

The Chicago River and
Indiana Railroad Company

**RULES
AND
SPECIAL INSTRUCTIONS
FOR
CONDUCTING
TRANSPORTATION**

Employees of other railroads will be governed by the rules, timetables and instructions of their respective railroads, which do not conflict with the rules and special instructions contained herein.

These Rules and Special Instructions for operation of the Chicago River And Indiana Railroad supersede all previous Operating Rules and Special Instructions and take effect February 26, 1971.

Special Instructions may be issued by proper authority.

Approved:

**K. E. SMITH
General Manager**

**C. R. SPENCE
Division Superintendent**

GENERAL NOTICE

Safety is of first importance in the discharge of duty.

Obedience to the Rules and Special Instructions is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules and Special Instructions.

The welfare of the Company depends upon the confidence of its patrons in the integrity and trustworthiness of all employes and in their ability to properly perform their assigned tasks safely and efficiently. The service demands the faithful, intelligent, and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

GENERAL RULES

A. Employes whose duties are prescribed by these Rules and Special Instruction must provide themselves with a copy and have it with them while on duty.

B. Employes must be conversant with and obey the Rules and Special Instructions. Where rules are subdivided they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of employes. If in doubt as to their meaning they must apply to proper authority for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must devote themselves exclusively to the Company's service while on duty, render every assistance in their power in carrying out the rules and special instructions and promptly report to the proper official any violation thereof.

To enter or remain in the service, employes must be of good moral character and must conduct themselves at all times, whether on or off Company property in such manner as not to bring discredit upon the Company.

Gambling, making bets, fighting or participating in any illegal, immoral or unauthorized activity while on duty or on Company property is prohibited.

Books, magazines, or papers other than Company instructions must not be read while performing service.

Sleeping or assuming an attitude of sleep while on duty is prohibited. The use or possession of televisions and radios other than those furnished for railroad operations is prohibited while performing service.

The solicitation by employes of gratuities from patrons is prohibited.

F. Accidents, failure in the supply of water, fuel or electric power, defects in track, bridges, signals and transmission lines, or any unusual conditions which may affect the movement of trains must be reported by quickest available means of communication to the proper authority and protection provided when necessary.

G. The use of alcoholic beverages, intoxicants or narcotics by employes subject to duty is prohibited. Being under the influence of alcoholic beverages, intoxicants or narcotics while on duty, or their use or possession while on duty is prohibited.

J. Employes must keep the premises in a neat and orderly condition.

L. In case of danger to or loss of the Company's property, from any cause, employes must unite to protect it.

Abuse, misuse, defacing of or deliberate damage to or destruction of Company property, tools or equipment is prohibited.

The unauthorized possession of, removal or disposal of, any material from railroad property or property served by the railroad is prohibited.

Property of the railroad, as well as freight and articles found in or on cars, or on company premises, must be cared for and properly reported.

M. Employes must provide themselves with a copy of the Safety Rules prescribed for their department and be governed by the rules contained therein.

N. Employes while on duty on any division or foreign railroad are under the authority and must conform to the orders of officers of that division or foreign railroad.

O. Unauthorized persons must not be permitted upon engines, trains, cars, equipment or company property.

P. Employes must not divulge to any person other than the shipper, consignee or duly authorized public officer, any information concerning shipments of freight.

The business affairs of the railroad must not be divulged except to proper official.

Q. Employes whose legal hours of service are restricted by law must take action through the proper officer to avoid excess periods of service. They must know when called or scheduled to report for service that they are available under the Hours of Service Law and, if not or in any doubt, bring it to the attention of the proper official before accepting assignment.

R. Initial medical assistance should be afforded to all persons injured on railroad property.

The services of Company Surgeons, Medical Officers and hospitals listed in the Special Instructions should be utilized wherever practicable.

A telephone report of such occurrences must be made promptly to an official of the Company, followed by a full written report on the prescribed form. Names and addresses of all witnesses should be obtained.

S. Train and Engine Service employes are prohibited from going on the roof of any car. Other employes are prohibited from riding or walking on the roof of any moving car.

T. Employes must report for duty at the required time.

No employe will be allowed to absent himself from duty without proper authority nor will any employe be allowed to engage a substitute to perform his duties.

Employes subject to call for their tour of duty must not absent themselves from their usual calling place without notice to those required to call them.

Employes must give immediate written notice to proper authority of change in residence or telephone number.

DEFINITIONS

INTERLOCKING

INTERLOCKING—An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect.

INTERLOCKING LIMITS—The tracks between the extreme opposing signals of an interlocking.

ENGINES

ENGINE—A unit propelled by any form of energy or a combination of such units operated from a single control, used in train or yard service.

PILOT

PILOT—An employe assigned to a train when the engineman, conductor or driver of track car is not qualified on the physical characteristics or rules of the railroad, or portion of the railroad, over which the movement is to be made.

ROUTE

ROUTE—The course or way which is, or is to be, traveled.

CONFLICTING ROUTES—Two or more routes, opposing, converging or intersecting, over which movements cannot be made simultaneously without possibility of collision.

