CHICAGO JUNCTION RAILWAY

(The C. R. & I. R. R. Co. Lessee)

The Chicago River and Indiana Railroad Company

4453

CHICAGO JUNCTION RAILWAY

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The Chicago River and Indiana Railroad Company

Special Instructions

For the information of employees and foreign crews.

Effective 12:01 A. M., September 26, 1937

L. A. PODESTA,
Superintendent

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INSTRUCTIONS

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

GENERAL RULES

A. Employes whose duties are prescribed by these rules must provide themselves with a copy.

Employes whose duties are in any way affected by the time-table must have a copy of the current time-table with them while on duty.

A1. Employes, while on duty connected with the trains on any division of the road, are under the authority and must conform to the orders of the Superintendent of that division.

Unless otherwise provided, train employes are subject to the rules of the division or railroad on which they are running and all concerned must provide themselves with a copy of such rules and current time-table.

B. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

M. Employes must exercise care to avoid injury to themselves or others by observing the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect trains to run at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

STANDARD CLOCKS

3. Standard Clocks are located at the following points:

Chief Yard Clerk's Office, 40th St. and Ashland Ave.

Yardmaster's Office, East End Ashland Ave. Yard.

Engine Terminal, first floor of Round House Building, 42nd St. and Damen Ave.

HEADLIGHTS

17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of main track, or is standing to meet a train at end of two or more tracks or a junction.

Headlight must be dimmed:

(a) Passing through yards where yard engines are employed.

(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.

(c) Approaching manual block and train order signals, junctions, terminals, meeting points or while standing on main track at meeting points.

(d) On two or more tracks when approaching trains in opposite direction.

(e) When closing up behind trains.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed. Yard engines will not display markers.

TRACK SCALE

Fortieth and Laurel Streets

MOVEMENT OF TRAINS

D-93a. Movements against the current of traffic within yard limits may be made under protection.

103. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.

Note to Rule 103.—The exception covers the making and breaking up of trains only, and not extended movements within yards.

103a. When a train moves over a public crossing at grade and back up movement over such crossing is to be made, the crossing must be protected by a member of the crew unless protected by a watchman or by gates.

103b. When a train or any part of a train is standing where it will obscure the view of highway traffic at crossing not protected by a watchman or by gates, 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 crossing when they cannot protect all crossings.

104. Conductors are responsible for the position of switches used by them and their trainmen, except where switchtenders are stationed. Switches must be properly lined after having been used.

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

109. BULLETIN BOARDS AND BOOKS

Bulletin Boards and Books will be maintained at Engine Terminal, first floor of Round House Building, 42nd St. and Damen Ave., and in all districts desig-

nated in Special Instructions, where instructions modifying the rules or special instructions will be posted for the information of employes in train service, who must examine them before starting on each trip and as frequently as practical thereafter.

D151. DESIGNATION AND USE OF MAIN TRACKS

(See District for special instructions.)

Explanatory Note.—Tracks referred to in these Special Instructions as "Main Tracks" are running tracks, the words "Main Tracks" used for identification purposes only and are not "Main Tracks" as defined by the Standard Code.

505. AUTOMATIC BLOCK SIGNALS

Calumet Ave.—Lake Park Ave. District.
Calumet Ave. to Lake Park Ave. C. J. Railway.
Lake Park Ave. to 51st St. I. C. R. R.

705. LEAVING CARS ON SIDE TRACKS

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

1001. SPEED RESTRICTIONS

HALSTED STREET DISTRICT

Short reverse curve between bridge over N.Y.C.-C.R.I. & P. RY. tracks and State Street—15 miles per hour.

CALUMET-LAKE PARK AVENUE DISTRICT

"Church Curve" between Vincennes and Cottage Grove Avenues—15 miles per hour.

C. R. & I. R. R.

Trestle at 49th Street and Oakley Avenue—15 miles per hour.

1002. ENGINE AND CAR RESTRICTIONS

Steam engines must not be allowed to enter buildings where smoke and gas will affect sprinkler systems.

The air brakes must be used on cars handled on Industry, Freight House or Team Track sidings where grade is steep. When setting cars on these tracks, air brakes must be set and the hand brakes then set immediately, after which the crew will observe if hand brakes are properly set after the air has released, and where necessary, the wheels blocked.

HORN DISTRICT

Libby McNeill & Libby West Track—Steam Engines must not be backed in on this track.

Swift & Company West Yard or "Hole"—U-3 class of engines must not be used on these tracks.

General American Transportation System or Ashland Avenue Repair Track No. 3—Engines or cars must not be moved beyond a point 900 feet east of Ashland Avenue.

Due to insufficient side clearance through girder bridges, the movement of passenger or standard Pullman cars between State Street and Lake Park Avenue is prohibited.

Engines must not be moved over car dumpers installed on Swift & Company's West Power Plant track.

ASHLAND AVENUE DISTRICT

B. Vertical lift bridge across Wilson & Co. Track 2, ten car lengths east of west end of dock, movement of cars or engines prohibited until conductor or rearman ascertains that bridge has been raised to full height.

C. R. & I. R. R.

Engines must not be moved over car dumpers installed on Santa Fe Elevator Track No. 4.

STATE LINE DISTRICT

H. P. Smith Paper Company, 37th and Wall Streets Engines must not be permitted to move by platform.

PACKINGTOWN DISTRICT

Cars on Armour & Company's Refinery West Track must be at least twelve feet south of the south rail of the Lipton North Track.

CALUMET-LAKE PARK AVENUE DISTRICT

Lake Park Avenue Team Track No. 9—U-3 class engines must not be used on this track.

1005. TELEPHONES

Conductor or engineman must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupation of the employes exchanged, to avoid misunderstanding.

SPECIAL RULES APPLYING TO THE CHICAGO JUNCTION RAILWAY

(The C. R. & I. R. R. Co., Lessee)

THE CHICAGO RIVER & INDIANA RAILROAD COMPANY

2000. No engines, other than those operated by the Chicago Junction Railway (The C. R. & I. R. R. Co. Lessee) will be allowed to make delivery of any cars to industries on private track in Chicago Junction Railway territory.

