	SO. DEERING .....	15.0	1.34				
... MAIN LINE BRIDGE ...	16.5	1.32					
... FORD CROSSOVER ...	17.6	1.30					
.....	BURNHAM .....	18.2	1.29				
.....	STATE LINE .....	19.8	1.27				
.....	HAMMOND .....	20.8					
Lv... SO. HAMMOND ....	23.3						
Dolton Branch	.... OAKDALE .....	10.1			8.54		
	.... DOLTON .....	16.6					
	... DOLTON JCT. ....	16.8			8.42		
	Lv... YARD CENTER .....	18.0			8.40		
***	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY except Sat. & Sun.	DAILY	DAILY	DAILY	

**NORTHWARD**

STATIONS		FIRST CLASS								
		54	418	402	124	424	456	218	412	214
		C. & E. I. 54 Pass.	Santa Fe 18 Pass.	Santa Fe 2 Pass.	H & W 124 Pass.	Santa Fe 24 Pass.	E-L 5 Pass.	G. T. W. 159 Pass.	Santa Fe 12 Pass.	G. T. W. 165 Pass.
Distance from Chicago	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
10.35	1.30	2.00	2.50	3.15	4.15	6.15	8.00	9.10		
10.30	1.20	1.52	2.45	3.00	4.10	6.10	7.52	9.05		
10.27			2.41		4.07	6.03		8.58		
10.25			2.39		4.05	6.00		8.55		
10.22			2.35		4.03					
10.20			2.32		4.01					
10.18			2.30		3.59					
10.16					3.57					
					3.53					
					3.49					
					3.47					
					3.45					
					3.44					
					3.42					
10.14										
10.05										
10.03										
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	

Book of Rules dated Oct. 30, 1966 governs in all cases except when in conflict with the following special instructions, bulletins or train orders.

### 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—DESIGNATION OF MAIN TRACKS:

LOCATION MAIN LINE	TRACKS		
14th street to 47th street.....	No. 1	No. 2	....
47th street to 81st street.....	No. 1	No. 2	No. 3
81st street to State Line.....	No. 1	No. 2	....
DOLTON BRANCH			
81st street to Dolton Junction.....	No. 1	No. 2	....

#### 3—CURRENT OF TRAFFIC ON MAIN TRACKS:

MAIN LINE	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK
	Both	Both	
14th street to 21st street.....	Directions	Directions	.....
21st street to 47th street.....	Northward	Southward	.....
	Both	Both	
47th street to 81st street.....	Northward	Southward	Directions
	Both	Both	
81st street to Pullman Junction....	Directions	Directions	.....
Pullman Junction to State Line....	Northward	Southward	.....
DOLTON BRANCH			
81st Street to Dolton Junction....	Northward	Southward	.....

#### 4—TRACKS EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:

MAIN LINE	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK
14th street to 21st street.....	Northward	Southward	.....
21st street to 47th street.....	Northward	Southward	.....
	Both	Both	
47th street to 81st street.....	Northward	Southward	Directions
	Both	Both	
81st street to Pullman Junction....	Directions	Directions	.....
Pullman Junction to State Line....	Northward	Southward	.....
DOLTON BRANCH			
81st street to Dolton Junction....	Northward	Southward	.....

#### 5—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.

#### 6—DEFINITIONS OF SPEEDS

MEDIUM SPEED: A speed not to exceed thirty miles per hour.

RESTRICTED SPEED: Proceed prepared to stop short of a train, obstruction or anything that may require the speed of a train or engine to be reduced, but not exceeding fifteen miles per hour.

SLOW SPEED: A speed not to exceed fifteen miles per hour.

YARD SPEED: A speed prepared to stop short of a train, obstruction or switch improperly lined.