SIGNALS

FIXED SIGNAL—A signal of fixed location indicating a condition affecting the movement of a train or engine.

NOTE—The definition of a "Fixed Signal" covers such signals as switch target, interlocking, speed signs, stop signs, yard limit signs, or other means for indicating a condition affecting the movement of a train or engine.

INDICATION—The information conveyed by the appearance of a signal.

SPEEDS

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or switch not properly lined looking out for broken rail, not exceeding 15 miles per hour.

TRACK CAR

TRACK CAR—A self propelled car with or without trailers which may be manually moved to or from the track. The term "Track Car" shall include other self propelled units, such as: Burro Cranes, Highway Rail Cars, Detector Cars, Weed Burners, Tie Tampers, and other similar equipment. This type equipment may not operate signals or shunt track circuits.

SWITCHES

ELECTRICALLY LOCKED SWITCH—A hand-operated switch equipped with an electrically controlled device which restricts the movement of the switch.

SPRING SWITCH—A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

TRACKS

SINGLE TRACK—A track upon which trains are operated in both directions.

TWO OR MORE TRACKS—Two or more tracks upon any of which the direction of traffic may be in either specified direction.

DIRECTION OF TRAFFIC—The movement of trains on a track in one direction, specified in the Special Instructions.

YARD—A system of tracks within defined limits provided for making up of trains, storing of cars and other purposes.

OPERATING RULES

SIGNALS

7. Employees whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day and lights of the prescribed color by night.

9. Day signals must be displayed from sunrise to sunset but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

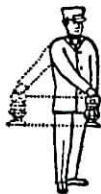
10. COLOR SIGNALS

COLOR	INDICATION
(a) Red.	Stop.
(b) Yellow.	Proceed at Restricted Speed, and for other uses prescribed by the rules.
(c) Green.	Proceed, and for other uses prescribed by the rules.
(d) Blue.	As prescribed by the rules.
(e) Purple.	Stop.
(f) White.	As prescribed by the rules.

12. HAND, FLAG AND LAMP SIGNALS

NOTE—the hand or a flag moved the same as the lamp, as illustrated in the following diagrams, gives the same indication except that in the observance of Rule 12a, the hand or flag movement may be above the shoulder.

12a.



STOP.

Swung at right angle to track.

12b.



REDUCE SPEED.

Held horizontally at arm's length.

12c.



PROCEED.

Raised and lowered vertically.

12d.



BACK.

Swung vertically in a circle at half arm's length across the track.

12f.



APPLY AIR BRAKES.

Swung horizontally above the head, when standing.

12g.



RELEASE AIR BRAKES.
Held vertically at arm's length when standing.

12h. Any object waved violently by any one on or near the track is a signal to stop.

12i. Engine, while handling wrecking crane engaged in wrecking operations, must not be moved until given proper hand signal with green flag or green light. Other colors may be used when required.

12j. When a train has one engine, signals to the engineman must be given according to the way the engine is headed. When a train has more than one engine and they are headed in opposite directions, no movement will be made until the conductor has an understanding with his crew.

14. ENGINE WHISTLE OR HORN SIGNALS

NOTE—The signals prescribed are illustrated by “o” for short sounds; “—” for long sounds. The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) — —	Release brakes. Proceed.
(ca) — o o o —	Member of crew protect adjacent track (Repeat).
(h) o o	Answer to any signal not otherwise provided for.
(i) o o o	When standing, back. Answer to 12(d).
(j) o o o o	Call for signals.
(l) — — o —	(1) Approaching public crossings at grade, to be prolonged or repeated until crossing is reached unless otherwise provided. (2) Approaching locations where men may be at work on tracks, bridges and other points.

NOTE—In sounding 14(l) the forward facing horn must be used. The rear facing horn will be used when forward facing horn is inoperative.

(o) o —	Inspect train line for leaks, brakes sticking or dragging equipment.
(p) Succession of short sounds	Alarm for persons or live stock on or about tracks.

NOTE—A continuous blast of engine whistle is an emergency signal for trainmen to apply air and hand brakes on train.

18. Engines in yard service must display the headlight brightly to the front and rear by day and by night.

It must be dimmed at night:

- When standing.
- Approaching other movements and at stations.
- When engaged in switching operation.

NOTE—Headlight on end coupled to cars may be dimmed or extinguished.

24. When cars are pushed by an engine, except when shifting or making up trains in yards, a white light must be displayed on the front of the leading car by night.

26. A blue signal displayed at one or both ends of an engine, car or train indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to obstruct the view of the blue signals without first notifying the workmen.

When a blue signal is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman must be notified; he must also be notified when the blue signal is removed.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman will be notified and protection must be given those engaged in making the repairs.

30. The engine bell or warning signal must be sounded when an engine is about to move, while approaching and passing public crossings at grade and when passing a train standing on an adjacent track or in an emergency. Where a momentary stop and start, forward and backward, is part of a switching movement, and movement over public crossing at grade is not involved, the engine bell or warning signal need not be sounded.

32. The unnecessary use of either the whistle, horn or bell is prohibited.

34. All members of the crew must, when practicable, as soon as the next signal ahead affecting the movement of their train or engine becomes clearly visible, communicate the indication to each other.