2001. The entire line of the Chicago Junction Railway (The C. R. & I. R. R. Co., Lessee) The Chicago River & Indiana Railroad Company is within "Yard Limits," and all trains or engines must move under restricted speed with the current of traffic (**as indicated in the various districts**) at all times, expecting to find trains, cars, or engines occupying the tracks, switches, or crossovers, **without flag, lights or other protection.** In the event of accident, the responsibility will rest with the approaching train, in every case. **"Restricted speed," as expressed in this rule, means proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.**

2002. All trains or engines must run carefully and under **"restricted speed"** when using "Yard Tracks," expecting to find misplaced switches, and tracks, switches or crossovers occupied and in use by trains, cars, or engines, making conflicting movements, without flag, lights or other protection. (In the event of accident the responsibility will rest with the approaching train in every case.) By "Yard Tracks" is meant tracks other than main tracks.

2003. All engines or trains will come to a full stop into clear before fouling or moving onto a main track from a Yard track, except when receiving Proceed

signal from proper authority. Trainmen or enginemen must first see that main track is clear before changing main track switch and giving Proceed signal. It being understood that the train having the route properly set will have the right of movement with the current of traffic as indicated.

2004. Switch-lights have been provided for all main track switches and such other important track switches as may be deemed necessary. Main track switch banners will show Green when the switch is set for the main or straight track route, and Red when set for sidings, crossovers, or junction tracks. On other important track switches switch-banners will show Lunar White or Yellow.

2005. Switchtenders are stationed at such points as are most used by foreign crews, and will work in conjunction with and under the direction of the Yard Masters.

2006. Train or engine will not move over switches under the jurisdiction of a switchtender without first receiving proper Proceed signal from switchtender, and know that the proper Proceed signal is intended for their train, and the way is known to be clear.

COMPANY SURGEONS

N-6. Dr. F. E. Pierce, Chief Surgeon, La Salle St. Station, Chicago, Illinois. Phone — Office Wabash 4200, Residence Superior 7125.

Dr. I. D. Siminson, Asst. Chief Surgeon, La Salle St. Station, Chicago, Illinois. Phone—Office Wabash 4200, Residence Kenwood 5500.

COMPANY HOSPITAL

Mercy Hospital, Chicago, Illinois.

Minor injuries necessitating first-aid will be handled by Company Surgeon at the Stock Yards; other cases to be sent to the Mercy Hospital.

AMBULANCE SERVICE

Police Ambulance service from the following stations will be used:

New City—1700 W. 47th St., Phone Yards 6361-6362.

Stock Yards—4736 S. Halsted St., Phone Yards 0797.

Brighton Park—3900 S. California Avenue, Phone Lafayette 5348.

Deering Street—3501 Lowe Avenue, Phone Yards 0218.

Marquette—2259 S. Damen Ave., Phone Canal 7436-7437.

When unable to get prompt service from Police Department, call J. F. Eudeikis, 4605 S. Hermitage Avenue, Telephone Yards 1741.

Trespassers will be placed in charge of City Police.

MISCELLANEOUS RULES

For the information and guidance of all concerned, the territory traversed by the Chicago Junction Railway has been subdivided into districts, designated as follows:

Brighton Park District
Ashland Avenue District
West End District
Live Stock District
Halsted Street District
Horn District
Packingtown District
Backway District
East Forty-seventh Street District
Forty-seventh Street District
Loomis Street District
State Line District
Calumet-Lake Park Avenue District.

DISTRICTS

BRIGHTON PARK DISTRICT

The Brighton Park district embraces all of the tracks of this Railway from the junction with the Chicago & North Western Railway about fifty feet south of the south street line of Ogden Avenue, to and including the combination switches near the north end of the Western Avenue bridge at Brighton Park.

109. LOCATION OF BULLETIN BOARDS

Switchtender's office—Twenty-first Street.
Switchtender's office—Brighton Park.

D151. DESIGNATION AND USE OF MAIN TRACKS

The main tracks in this district extend in a southerly direction from Ogden Avenue to combination switches, Brighton Park, designated as Nos. 1 and 2, numbering from the west, and used as follows:

No. 1—Southward
No. 2—Northward

There is a lead track adjoining and paralleling northbound main track No. 2 on the east and extending from Brighton Park to the junction point of the A. T. & S. F. Ry. at Ash Street. This track is designated as "P. M. Siding" and will be used by trains, cars or engines moving in either direction.

98. DRAWBRIDGE

Location 31st Street and Campbell Avenue (Sanitary Canal).

Signal No signals, not interlocked.

98. RAILROAD JUNCTIONS

Alton R.R.	37th Street and Campbell Ave. by single "Y" track connection. Rule 2006 governs.
A.T. & S.F. RY. I.C.R.R. (C.M. & N. DIV.)	32nd Street and Campbell Ave. by single "Y" track connection. Rule 2006 governs.
B. & O.C.T.R.R. P.C.C. & St.L.R.R.	Near Western Ave., Brighton Park. Rule 2006 governs.
B. & O.C.T.R.R.	21st Street and Campbell Avenue. Rule 2006 governs.
C. & N.W. RY.	Ogden and Campbell Avenues, straight rail connections; also 15th Street and Western Avenue single "Y" track connection with Wood Street Yard.
C.B. & Q.R.R.	21st Street and Campbell Avenue by single "Y" track connection. Rule 2006 governs.
I.N. RY.	Near 26th Street and Campbell Avenue.

2005. Day and night switchtenders in this district are stationed at the following points: between Twenty-first and Twenty-second streets at the junction with the B. & O. C. T. and C. B. & Q. R. R.; also at combination switches near Thirty-ninth Street and Western Avenue, Brighton Park, at the junction with the P. C. C. & St. L. R. R. and B. & O. C. T. R. R. Rule 2006 governs.

297. RAILROAD GRADE CROSSING SIGNALS

Grade Crossings Not Interlocked

Alton R. R.

Location 37th Street and Campbell Avenue. East of P.M. Siding and South of Alton tracks.