#### 7—LOCATION OF SIDINGS

BETWEEN	NAME AND INSTRUCTIONS
State Line and Burnham	Burnham Northward Siding. Before entering siding from N&W, C&O or South Shore tracks, trains must stop in clear and secure permission from leverman at Burnham tower.
State Line and Burnham	Burnham Southward Siding
110th St. and Pullman Jct.	Pullman Northward Siding
103rd St. and 126th St. Dolton Branch	Dolton Northward Siding

#### 8—ELECTRIC LOCK SWITCHES

An electrically locked switch is a hand operated switch which is remotely controlled electrically. Permission to unlock must be obtained from the leverman at the control tower before the lock is removed from the keeper. Instructions are posted inside the telephone box at each location. The following is a list of the locations of all electric lock switches:

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



## 9—TAYLOR STREET YARD

All tracks north of 14th Street signal bridge are included in Taylor Street yard and all movements thereon are under the jurisdiction of the yardmaster at 12th Street.

All trains and engine movements are restricted to a maximum speed of 15 MPH except where signal indication requires a slower speed.

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 15B.

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.

## 10—14TH STREET CROSSING GATES

Position of automatic crossing gates is indicated by signals on ground for tracks 1, 2, East lead and Wabash lead and on 14th St. signal bridge for West lead and Monon lead. These crossing indication signals have a yellow X above the signal and display aspect Red when gates are raised, lunar when gates are down. Within 500 feet of this crossing all trains and engines must not exceed 5 MPH and be prepared to stop if gates are not lowered. On Wabash lead, stop within 25 feet of signal and wait for gates to lower.

In event of failure of signals and gates, after making stop, trains and engines may proceed over crossing at Restricted Speed providing street crossing is clear.

## 11—CANAL STREET YARD AND C&EI YARD

All trains and engines entering the C&EI 33rd Street Yard, the Canal Street Team Track at 31st Street or Canal Street Team Track at 23rd Street must report when in the clear of track No. 6 to the leverman at 40th Street or 21st Street. No train or engine will enter onto or foul track No. 6 at connection to C&EI 33rd Street Yard, or Canal Street Team Track without first securing permission from the leverman at either 40th Street or 21st Street. Telephones are installed at the appropriate locations.

## 12—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.

If a train or engine stops after having accepted a highball from the switchtender, it must not resume movement until receiving another highball, unless the train completely occupies the crossing or junction and no conflicting movement is possible.

## 13—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.

## 14—PULLMAN JUNCTION

a. Northward trains must stop at Stop Boards located 160 feet south of the N&W crossing and then proceed only on vertical position of N&W tilting target (located at the N&W crossing), and green indication on gyro light (located at C&WI operator shanty) up to but not to foul the Northward siding switch until proceed hand signal is received from switchtender.

b. Southward trains must stop at Stop Boards located 400 feet north of switchtender's building and proceed only after receiving a proceed hand signal from the switchtender, a green gyro light (located at C&WI operator shanty) and vertical position of N&W tilting target (located at N&W crossing).

c. A train or engine making an irregular movement must not proceed until the route has been completed and a proper hand signal has been received.

d. The gyro lights and gates at the C&WI operator's shanty govern movements over the C&WI-Rock Island crossing. A green gyro light authorizes movement on C&WI tracks only; a yellow gyro light authorizes movement on Rock Island tracks only; a red gyro light is a signal for all movements to stop at once.

e. The tilting target signal located at the N&W crossing governs the use of the N&W-C&WI crossing. The vertical position of the blade authorizes C&WI movement in either direction. Any other position of the blade is a stop signal for C&WI trains.

f. Northward trains from the N&W going to the C&WI or the Belt must not foul the Rock Island crossing until a green gyro light signal and proceed hand signal is received from the switchtender. Southward trains going to the N&W must not foul the Rock Island crossing until a green gyro signal is displayed and a yellow color light signal is received at the C&WI-N&W connection.

g. If a train or engine stops after having accepted a highball from the switchtender, it must not resume movement until receiving another highball, unless the train completely occupies the crossing or junction and no conflicting movement is possible.

## 15—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.

## 16—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 Chicago & Western Indiana switch key.

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



### 17—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.

### 18—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 time-table and Operating Rules. All single track rules are in effect.

Northward trains are superior to trains in opposite direction.