If train or engine is not operated in accordance with the signal indication, or other condition requiring speed be reduced, other members of the crew must communicate with crew member controlling the movement at once and if necessary stop the train.

37. Switch tenders will use a yellow flag by day and a yellow light by night to give hand signals unless otherwise specified.

REPORTING FOR DUTY

Bulletins

75. Bulletin Boards will be maintained at locations designated in the Special Instructions. Employees reporting for duty must examine the Bulletin Boards to familiarize themselves with all Bulletins or other instructions pertaining to any portion of territories on which they are qualified or ordered to operate.

OBSERVATIONS OF TRAINS FOR DEFECTS

77. The following action must be taken by employees in the observance of trains for defects.

- (a) Observe engines and cars in their train moving or standing to detect any unsafe condition as frequently as opportunity permits.
- (b) Observe passing trains for defects and should there be any indication of conditions endangering the train, take necessary measures for its protection.
- (c) While on moving trains they must be on the lookout for signals, from the rear, passing other trains and points where trackmen and other employees are working and exchange hand signals with them.
- (d) Train must be stopped if observed with any of the following defects or other indication of conditions endangering the movement:

Hot Journal
Sliding Wheel
Broken Wheel
Brakes Sticking
Swinging Car Door
Defective Truck
Equipment Dragging
Shifted Lading over Side or End of Car

- (e) Where wheels are overheated due to brakes sticking, release and cut out airbrake, examine wheels and if any cracks are found, car must be set off.
- (f) Defective parts of equipment, when possible, must be loaded on engines or cars from which removed; otherwise they must be placed a safe distance from the track. Yard-

master must be notified as to disposition. When material is used to replace defective parts, report of such replacement must be made on prescribed form.

- (g) After rereiling cars or engines, inspect them for any defects.

MOVEMENT OF TRAINS

93. Yard limits will be indicated by yard limit signs.

98. Trains and engines must approach the end of two or more tracks, junctions and railroad crossings at grade, prepared to stop, unless switches are properly lined, signals indicate proceed and track is clear.

101. Trains must be fully protected against any known condition not covered by the rules which interferes with their safe movement.

Any work on or adjacent to a track which may create a condition interfering with the safe movement of trains or the use of equipment which may foul adjacent tracks, must not be attempted without permission of the Yardmaster or designated representative. Protection against trains in both directions must be provided before the track is obstructed and trains approaching the obstruction must be notified.

102. When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must, while stopping and when stopped, be protected in both directions until it is ascertained they are safe and clear for the movement of trains.

103. When one or more cars are pushed by an engine and the conditions require, a trainman must take a conspicuous position on the leading car; under such circumstances if signals from the trainmen cannot be received by the engine crew, the movement must be stopped immediately unless a brake valve and alarm whistle on the leading car are being used.

When shifting over public crossings at grade not protected by a designated employe, or by automatic protection, a member of the crew must protect the crossing.

103a. Automatic highway crossing protection at grade crossings is provided on tracks as indicated in the Special Instructions. When a train or shifting movement passes entirely over a highway crossing provided with automatic protection, it must not move in the opposite direction over the crossing until proper protection is provided.

103b. When a train or any part of a train is standing where it obscures the view of highway traffic, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.

103c. When shifting movements are made in the vicinity of a highway crossing provided with automatic protection, or when a train is stopped thereby operating the automatic protection unnecessarily, every effort must be made by a member of the crew to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks, and it is safe for vehicles or pedestrians to cross at crossings protected by other than automatic gates, the employe will facilitate movements over the crossing.

103g. Cars left on tracks adjacent to a public crossing at grade must be placed as far from the crossing as conditions will permit.

104. Members of crew are responsible for the position of switches and derails used by them, except where switch tenders are stationed. Switches and derails must be properly lined after having been used.

A train or engine must not foul a track until switches and derails connected with the movement are properly lined. When practicable the engineman must see that the switches and derails nearest the engine are properly lined.

104a. Employes operating non-interlocked switches must examine the switch points and know they fit the rail properly and where derail is in service, they must know it is in proper position before and after operating it.

106. The conductor, enginemen, and pilot are responsible for the safety of the train and the observance of the rules and Special Instructions, and under

conditions not provided for by the rules and Special Instructions, must take every precaution for protection.

This does not relieve other employes of their responsibility under the rules and Special Instructions.

108. In case of doubt or uncertainty, the safe course must be taken.

130. Engines and cars must be coupled at a speed not to exceed 4 miles per hour.

130a. A stop must be made just prior to coupling occupied passenger equipment. Cars occupied by passengers and cars placed on tracks occupied by such cars must be handled with air brakes in service.

130b. Cars placed for loading or unloading, must not be coupled to nor moved until all persons in or about them have been notified and all obstructions under or about the cars, transfer boards, and attachments have been removed. When such cars are moved they must be returned to original location.

Sign reading "Stop-Tank Car Connected," indicates tank cars are connected for loading or unloading and must not be coupled to or moved. Cars must not be placed on the same track that may obstruct the view of a sign without first notifying the person in charge.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

130c. Flying switches (drop of cars) should be avoided if practicable. Such movements must not be made with cars containing livestock, explosives, flammables, acid, chlorine or poison gas, nor with cars occupied by persons except employes on duty, nor to track occupied by such cars, nor to short tracks leading to trestles or buildings.