Signal Semaphore.

Position Two position.

Indications

Arm vertical Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

East Arm, governs northbound movement on No. 2 Main track or P.M. Siding. West Arm, governs southbound movement on No. 1 Main track or P.M. Siding.

A. T. & S. F. RY., I. C. R. R. (C. M. & N. Div.)

Location 32nd Street and Campbell Avenue. Between B. & O. C. T. and Penna. R. R. Main Tracks, south of A. T. & S. F. tracks.

Signal Semaphore.

Position Two position.

Indications

Arm 60 degrees below horizontal Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

B. & O. C. T. R. R.

Location Near 14th Street and Campbell Avenue. Between Penna. R. R. and B. & O. C. T. R. R. tracks north of B. & O. C. T. "Y".

Signal Semaphore.

Position Two position.

Indications

Arm 60 degrees below horizontal Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

Top signal governs movements for Chicago Junction Railway.

I. N. RY.

Location 26th Street and Campbell Avenue. East of Chicago Junction Ry. No. 2 Main track and South of Illinois Northern Ry. track.

Signal Semaphore.

Position Two position.

Indications

Arm vertical Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

Stop signs have been installed in the rear of these grade crossings; signs are painted (white) and lettered in (black); night indications by red light. Rules 98 and 98-a govern.

ASHLAND AVENUE DISTRICT

The Ashland Avenue district embraces all of the tracks of this Railway from the combination switches near Western Avenue, Brighton Park, to the east line of Ashland Avenue on the east, Forty-seventh Street on the south, and Thirty-ninth Street on the north.

109. LOCATION OF BULLETIN BOARDS

General Yardmaster's Office—East end of Ashland Avenue Yard.

Engine Terminal—Forty-second Street and Damen Avenue.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The main tracks in this district extend in an easterly direction from Brighton Park to the east line of Ashland Avenue, and numbered from the north are designated as Nos. 2, 3 and 4, and are used as follows:

No. 2—Westward

No. 3—Eastward

No. 4—Westward

There is a lead track adjoining and paralleling No. 4 main track on the south, and extending from C. R. & I. Junction to the east line of Ashland Avenue. This track is designated as "No. 5 Lead" and will be used by trains, cars or engines moving in either direction.

There are two main tracks in this district extending in a southwesterly direction from the switches just west of Ashland Avenue to straight rail connections (not interlocked) with the Chicago River & Indiana Railroad near Forty-second Street and Damen Avenue, the junction with the latter road being indicated by a "Chicago Junction Railway Property Line" sign-board.

These main tracks are designated as "Outer Line Outbound" and "Outer Line Inbound" and used as follows:

Outer Line Outbound—Westward

Outer Line Inbound—Eastward

98. RAILROAD JUNCTIONS

C. R. & I.—At approximately Forty-second Street and Damen Avenue, not interlocked.

C. R. & I.—At approximately Thirty-ninth Street and Western Avenue, not interlocked. Rule 2006 governs.

2007. HUMP SIGNAL

Color light signal located at Fortieth Street and Damen Avenue at the west end of Ashland Avenue South Yard is, for the use of Chicago Junction Railway crews only for switching cars at that point.

Signal Indications

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.

2005. Day and night switchtenders in this district are stationed at the following points:

Combination switches near Western Avenue, Brighton Park.

Combination switches C. R. & I. Junction, Thirty-ninth Street and Western Avenue.

Crossover switches at the west end of Ashland Avenue Yard.

Crossover switches at the east end of Ashland Avenue Yard.

Rule 2006 governs.

WEST END DISTRICT

The West End District embraces all of the tracks of this Railroad from the east line of Ashland Avenue to the east line of Packers Avenue and between Thirty-ninth and Fortieth Streets.

109. LOCATION OF BULLETIN BOARD

Yard Office—Fortieth Street and Packers Avenue.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The main tracks in this district continue in an easterly direction from Ashland Avenue to the east line of Packers Avenue, numbering from the north are designated and used as follows:

No. 2—Westward

No. 3—Eastward

No. 4—Westward

A lead track designated as No. 5 Lead, adjoining and paralleling No. 4 Main track on the south will be used by trains, cars and engines moving in either direction.

98. RAILROAD JUNCTIONS

Not Interlocked

Horn District Tracks—Fortieth and Loomis Sts.

Backway District—Fortieth Street and Packers Avenue.

North Division—Fortieth Street and Packers Ave.

South Division—Fortieth Street and Packers Ave.

Middle Division—Fortieth Street and Packers Ave.

Packingtown District—The normal position of the junction switch is for No. 5 Lead track. Engines or trains from Packingtown District must stop at the fouling point of No. 5 Lead track and not proceed until it is known that switch on No. 5 Lead is set for movement from Packingtown and the way is known to be clear.