### 19—DOLTON BRANCH

On the siding 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.

All trains and engines moving against the current of traffic on the Dolton Branch must approach the crossings between 103rd Street and State Street expecting to find the gates in a raised position.

### 20—YARD CENTER

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.

### 21—CLEARANCE FORM

All first class and passenger extra trains departing from Dearborn Station will receive a clearance card from the C&WI dispatcher as authority for movement.

### 22—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. 5 (Yard Rule) applies. Protection against following trains and engines is not required.

### 23—RIDING TOP OF CARS

All employees in train and engine service are prohibited from climbing upon the top or running board upon the top, or any part of the roof of cars, and also from riding or walking on roof or anything attached to the roof.

### 24—AUTHORIZED SPEED

MAIN LINE	Tracks With Automatic Block Signals		
Over 14th St. Grade Crossing.....	5 MPH		
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. ....	Restricted 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 Interlocking .....	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	40 MPH
Through Oakdale Interlocking Limits.....	35 MPH	35 MPH	35 MPH
From Oakdale Interlocking Limits to Dolton Bridge .....	55 MPH	30 MPH	30 MPH
Dolton Bridge .....	45 MPH	30 MPH	30 MPH
From Dolton Bridge to South Limits Dolton Interlocking .....	45 MPH	30 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.....	Restricted Speed		
Dolton Branch: From Oakdale to 103rd St. Southward on track 2 .....	45 MPH		
Movements against the current of traffic.....	Yard Speed		
Through diverging routes at all locations.....	10 MPH		
Tracks not equipped with automatic block signals....	Yard Speed		

**25—EMPLOYEES ARE WARNED OF CLOSE CLEARANCE AS FOLLOWS:**

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

Roosevelt Subway (12th St.)

Pole Line West of Monon Lead between 12th St. and 14th St.

West Cantilever Crossing Flashers and Gate—14th St.

Pole Line West of the West Lead between 14th St. and 16th 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.

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

West Leg Penna Signal Bridge 150 feet north Root St.

51st St. Coach Yard

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

Pullman Junction Railway Crossing Gates.

Chatham Coal Co.—109th St., 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 steel columns and platforms in Taylor Street Yard, Dearborn Station.

Train and Enginemen must not 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.

**26—PERMISSIBLE CLEARANCE LIMITS**

	Distance above top of rail	Width of car or load
<b>(1) Dearborn Station to 20th Street.</b>	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".		
<b>(2) 20th Street to 75th Street.</b>	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".		
<b>(3) 75th Street to Pullman Junction or Oakdale.</b>	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".		
Car 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.		
<b>(4) Pullman Junction to State Line, Oakdale to Dolton.</b>	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.	

**27—STANDARD CLOCKS ARE LOCATED AT:**

Teletype Relay Office—Dearborn Station  
49th Street Roundhouse  
12th Street Tower  
51st Street Yard Office



**28—BULLETIN BOARDS ARE LOCATED AT:**

Teletype Relay Office—Dearborn Station  
12th Street Tower  
51st Street Yard Office  
State Line Tower  
Trainmen Locker Room, Dearborn Station  
All Interlocking Towers

**29—REGISTER BOOKS ARE LOCATED AT:**

Teletype Relay Office—Dearborn Station

**30—TRAIN ORDER SIGNALS ARE LOCATED AT:**

81st Street, southward only  
Pullman Junction  
State Line  
Yard Center—C&EI  
Dolton Junction, Northward only

**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**

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**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.

## BLOCK SIGNAL AND

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

## INTERLOCKING SIGNAL INDICATIONS

NAME	INDICATIONS
CLEAR	PROCEED  RULE 281
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 REACHING 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.  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 BEFORE REACHING NEXT SIGNAL.  RULE 288
RESTRICTING	PROCEED AT RESTRICTED SPEED  RULE 290
STOP AND PROCEED	STOP, THEN PROCEED AT RESTRICTED SPEED THROUGH THE ENTIRE BLOCK.  RULE 291
STOP	STOP.  RULE 292