131. Sand must not be used over movable parts of an interlocking nor spring or automatic switches. Excessive use of sand at any point is prohibited.

132. Employes are prohibited from altering, nullifying, or in any manner restricting or interfering with

the normal intended function of any device or equipment on engines, cars or other railroad property.

In case of failure, seals may be broken or device altered as provided by applicable rules or special instructions. When such action is necessary or when seals are found to be broken, missing or tampered with, it must be reported on the prescribed form and to the Superintendent.

D-151. Where two or more tracks are in service trains must keep to the right unless otherwise specified in the Special Instructions.

Where two or more tracks are in service they shall be designated by numbers and their use indicated by special instructions.

INTERLOCKING RULES

605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within interlocking limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

669. A train or engine stopped by the operator in making a movement through an interlocking, must not move in either direction until it has received the proper signal or permission from him.

670. Except at Automatic-Interlockings a reverse movement within the limits of an interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission of the operator.

MOVEMENT OF TRACK CARS

801. Track cars will be in charge of driver, governed by the same rules and special instructions as apply to trains or engines.

804. Track cars must not be placed on the track at anytime unless authorized by the Operator or Yardmaster who authorizes movements on such track.

Highway Rail Cars must have headlights on bright at all times when on the rails.

MISCELLANEOUS RULES

GLASSES AND GOGGLES

400C-7. Employees who require the use of glasses and whose duties require them to distinguish the position or color of signals must have with them the proper glasses while on duty and in the performance of their duties such glasses must be worn. Proper glasses for employes whose duties require them to distinguish position or color of signals are:

For reading only, one pair of glasses (any type), but if of the nose glass variety, they must be attached to the person by proper guard.

For distant vision, two pairs of spectacles.

For both distant vision and reading, two pairs of distant vision spectacles and one pair of reading glasses or two pair of bi-focal spectacles.

Goggles with corrective lenses will be regarded the same as spectacles and must be of the rigid type frame.

The use of spectacles with colored glasses by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department approved colored lense glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

FIRES

400L-1. Employees must use every precaution to prevent fires. The Yardmaster must be notified promptly when any fire is observed on or near Company property, or is likely to affect the property. Immediate alarm must be given when a fire is detected and employes must take such action as is available to subdue the fire until proper assistance arrives.

Instructions are posted in diesel engines governing use of fire fighting equipment. When it is necessary to use this equipment, report must be furnished on prescribed form.

CONDUCTORS

400N-1. Report to and receive their instructions from the Superintendent or other designated officer. They must obey the instructions of train masters,

yard masters, and operators within their jurisdiction, and from officers of other departments on matters pertaining to those departments.

Conductors have general charge of the train to which assigned and all persons employed thereon are subject to their instructions. They are responsible for the prompt movement, safety and care of their respective trains and the passengers and commodities carried, for the vigilance and conduct of the men employed thereon and for the prompt reporting to the Yardmaster of conditions that interfere with the prompt and safe movement of trains.

TRAINMEN AND BRAKEMEN

400N-2. Report to and receive their instructions from the Superintendent or other designated officer. They must obey the instructions of their conductor and of officers of other departments on matters pertaining to those departments.

They are responsible for the proper protection of trains, the handling of switches, the coupling and uncoupling of cars and engines, the manipulation of brakes and for assisting the conductor or engineman in all things requisite for the prompt and safe movement of their train.

They must familiarize themselves with the location of the emergency brake valve.

ENGINEMEN

400N-3. Report to and receive instructions from the Superintendent or other designated officer. They will be governed by current mechanical, electrical and air brake instructions pertaining to the safety, inspection, preparation, and operation of trains and engines. They must comply with the orders of the Trainmaster or other designated officer within their jurisdiction.

They must obey the instructions of Yard Masters and Operators within their jurisdiction; and the conductor in charge of their train as to general management of their train, unless by so doing they endanger its safety or commit a violation of the rules.

They must be qualified on type of engine to which assigned including any devices or auxiliaries attached thereto. At a point where no mechanical forces are on duty and except on through trains, they will check

the prescribed form in the cab to be sure that the unit or units of the engine consist have been inspected within the previous 24 hour period for road service or within one calendar day in yard service.

If the engine unit or units are not within date they will make an inspection. After making inspection, they will then record date, time and location on the prescribed form in the cab and prepare and sign regular work report.

At points where mechanical forces are employed and on duty, they will accept the inspection of the mechanical forces, except air brake test, as to the condition of the engine.

They will at the end of the trip or tour of duty make written report on the prescribed forms.

They will be responsible for the observance of all signals controlling movements accordingly and the regularity of speed, exercise discretion, care, and vigilance in moving the engine with or without cars to prevent injury to persons, damage to property, and lading, avoiding collisions and derailments. While acting as pilot they will operate the engine unless otherwise instructed and when in charge of the engine to which no qualified conductor is assigned or is disabled they must perform the duties of and conform to the rules relating to conductors. They will require the assistance of crew members in any duties relative to the prompt and safe movement of their trains, engine and cars, promptly reporting irregularities or failures.