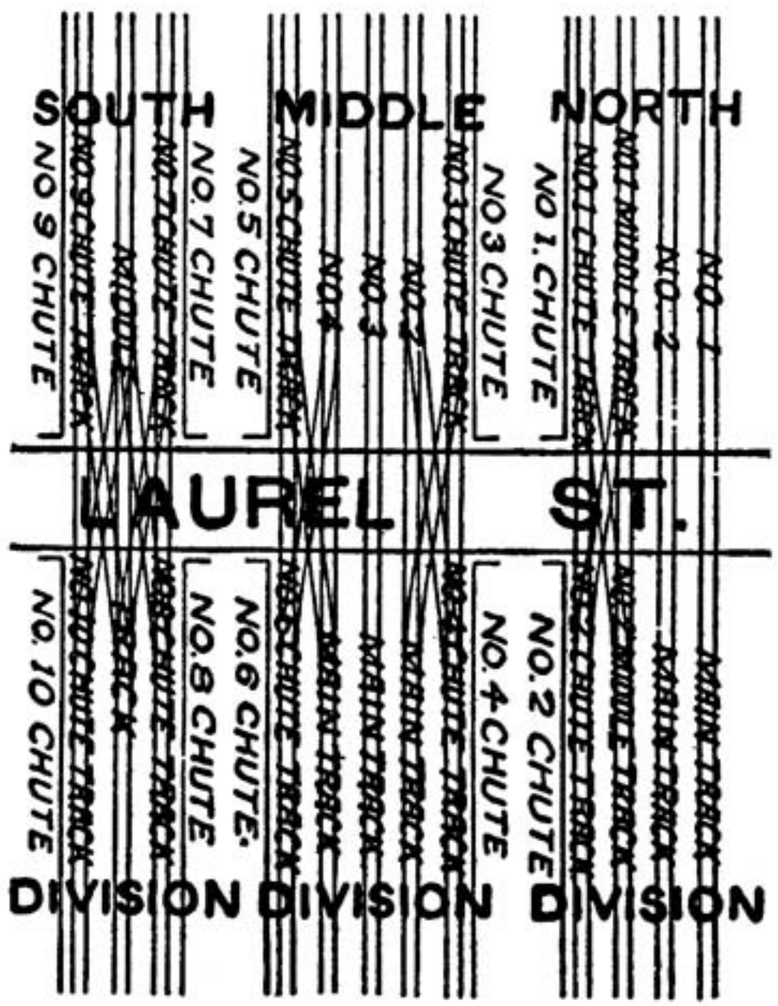
2005. Day and night switchtenders in this district are stationed at approximately Ashland Avenue and their jurisdiction extends over all switches from connections with the Outer Line Main tracks to, and including, junction switches of the Horn tracks.

2005A. Day and night switchtenders are stationed at Packers Avenue and their jurisdiction extends over all switches east of Horn junction, to, and including junction switches with Backway, North, Middle and South Divisions.

LIVE STOCK DISTRICT

The Live Stock district extends from the east line of Packers Avenue to the east line of Emerald Avenue, and consists of three subdivisions, viz.: North, Middle and South.

The subjoined sketch shows the relative location and numbers of the several tracks in the Live Stock district, adjacent to the chutes.



109. LOCATION OF BULLETIN BOARD

Live Stock Train Director's Office—Fortieth and Laurel Streets.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The North Division; the main tracks in this division extend in an easterly direction from the east line of Packers Avenue to where they converge just west of Emerald Avenue, designated as Nos. 1 and 2, numbering from the north, and are used as follows:

No. 1—Eastward.

No. 2—Westward.

The track designated as Middle Track in this district is a "Yard Track" and will be used by trains, cars or engines moving in either direction.

The Middle Division: The main tracks in this division continue in an easterly direction from the east line of Packers Avenue to the east line of Emerald Avenue, designated as Nos. 2, 3 and 4, numbering from the north, and are used as follows:

No. 2—Westward.

No. 3—Eastward.

No. 4—Westward.

The South Division: There is a track designated as the "Middle," extending from a point approximately at Fortieth Street and Racine Avenue to the west line of Halsted Street and located between the chute tracks in the South Division. This track will be used by trains, cars or engines moving in either direction.

98. RAILROAD JUNCTIONS

Not Interlocked

Parkway District Tracks, South Division Tracks, Middle Division Tracks, North Division Tracks—Junction about Fortieth Street and Emerald Avenue. Rule 2006 governs.

*Gate

Railroad Grade Crossing—Grade crossing Fortieth Street and Emerald Avenue.

Signal—Gate.

Indication—Red—Stop.

(*) Normal position against Independent Packing Company.

2005. A switchtender will be stationed at Laurel Street, Middle Division, only during such hours as the movement of inbound live stock trains are frequent. Owing to the irregularity of this movement the hours of this switchtender will be correspondingly irregular.

During the time the switchtender is on duty at Laurel Street, Middle Division, train movements will be made in strict accord with Rule 2006. During the time there is no switchtender on duty at Laurel Street, Middle Division, train and enginemen using the aforesaid switches will see that they are properly set before and after using same.

HALSTED STREET DISTRICT

The Halsted Street district extends from the east line of Emerald Avenue to a point approximately 150 feet east of the east line of Prairie Avenue, or at the end of the double track, and embraces all of the tracks of this Railway located within the limits prescribed above.

109. LOCATION OF BULLETIN BOARD

Yard office between Halsted Street and Emerald Avenue.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The Main Tracks in this district extend in an easterly direction from the east line of Emerald Avenue to a point approximately 150 feet east of the east line of Prairie Avenue. Between Emerald Avenue and South Wells Street there are three main tracks designated as Nos. 1, 2 and 3, numbering from the north, and are used as follows:

No. 1—Eastward
No. 2—Westward
No. 3—Eastward

Between South Wells Street and a point approximately 150 feet east of the east line of Prairie Avenue there are two main tracks designated as Nos. 1 and 2, numbering from the north, and are used as follows:

No. 1—Eastward
No. 2—Westward

There is a lead track south of No. 3 main track between a point just west of the west line of Union Avenue to a point just west of the west line of Normal Avenue. This lead is designated as "South Boomer."

There are two "Y" track connections with the C. & W.I.R.R., also the Pennsylvania Railroad located in the southwest angle of the overhead crossings at approximately Fortieth Street and Stewart Avenue.

The "Y" track connection with the C. & W. I. R.R., also the Pennsylvania Railroad located in the northwest angle of the overhead crossings at approximately Fortieth Street and Stewart Avenue, is single track and will be used by trains, cars or engines moving in either direction.

The movement of trains from Pennsylvania Railroad, also C. & W.I.R.R., destined to Chicago Junction Railway, via North and South "Y" located approximately Fortieth Street and Stewart Avenue, will be governed by Rule 2006.

There are two "Y" track connections with the C.R.I. & P.R.R., also the N.Y.C.R.R., located in the southwest angle of the overhead crossings at approximately Fortieth and La Salle Streets. Both of these "Y" tracks will be used by trains, cars or engines moving in either direction.

The "Y" track connection with the C.R.I. & P. Ry., also the N.Y.C.R.R., located in the northwest angle of the overhead crossings at approximately Fortieth and La Salle Streets, is single track, and will be used by trains, cars or engines moving in either direction.