They must not allow any member of the crew to operate the engine except under their personal supervision. They will be responsible for the proper operation of the engine and must not leave it while on duty except in case of necessity in which case the engine must be secured.

They must, if anything withdraws attention from constant lookout ahead, or weather conditions make observation of signals or warnings in any way doubtful, at once so regulate speed as to make train progress entirely safe.

When a train has more than one engine the rules apply alike to the engineman of each engine, but the use of the engine bell, whistle and air brake except in emergency must be limited to the leading engine.

The engineman is responsible for the vigilance and conduct of other employes on the engine. He will see that they are familiar with their duties and instruct them if necessary.

FIREMEN

400N-4. Report to and receive their instructions from the Superintendent or his designated representative. They must obey the instructions of their engineman and of others with proper authority. They must assist the engineman in all things requisite for the safe and prompt movement of their train or engine.

TRACK CAR DRIVERS

400N-5. They must obey the instructions of Yard Masters and Operators, within their jurisdiction, and of others with proper authority.

SWITCH TENDERS

400N-6. Report to and receive their instructions from the Trainmaster or other designated representative. They must obey the instructions of Yard Masters.

YARD MASTERS

400N-7. Report to and receive their instructions from the Superintendent or other designated officials.

Within assigned territory, they have charge of the yards, employes, movement of trains and engines, distribution and movement of cars therein.

They must see that employes are in condition for the proper discharge of duty; crews report for duty with prescribed number of employes at the appointed times; trains are properly made up and dispatched at the times prescribed; that waybills are received and furnished together with any instructions concerning restricted cars or shipments to conductors for the movement of cars in their trains.

They are responsible for the careful handling of cars and for the compliance of safety and operating rules by employes within their jurisdiction. Asst. yard master and asst. general yard masters are governed by these instructions.

MAINTENANCE OF EQUIPMENT EMPLOYES

400N-13. The general outline of duties and responsibilities of certain Maintenance of Equipment Employes as prescribed by current instructions.

MAINTENANCE OF WAY EMPLOYES

400N-14. The general outline of duties and responsibilities of certain Maintenance of Way Employes as prescribed by current instructions.

OVERHEATED BEARINGS—ENGINES

4077-A. When engine develops an overheated axle bearing or motor axle suspension bearing enroute, engine will be isolated if possible and operated with caution to the engine terminal where engine will be cut off and another engine substituted.

Any engine reported having an overheated axle bearing or motor suspension bearing or found overheated on inspection, must not be dispatched.

FLAT SPOTS ON WHEELS

4077-C. When a flat spot on a wheel of cars or engines develops enroute, and an inspection by a member of the crew determines that the flat spot is not in excess of 3 inches in length on passenger cars or empty freight cars, or 2½ inches in length on loaded freight cars or engines, and no other defect affecting the movement is observed, the train may continue.

If a flat spot, in excess of the above dimension, but less than 5 inches is found and no other defect is observed speed must be reduced to 10 MPH and a report made to the Yardmaster.

ENGINES LEFT STANDING AND UNATTENDED

4077-D. An engine must not be left unattended, unless the air and hand brakes are applied and the reverse lever removed from all control stands on all units of the engine; when reverse lever is not removable, it must be locked in the neutral position.

OBSTRUCTING CROSSINGS AT HIGHWAYS

4103-A. When a train is delayed and obstructs a public highway crossing, action as may be necessary

must be taken to avoid excessive delay to highway traffic.

PROTECTION FOR HEAVY MACHINERY, IMPLEMENTS OR BUILDINGS AT CROSSINGS

4103-D. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery, implements or buildings at highway grade crossings, special provision should be made to protect such movement over the tracks.

Station agents and foremen-track should keep closely in touch with such matters and give the supervisor-track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment or buildings to insure that full protection is afforded while tracks are being crossed.

TEST WEIGHT CARS

4158-E. Test weight cars should be handled at rear of train just ahead of cabin car and/or occupied boarding cars.

Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars.

Test weight cars must be handled carefully to avoid impact at speeds greater than 2 MPH. Brake on cars uncoupled from other equipment in motion must be handled in the same manner when coupling to these cars.

When handling such cars, conductors must know that enginemen have been so advised.

MOVEMENT OF ENGINES AND CARS OVER SCALES

4158-F. The movement of engines or similar equipment over the weigh rails is prohibited except upon proper authority. The unnecessary passing of cars over the weigh rails is prohibited. Dead rail switches, and the relieving gear of scales so equipped, should be set for the dead track, except when cars are being weighed.

When a car which has been stopped for weighing or other purposes is moved from the scale, impact must not occur at a speed greater than 2 MPH. Under no circumstances should a car wheel be passed over any obstruction placed on the rail.

DOORS AND DROP BOTTOMS

4158-H. Doors and drop bottoms of freight cars must be closed and fastened, and top covers of cars must be secured in place as required.

BRAKES ON CARS LEFT STANDING

4159-A. A sufficient number of hand brakes must be applied on cars or cuts of cars left standing on any track to make them secure. When necessary and practicable, car wheels must be blocked.

PASSENGER CAR BUFFER PLATES

4160-A. Passenger cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

DEAD OR DISABLED ENGINES

4161-A. All engines and tenders hauled dead in trains must have the air brakes cut in and operative.

ROLLER BEARING JOURNALS OPERATING THROUGH WATER

4161-B. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent.

Diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail) at a speed not exceeding 2 MPH.

HANDLING OF HAZARDOUS MATERIALS

1461-E. Employes whose duties or employment are affected by hazardous materials regulations, must familiarize themselves with all requirements and conform to them.

DIESEL STOPPING OVER OPEN FLAME

4161-F. Diesel engines must not be stopped over burning fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved, the fusees or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

SPECIAL INSTRUCTIONS

GENERAL RULES

Safety Rule of the Day

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on page 30-31. They are also required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employes Permitted to Ride on Engines, etc.

100 O-A1. Referring to Rule O, the following designated employes will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Staff Officers and Assistants.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Other persons must hold proper transportation issued by the Superintendent.

100R-A2. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Chicago, Ill.	Dr. James D. Thornton (Medical Officer) Office, 248 Union Station 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. Daily except Sat., Sun. and Holidays First Saturday of each month 8:30 A.M. to 12:00 Noon by Appointment Res., 1355 North Sandburg Terrace, Chicago, Ill.	236-7200 Ext. 348, 349 337-7697
	Dr. W. J. Reilly (Surgeon) Office and Res., 6424 S. Central Ave.	735-5544
	Dr. Samuel Garrick 4130 Halsted St.	927-2873
	Dr. A. G. Peters, Oculist 9300 S. Ashland Ave.	799-0094

100R-A3. Locations of Hospitals.

Location	Name and Address	Telephone Number
Chicago, Ill.	Holy Cross Hospital 2700 West 69th Street	434-6700

OPERATING RULES

USE OF SIGNALS

Fusees and Torpedoes.

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1075-A1. Location of Bulletin Boards and Standard Clocks:

Ashland Ave. Yardmasters Office
Ashland Ave. Crew Dispatchers Office
Ashland Ave. Yard Office
State Line Yard Office
Seeley Ave. Switchtender Office
Kenwood Yard Office

1075-A2. Location of Bulletin Boards:

Lemoyne Yard Office
Hump Locker Room
47th & Racine Yard Office

Yard Limits

1093-A1. Yard Limits indicated by yard limit signs as follows:

Entire CR&I RR is within "Yard Limits" and all trains and engines must move at restricted speed at all times expecting to find trains, cars or engines occupying tracks, switches or crossovers, without flag, lights or other protection.

RAILROAD CROSSINGS AT GRADE

1098-A1. Movement of trains or engines over railroad crossings at grade will be governed as follows:

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
37th and Campbell Ave. GM&O	Semaphore and Stop Sign	Horizontal or Red Light—Stop Vertical or Green Light—Proceed	Stop at Stop Sign Proceed on Signal Indication	1
32nd and Campbell Ave.—ATSF & I C	Interlocking Signals	Red—Stop Yellow—Proceed	Signal Indication	1
26th & Campbell Ave. I.N. RR	Semaphore and Stop Sign	Horizontal or Red Light—Stop Vertical or Green Light—Proceed	Stop at Stop Sign Proceed on Signal Indication	1
14th and Campbell Ave. B & O C T RR	Interlocking Signals	Red—Stop Yellow—Proceed	Signal Indication	1

NOTE 1. In case of signal failure, trains and engines (after complying with Stop Signs) may proceed on hand signal from Operator or switchtender.

RAILROAD JUNCTIONS

1098-A2. Movement of trains or engines at Railroad Junctions must receive authority as follows:

Railroad	Location	Authority of
C & N W	Ogden and Campbell Ave.	C&N W Switchtender at Ogden
	15th St. and Western Ave.	Proceed at Restricted Speed
B N	21st St. and Campbell Ave.	B N Dispatcher
B&OCT	21st St. and Campbell Ave.	B&OCT Dispatcher
I.N. RR	26th St. and Campbell Ave.	I.N. RR Towerman
ATSF and I.C. RR	32nd St. and Campbell Ave.	Signal Indication and Proceed Signal from Switchtender After Stop at Stop Sign.
GM&O RR	37th St. and Campbell Ave.	PC Switchtender at Brighton Park.
B&OCT and PC RR	Brighton Park	B&OCT and PC Switchtenders at Brighton Park.
C&WI RR	40th St. and Stewart Ave. North and South Wyes	Signal Indication
CRI&P and PC RR	40th St. and LaSalle St. North and South Wyes	Signal Indication
IHB RR	49th St. and Oakley Ave.	IHB RR Dispatcher—Receive permission at Ashland Ave. before proceeding on to Single Track Connection.
B&OCT and PC RR	43rd St. and Leavitt St.	B&OCT RR Operator at 49th St.

1103-A1. Public Crossings at Grade with Automatic Protection.