The movement of trains from C.R.I. & P. Ry., also the N.Y.C.R.R., destined to Chicago Junction Railway, via North and South "Y" located approximately Fortieth and La Salle Streets will be governed by Rule 2006.

Switching at the Link-Belt Company will be done on the Gauntlet track connected with No. 1 Main track (North Boomer) east of C.&W.I.R.R. subway.

The Gauntlet track extends west 600 feet with no protection against derailment at the west end.

Switch connecting No. 1 Main (North Boomer) to Gauntlet track must be set for No. 1 Main track and locked when switching has been completed.

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 Pennsylvania Company bridge.

Cars must not be set out on "Y" tracks leading to C.&W.I.R.R., without permission from C.&W.I. towerman, and rear end marked with red light.

297. RAILROAD JUNCTIONS

Signals

C. & W. I. R. R., Pennsylvania Railroad (North "Y")

Location	40th Street and Stewart Avenue. West of C. & W.I.R.R. tracks and north of Fortieth Street. Single "Y" track. Connection with the C. & W.I.R.R., also the Pennsylvania Railroad located in northeastern angle, is single track and will be used by trains, cars or engines moving in either direction.
Signal	Semaphore.
Position	Two position.
Indication	Top signal governing movements for Pennsylvania Railroad.

Arm vertical Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

Lower signal governing movements for the C. & W.I.R.R.

Arm 45 degrees above horizontal Semphore Yellow	Proceed with caution.
Arm horizontal Semaphore Red	Stop.

C. & W. I. R. R., Pennsylvania Railroad (South "Y")

West of C. & W.I. tracks in southwest angle of crossing.

Location 40th Street and Stewart Avenue. Two "Y" track connections.

Signal Semaphore.

Position Two position.

Indication Top signal governing movements for Pennsylvania Railroad.

Arm vertical Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

Lower signal governing movements for C. & W.I.R.R.

Arm 45 degrees above horizontal Semaphore Yellow	Proceed with caution.
Arm horizontal Semaphore Red	Stop.

297. DWARF SIGNAL

Location 40th Street and Stewart Avenue. Between the two South "Y" track connections. Governs movements of trains eastbound on westbound track, destined to C. & W.I., also Pennsylvania Railroad.

Signal Dwarf.

Position Two position.

Indication

Arm vertical Semaphore Green	Proceed.
Arm horizontal Semaphore Red	Stop.

C. R. I. & P. RY., N. Y. C. R. R. (South "Y")

Location 40th and LaSalle Streets. Two "Y" track connections.

Used by trains, cars or engines moving in either direction, movement governed by color light signal west of westerly "Y" track near junction with C.R.I. & P. RY.

Signal Light Signal.

Position Three position.

Indication Top signal governing movement for track No. 6 C.R.I. & P. RY.

Top light Yellow

Middle and bottom light Red
Proceed with caution.

Top, middle and bottom lights Red—Stop.

Lower signal governing movement for track No. 1 N.Y.C.R.R.

Top and middle light Red

Bottom light Yellow

Proceed with caution.

Top, middle and bottom lights

Red—Stop.

C. R. I. & P. RY., N. Y. C. R. R. (North "Y")

Location 40th and LaSalle Streets. Single "Y" track connection.

Will be used by trains, cars or engines moving in either direction. Rule 2006 governs.

2005. Day and night switchtenders in this district are stationed at the following points:

Combination switches—Union Avenue.

Cross-over switches—Normal Avenue.

Switches—South Wells Street.

The movement of all trains or engines over the tracks and switches under the jurisdiction of switchtenders must be made in strict accord with Rule 2006.

HORN DISTRICT

The Horn District embraces all of the tracks of this Railway south of Fortieth Street to Forty-fifth Street, and between Ashland and Packers Avenues.

109. LOCATION OF BULLETIN BOARD

Horn Office—Loomis Street near Forty-third.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The two main tracks in this district designated as "East Main" and "West Main," for identification purposes only, extend from the junction with the tracks of the West End District at 40th and Loomis Streets to 45th and Loomis Streets, are not main running tracks, but will be considered and used as "Yard" tracks.

297. RAILROAD GRADE CROSSING SIGNAL

Located at Exchange Avenue and Loomis Street in main tracks, and two sidings serving Swift & Company's East Beef House and one siding serving Libby McNeill & Libby's South track.

Signal governing movements on Horn main tracks over these railroad grade crossings:

Signal Color light.

Location West of Horn West Main track and South of Swift & Company's East Beef House Lead track.

Position Indication Two position.
Green—Proceed.
Red—Stop.

This signal will be operated by derail switches on leads to Swift & Company's East Beef House tracks and Libby McNeill & Libby's South track.

Targets on siding derails will show red and lights will show purple when derail is set in derailing position. Targets and lights will show yellow when derail is set in non-derailing position.

These derails must not be removed from Swift's East Beef House tracks, or Libby's South track until crew that intends to throw the derails properly flags the Horn Main tracks.

2008. SPECIAL RULE

Movement of cars at Swift & Company's East Beef House Inside Track will be governed by color light signal installed on west wall of building:

Indications: Red—Bridge down—Stop
Green—Bridge up—Proceed.

PACKINGTOWN DISTRICT

The Packingtown district embraces all the territory occupying what is known (south of Forty-seventh Street) as Elizabeth Street, includes the two main tracks, as well as all the industry tracks, from Forty-seventh Street north to about Fortieth Street and Packers Avenue, West End district.

109. LOCATION OF BULLETIN BOARD

Packingtown Office—Forty-third and Cook Streets.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The two main tracks in this district designated as "East Main" and "West Main" for identification purposes only, extend from junction with tracks in

West End district at Fortieth Street and Packers Avenue in southerly direction to junction at Main tracks Forty-seventh Street and Racine Avenue, are not main running tracks but will be considered and used as "Yard" tracks.

98. RAILROAD GRADE CROSSING

Grade crossing between Forty-third and Forty-fourth and Cook Streets; not interlocked. No signal, train crews must protect movements in either direction by flag.