Location and Crossing	Tracks	Requirements
40th St. and Racine Ave.	All	Rules 103a, b, c and g.
43rd St. (all Crossings)	All	Rules 103a, b, c and g.
Exchange Ave. and Racine Ave.	All	Rules 103a, b, c and g.
41st St. and Racine Ave.	Backway Mains	Rules 103a, b, c and g.

1103-A2. All Street Crossings at grade not protected by Automatic Highway Protection must be protected by a member of the crew.

1104-A1. Switchtenders located as follows:

Seeley Ave. Controls the crossovers to, from and between No. 2 and No. 3 tracks. Also controls the yard switches from tracks No. 1 and No. 12. On duty 24 hours daily.

Butler St. Controls all movements in the Butler St. Area from 4 P.M. to 12 midnite, Monday through Friday except Holidays.

Track Assignments

1151-A1. Single Track

Track	Between	And
IHB Connection	47th St. and Leavitt St.	49th St. and Oakley Ave.
Parkway	40th St. and Emerald St.	47th St. and Racine Ave.
Backway	47th St. and Racine Ave.	Packers Ave.
16	43rd and Leavitt St.	39th St. and Western Ave.

1151-B1. Two or More Tracks.

Direction of traffic as follows:

Tracks	No. 1	No. 2	No. 3	Tracks numbered from
Ogden to Western Ave.	Southward	Northward		West No. 1 and No. 2
Western Ave. to Stewart Ave.		Westward	Eastward	North No. 2 and No. 3
Ashland Ave. yard to 47th St. and Leavitt St.	Eastward	Westward		South No. 1 and No. 2

NOTE. Tracks may be used in the opposite of assigned direction when authorized by the Yardmaster at Ashland Ave.

FREIGHT TRAIN OPERATION

1155-B1. When vertical bridges are across industry track, movement of cars or engines must not be made until member of the crew ascertains that bridge has been removed clear of the track.

1155-B2. Hump Signal-Color Light signal located at Fortieth Street and Damen Ave. at the west end of Ashland Ave. Yard is for the use of CR&I RR crews only for switching cars at that point. Signal Indications are as follows:

Top Red-Bottom Red	Stop
Top Yellow—Bottom Red	Hump Slow
Top Yellow—Bottom Yellow	Hump Medium
Top Green—Bottom Red	Hump Fast
Top Red—Bottom Yellow	Back-up

1155-B3. Trains or engines destined to connecting lines will not foul single track Wye connections without first ascertaining that connecting line will accept them.

1155-B4. CR&I RR trains enroute to and from Lemoyne yard will get permission of ATSF hump yardmaster before fouling ATSF tracks.

1155-B5. No plug door cars will be pulled from any location until the plug door has been properly closed.

1155-B6. No cars except those belonging to Climalene Co. are to be stored on Climalene's track in State Line area.

EQUIPMENT RESTRICTIONS

1160-B1. Link Belt Company—Account sharp curvature, loaded cars moving to or from this concern, that are in excess of fifty feet in length, or 9 feet 10 inches in width, require careful handling to clear abutment of the PC bridge.

1160-B2. Cars over 60 feet in length must not be run via the Horn Lead.

1160-B3. Cars stencilled "excessive dimensions" must not be placed on any industrial track without first ascertaining they will clear all overhead and side clearances both in the doorway and inside the building.

1160-B4. Cars in excess of 60 feet in length are restricted in all industry tracks of the CR&I RR except for the 43rd and Leavitt Trail Van facility and the Chicago Union Stock Yards.

1160-B5. Due to excessive curvature at Phoenix Closures plant No. 2, cars 50 ft. or longer with extended drawbars are restricted.

1160-B6. No switching is to be done between the extension and Berry lead due to excessive curvature at that location.

1160-B7. Cars 50 feet and longer must be handled one at a time in New Century Co. and Lee Lumber Siding.

1160-B8. Engines must not be moved over car dumpers installed on Sante Fe Elevator track No. 4.

1160-B9. Cars over 65 feet in length are prohibited on all tracks Halsted Street Yard except No. 1 through No. 4.

USE OF TELEPHONES

1703-B1. Telephones to be used for company business are installed at the following locations:

Yard Office 47th & Racine.....	2830
Yardmaster Office Ashland Ave.....	2820
Yardmaster office State Line.....	2804-2805
Lemoyne Yard Office.....	2829
Kenwood Yard Office (Bell phone).....	VI 7 0773
Crew Dispatchers Office.....	2817
(Bell phone).....	FR 6 2713
Diesel Foreman.....	2816
Car Foreman.....	2818
Track Supervisor.....	2828
Police.....	2857
Diccs Clerk.....	2822-2823
Agency Office.....	2821
Terminal Supt.....	2822-2823
Trainmaster.....	2822-2823
Hump Office.....	2803
Switchtender Hump.....	2806
Butler.....	2803

(Note—All 4 number phones can be reached from outside line by dialing CE 6 7200).

— SAFETY CALENDAR —

Train, Locomotive and Other Transportation Employees

A Safe day is a Pay day.

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	Jan.	Feb.	Mar.	Apr.	May	June
1	1000(a)	1000(b)	1011(a)	1101	1001(c)	1001(d)
2	1000(b)	1000(a)	1001(d)	1100(a)	1010(b)	1109
3	1105(i)	1175(j)	1176(h)	1000(b)	1123(c)	1012
4	1013(c)	1010(a)	1050	1152(b)	1216(e)	1176(f)
5	1175(e)	1208	1154(b)	1103(m)	1051(b)	1112(a)
6	1111(a)	1002(c)	1051(g)	1201(a)	1201(a)	1011(b)
7	1010(c)	1152(d)	1118	1111(i)	1052(k)	1125
8	1105(c)	1121	1222	1176(i)	1102(a)	1105(a)
9	1005	1213	1218	1156(a)	1175(d)	1010(c)
10	1175(a)	1204(a)	1117(c)	1110	1002(b)	1152(b)
11	1156(c)	1021	1103(d)	1052(g)	1176(a)	1128(c)
12	1014(g)	1114(a)	1221(b)	1125	1111(a)	1175(e)
13	1206	1109	1124	1100(j)	1017	1011(f)
14	1150(a)	1014(a)	1175(k)	1175(d)	1152(a)	1051(d)
15	1103(h)	1126(b)	1207	1004	1013(a)	1176(b)
16	1006	1201(d)	1152(f)	1155(c)	1127	1111(d)
17	1155(d)	1012	1153(a)	1204(e)	1014(c)	1006
18	1052(d)	1122(b)	1008(c)	1150(c)	1105(e)	1115
19	1105(e)	1111(g)	1052(e)	1119(a)	1024(b)	1018(a)
20	1009	1107	1018(c)	1105(a)	1175(m)	1003(d)
21	1201(e)	1151	1100(d)	1175(e)	1052(b)	1021
22	1014(c)	1115	1216(f)	1016	1019	1156(e)
23	1202(a)	1176(e)	1176(k)	1205(e)	1153(a)	1009
24	1102(c)	1015	1203(a)	1214	1010(a)	1052(e)
25	1007	1200	1223	1020(b)	1119(a)	1051(h)
26	1127	1202(d)	1106	1020(b)	1154(a)	1017
27	1123(a)	1114(b)	1110	1226	1015	1207
28	1103(i)	1013(a)	1024(a)	1102(a)	1004	1105(b)
29	1216(d)	1217	1052(j)	1100(d)	1176(h)	1214
30	1219		1105(d)	1211(b)	1203(a)	1156(a)
31	1214		1006		1107	

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Date	July	Aug.	Sep.	Oct.	Nov.	Dec.
1	1003(a)	1000(a)	1002(d)	1001(a)	1000(a)	1000(b)
2	1001(a)	1004	1000(b)	1003(b)	1000(b)	1001(a)
3	1100(a)	1003(d)	1111(a)	1155(d)	1175(g)	1153(b)
4	1050	1175(j)	1152(e)	1009	1150(b)	1111(i)
5	1204(a)	1017	1008(c)	1175(l)	1152(e)	1017
6	1176(c)	1128(m)	1100(b)	1115	1052(c)	1004
7	1002(d)	1105(g)	1018(c)	1102(c)	1111(b)	1154(a)
8	1106	1127	1019	1155(a)	1150(c)	1114(c)
9	1025	1112(b)	1176(k)	1126(b)	1112(a)	1006
10	1122(b)	1052(i)	1006	1021	1175(c)	1102(a)
11	1014(a)	1156(e)	1103(a)	1103(m)	1112(b)	1151
12	1102(c)	1100(e)	1002(b)	1202(a)	1025	1111(c)
13	1200	1012	1007	1109	1105(f)	1156(c)
14	1150(c)	1152(d)	1100(k)	1211(a)	1155(a)	1020(a)
15	1175(g)	1205(d)	1103(d)	1152(f)	1111(d)	1152(a)
16	1000(b)	1111(b)	1013(a)	1103(n)	1051(e)	1103(c)
17	1014(g)	1176(e)	1207	1016	1105(b)	1003(d)
18	1154(b)	1216(a)	1106	1153(b)	1112(c)	1100(f)
19	1103(c)	1010(d)	1000(a)	1111(j)	1010(b)	1052(k)
20	1007	1119(c)	1175(k)	1014(e)	1210	1014(f)
21	1013(b)	1223	1005	1203(b)	1013(b)	1051(e)
22	1211(b)	1155(c)	1216(b)	1121	1205(d)	1115
23	1105(d)	1203(c)	1051(e)	1176(l)	1002(b)	1014(a)
24	1022(a)	1115	1176(m)	1052(j)	1152(c)	1053
25	1111(c)	1015	1214	1020(a)	1215	1216(b)
26	1152(c)	1176(i)	1011(a)	1122(c)	1012	1007
27	1217	1105(c)	1116(a)	1207	1202(a)	1201(b)
28	1222	1121	1022(a)	1052(d)	1225(c)	1220
29	1050	1109	1114(a)	1113	1205(a)	1216(a)
30	1127	1202(d)	1150(b)	1008(b)	1176(d)	1018(a)
31	1217	1117(a)		1128(d)		1022(a)