BACKWAY DISTRICT

The Backway District embraces all the main tracks sidings and industry tracks lying east and west of Racine Avenue, from Forty-fourth Street north to Fortieth Street and Packers Avenue, West End District, that lead from and connect with said Backway Main tracks.

D-151. DESIGNATION AND USE OF MAIN TRACKS

The two main tracks in this district extending in a southerly direction from the junction of the tracks of the West End District to Forty-fourth Street and Racine Avenue are designated as "East Main" and "West Main" for identification purposes only, and are not main running tracks, but will be considered and used as "Yard" tracks.

98. RAIROAD GRADE CROSSING

Grade Crossing—Between Forty-third and Forty-fourth and Cook Streets, crossing Packingtown main tracks.

Signals—No signals.

Train crews must protect movements in either direction by flag.

EAST FORTY-SEVENTH STREET DISTRICT

The East Forty-seventh Street District embraces all tracks extending south via what are known as the Parkway main tracks located about Peoria Street from approximately Fortieth Street and Emerald Avenue, to Forty-ninth Street, including all the loading chute tracks, refrigerator and stock car storage yards, car shops, etc., leading from and connecting with said Parkway main tracks; also including "Y" connections with the Wabash Railway and the Chicago & Western Indiana Railroad at Forty-ninth and Wallace Streets, also "Y" connections with the Indiana Harbor Belt Railroad and the Grand Trunk Western Railroad at Forty-ninth and Morgan Streets.

109. LOCATION OF BULLETIN BOARD

Yard Office—47th and Morgan Streets.

D-151. DESIGNATION AND USE OF MAIN TRACKS

There are two main tracks in this district extending in a southerly direction from the east line of Emerald Avenue at Fortieth Street to the junction with the main tracks of the Forty-seventh Street district at approximately Forty-sixth Street; these

main tracks are designated as "East Main" and "West Main" and will be used as follows:

East Main Track—Northward

West Main Track—Southward

There are two main tracks in this district extending in a southerly and westerly direction from the combination switches at Forty-eighth Street to the "Y" track connections with the Indiana Harbor Belt Railroad and the Grand Trunk Western Railroad at approximately Forty-ninth and Morgan Streets; these main tracks are designated as "East Main" and "West Main" and will be used as follows:

East Main Track—Northward

West Main Track—Southward

There are two main tracks in this district extending in a southerly and easterly direction from the combination switches at Forty-eighth Street to the "Y" track connections with the Wabash Railroad and the Chicago & Western Indiana Railroad at Forty-ninth and Wallace Streets. These main tracks are designated as Nos. 1 and 2, numbering from the east, north of Forty-ninth Street, and from the north along Forty-ninth Street, and are used as follows:

No. 1—West and Northward

No. 2—South and Eastward

Between the combination switches at Forty-eighth Street and the junction with the Forty-seventh Street district main tracks, the four most westerly tracks in this district will be considered and used as "Yard" tracks, and will therefore be used by trains, cars or engines moving in either direction.

98. RAILROAD JUNCTIONS

I.H.B.R.R.
G.T.W.R.R. Junction at approximately Forty-ninth and Morgan Streets; not interlocked.

Junction. Forty-sixth Street, with main tracks of Forty-seventh Street District, not interlocked.

All trains will stop before fouling tracks and switches of Forty-seventh Street District main tracks, also Park main tracks, East Forty-seventh Street District.

Junction. Forty-eighth Street, with south "Y" track of Forty-seventh Street District, not interlocked.

All trains will stop before fouling the combination switches near Forty-eighth Street.

Junction. Forty-seventh Street with Texas main track at Forty-seventh Street District, not interlocked. Trains from Forty-seventh Street District, via Texas Main track, will stop at fouling point with tracks of East Forty-seventh Street District.

Wabash RY.
C. & W.I.R.R. Junction at Forty-ninth and Wallace Streets; not interlocked.

FORTY-SEVENTH STREET DISTRICT

The Forty-seventh Street district embraces all of the tracks between Forty-fourth Street on the north, the north line of Forty-seventh Street on the south, the west line of Racine Avenue on the west, and the Park main tracks on the east.

109. LOCATION OF BULLETIN BOARD

Yardmaster's office—Forty-seventh Street and Racine Avenue.

D-151. DESIGNATION AND USE OF MAIN TRACKS

While there are various tracks in the Forty-seventh Street District that are designated "Main" tracks, viz: Inbound Main, Outbound Main, Texas Main, Lake Shore track, two "Y" track connections to Backway District south "Y" connection to East Forty-seventh Street District, the terms used are descriptive, and for the purpose of identification only; every track in the entire Forty-seventh Street District is to be considered and used as a "Yard" track, and be governed by Rule 2001.

98. RAILROAD GRADE CROSSINGS

Railroad Grade Crossing—Grade crossing located in Texas Main chute track lead, and lead to Forty-seventh Street Yard, about 450 feet north of Forty-seventh Street, and just west of Park main tracks.

Railroad Grade Crossing—Grade crossing located in inbound, also outbound main tracks, to Forty-seventh Street District, Texas main track, and chute track lead, about 400 feet north of Forty-seventh Street, and just west of Park main tracks.

Two grade crossings located in Merchants Despatch, Inc., Lead and south "Y" track of Forty-seventh Street District. These crossings are located at approximately 200 feet and 350 feet west of East Forty-seventh Street District tracks.

******Gate**

Railroad Grade Crossings—Grade crossings located approximately 200 feet and 350 feet west of East Forty-seventh Street District tracks in Merchants Despatch, Inc., Lead, and south "Y" track of Forty-seventh Street District.

Signal—Gates.

Indication—Red—Stop.

(****) Normal position against Merchants Despatch, Inc.

LOOMIS STREET DISTRICT

The Loomis Street district embraces all of the tracks and territory lying west and south of Track No. 23 in Loomis Street Yard from Forty-fifth and Loomis Streets south to Forty-seventh Street, and east to the west line of Racine Avenue, near Forty-seventh Street.

109. LOCATION OF BULLETIN BOARD

Yard office—Forty-fifth and Loomis Streets.

D-151. DESIGNATION AND USE OF MAIN TRACKS

Every track in the Loomis Street district is to be considered and used as a "Yard" track and be governed by Rule 2001.

STATE LINE DISTRICT

The State Line District embraces the main tracks extending in a northerly and westerly direction, from about Fortieth and Laurel Streets on each side of the Chicago River to Thirty-first Street, on the east bank, and to Thirty-fourth Street on the west bank, including all industrial tracks leading from and connecting with the aforesaid main tracks.

109. LOCATION OF BULLETIN BOARD

Yard Office—Fortieth Street, near Laurel Street.

D-151. DESIGNATION AND USE OF MAIN TRACKS

Every track in the State Line District is to be considered and used as a "Yard" track and be governed by Rule 2001.

DRAWBRIDGE

98. Drawbridge—West fork of south fork of South Branch of Chicago River.

Location—38th and Iron Streets.

Signals—Green—bridge closed—Proceed.

When proceed signal is not displayed, engines or trains must stop and not proceed until it is known that bridge is closed and safe to move over.

98. RAILROAD GRADE CROSSINGS

Location—Thirty-eighth Street and Racine Ave.

Signal—Gate.

Indications—Red—Stop. Normal position against National Box Company.

2010. SPECIAL RULE

Trains or engines must stop before moving over street crossing at 35th Street and Racine Avenue

and 35th and Iron Streets, and not proceed until a member of the crew has been stationed on the crossing to stop street traffic.

2011. SPECIAL RULE

Overhead Viaduct

Located on Pershing Road near Racine Avenue.

Account restricted vertical clearance (18 feet) of the Pershing Road new overhead viaduct near Racine Avenue, the speed of all trains operating through that area is limited to 15 miles per hour, and trainmen or other employes are prohibited from riding out on the tops of trains operating through the aforesaid location.

CALUMET-LAKE PARK AVENUE DISTRICT

The Calumet-Lake Park Avenue District extends from the east line of Prairie Avenue (or from the end of the double track) to the Junction with the Illinois Central Railroad.

109. LOCATION OF BULLETIN BOARDS

Interlocking Plant Fortieth Street and Calumet Avenue.

Interlocking Plant Fifty-first Street and Lake Park Avenue.

D-151. DESIGNATION AND USE OF MAIN TRACKS

(See Rule 2012)

2012. All train movements over the single main track through the Calumet-Lake Park Avenue District will be governed by color light automatic block signal system.

2013. The interlocking plant designated as the Calumet Interlocking Station is located near the end of the double track and just east of Prairie Avenue, and controls all signals and train movements between Calumet Avenue and junction with the Illinois Central Railroad at 51st Street and Lake Park Avenue.

2014. Signals controlled from Calumet Avenue are located as follows:

2015. Westward color light signal, located at Fifty-first street; signal indications as follows:

Top Light —Red Middle Light —Red Bottom Light—Red	Stop
Top Light —Red Middle Light —Yellow Bottom Light—Red	Proceed at restricted speed prepared to stop at next signal.
Top Light —Red Middle Light —Red Bottom Light—Yellow	Proceed to Westward color light signal located at Forty-fifth St.

2016. Westward color light automatic signal, located at Forty-fifth Street, indicates as follows:

Red—Stop

Yellow—Proceed to westward color light signal at west end of overhead bridge over the Illinois Central Railroad at Lake Park Avenue, prepared to stop.

Green—Proceed

2017. Westward color light signal, located at the west end of overhead bridge over the Illinois Central Railroad, will indicate for section of track to westward home signal at Calumet Avenue interlocking station and indicate as follows:

Top Light —Red Bottom Light—Red	Stop
Top Light —Green Bottom Light—Red	Proceed to Westward home signal located at Calumet Avenue.

2018. Westward color light home signal, located on west side of Calumet Avenue Bridge and controlled from Calumet Avenue interlocking station, will indicate as follows:

Top Light —Red Bottom Light—Red	Stop
Top Light —Green Bottom Light—Red	Proceed to Westward main track.
Top Light —Red Bottom Light—Yellow	Proceed at slow speed, prepared to stop, to Eastward main track.

2019. Eastward color light home signal, located at the east end of Prarie Avenue bridge and controlled from Calumet Avenue interlocking station, will indicate as follows:

Top Light —Red Bottom Light—Red	Stop
Top Light —Green Bottom Light—Red	Proceed to Eastward color light automatic block signal located at west end of overhead bridge over Illinois Central R. R.
Top Light —Red Bottom Light—Yellow	Proceed at slow speed, prepared to stop, at Westward color light home signal at west end of single track.

(Movement through single track block on the above signal can only be made when authorized by operator at Calumet Avenue interlocking plant.)

2020. Eastward color light dwarf signal, located on south side of double track and at east end of Prairie Avenue bridge and controlled from Calumet Avenue interlocking station, will indicate as follows:

Top Light —Red Bottom Light—Red	Stop

Top Light —Green Bottom Light—Red	Proceed to Eastward color light automatic block signal located at west end of the overhead bridge over the Illinois Central R. R.
Top Light —Red Bottom Light—Yellow	**Proceed** at slow speed, prepared to stop at Empire Warehouse siding or to Westward color light home signal at west end of single track.

(Movement through single track block on the above signal can only be made when authorized by operator at Calumet Avenue interlocking station.)

2021. Eastward color light automatic block signal, located at the west end of overhead bridge over Illinois Central Railroad will indicate as follows:

Red—Stop

Yellow—Proceed at slow speed, prepared to stop at color light signal located near Forty-fifth Street on Illinois Central R. R.

Green—Proceed, indicating that signal at Forty-fifth Street is clear.

Eastward color light automatic block signal, located near Forty-fifth Street, and indicate as follows:

Red—Stop

Yellow—Proceed at slow speed, prepared to stop at next signal.

Green—Proceed

2022. All switches must be restored and locked in normal position after using.

2023. Switch at Robinson's Coal Yard is not controlled from Calumet Avenue interlocking station.

2024. Electrically locked outlying switches are controlled from Calumet Avenue interlocking station and an unlock must be obtained from the operator.

After using switch, apparatus must be restored to normal position and operator advised.

If the apparatus does not work properly, instructions must be obtained from the operator.

2025. The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their trains as prescribed by the rules.

2026. The switch at Lake Park Avenue is electrically locked and controlled from Calumet avenue interlocking station. Push button located on west side of box at Lake Park Avenue switch must be operated as follows, as means of communication with operator in charge of Calumet Avenue interlocking station.

BELL CODE

3-4 Want to go on siding.
Answer by 3-4, if unlock has been given.
Answer by 3-1, if unlock will not be given.

3-5 Train on siding clear of main track; switch closed and locked.
Answer by 3-5.

4-2 Want to leave siding.
Answer by 4-2, if unlock has been given and train may leave siding.
Answer by 4-1, if unlock will not be given.

5-3 Train on main tracks; switch closed and locked.
Answer by 5-3.

6 Apparatus not working. Communicate with operator from telephone located in box at Lake Park Avenue switch.

2027. Telephone located in box on post near Lake Park Avenue switch for convenience of foreign line crews to communicate with operator in charge of Calumet Avenue interlocking station.

2028. In case of failure of signal apparatus the operator on duty at Calumet Avenue will authorize the movement of all trains from Illinois Central Railroad at Fifty-first Street and Lake Park Avenue, using Form 370. These orders will be made in triplicate and will be handled in the following manner:

One copy to be delivered to the engineman and one copy to the conductor of the train. The conductor and the engine man will in turn deliver them to the operator upon leaving the block and the operator will forward them to the Superintendent. Before authorizing train movement on Form 370, the operator in charge of the interlocking station must know absolutely that the block is clear or accounted for. Orders issued on Form 370 must be numbered consecutively each day commencing with number one at midnight.

2029. Trains moving through the block upon authority conferred by Form No. 370 must do so under restricted speed and in the event of collision responsibility will be fixed with the approaching train in every case.

2030. For the transmission of movement orders on Form No. 370 the telephone circuit will be used and the following instructions must be closely observed:

The numbers including the train, engine and time must be first spelled, then pronounced by the operator at Calumet Avenue, authorizing the movement and by the person repeating (the object in first spelling being that the operator cannot then assume that he understands the pronunciation and give no further attention to the spelling).

Every order on Form No. 370 authorized by the operator at Calumet Avenue must in every case be repeated by the person communicated with as outlined in the preceding paragraph.

The operator at Calumet Avenue must write out in long hand, all orders at the time they are being sent, in the book provided for that purpose.

Trainmen and others not regularly authorized will not be permitted to use telephone circuit except in case of emergency or when requested to do so by the operator at Calumet Avenue, as this circuit is installed expressly for the handling of orders on Form 370.

2031. On our Fortieth Street line between Ellis Avenue and Calumet Avenue, the live electric third rail of the Chicago Rapid Transit Co. is located adjacent to our line.

Employes working in that vicinity are cautioned not to touch or allow any object that they may be handling to come in contact with the third rail.

Engineers are cautioned to keep injectors closed while passing through this territory.

Failure to observe these instructions may cause death or serious injury.

2032. Junction I.C.R.R. at Fifty-first Street and Lake Park Avenue. Train movements to the I.C.R.R. will be governed by Rules of the I.C.R.R.

2033. All trains must approach the end of double track under restricted speed, expecting to find tracks and switches in use by other trains without protection. In the event of accident, the responsibility will be fixed upon the approaching train in every case.

2034. Derails operated in conjunction with the main track switchstands have been installed at M. E. Robinson's Coal Company, located approximately Forty-first Street and Langley Avenue, and at Lake Park Avenue Team Track Yard, located approximately Forty-first Street and Lake Park Avenue. Targets on siding derails will show red and lights will show purple when derail is set in derailing position. Targets and lights will show yellow when derail is set in non-derailing position.

2035. Cuts of cars for delivery to the M. E. Robinson Coal Company, Forty-first Street and Langley Avenue will be made up at Calumet Avenue to avoid trainmen coming in contact with the energized rail of the Chicago Rapid Transit Company which parallels our main track on the south.

2036. Due to insufficient side clearance through girder bridges, the movement of passenger or standard Pullman cars between State Street and Lake Park Avenue is prohibited.

CHICAGO JUNCTION RAILWAY No._____

The C. R. & I. R. R. Co. Lessee

ILLINOIS CENTRAL RAILROAD COMPANY

CAUTION CARD

Signal Station.....; .....**M.**, ...**19**.....

TO ENGINEMAN, train.....on.....track:

This card is authority to pass Stop-signal for.....track.

You may proceed with caution. Signal indicates stop on account of.....

.....

.....

.....Signalman.

Engineman receiving this card properly filled in and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction.

When Caution Card is used on account of failure of means of communication, the engineman must personally obtain from the signalman permission to proceed and this card must be delivered to the signalman at the next station in advance.

FORM OF BLANKS—**Form 370**

SUPPLEMENTAL INSTRUCTIONS

B3. EXPLOSIVES.

Bureau of Explosives Pamphlets 20F, 20H, 20I and 20J, revised January 1, 1923, govern.

Rules to be Followed by Employes in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

The handling of gasoline in any car of a passenger train is prohibited.

In cases of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

L. PROPERTY PROTECTION.

Fire Prevention and Protection Rules, effective March 1, 1923, revised to July 1, 1926, govern.

When fire extinguished has been used, prompt request must be made to have same recharged.

M. CONTAINERS.

Trainmen, in performance of their duties, are not required to pass over the top of containers.

SPECIAL INSTRUCTIONS GOVERNING THE CHICAGO RIVER & INDIANA RAILROAD COMPANY

D-93a. Movements against the current of traffic within Yard Limits may be made under protection.

98. JUNCTIONS

Not Interlocked

C.J.Ry.—Near Thirty-ninth Street and Western Avenue.

C.J.Ry.—Approximately Forty-second Street and Damen Avenue.

I.H.B.R.R.—Forty-ninth Street and Oakley Ave.

B. & O.C.T.R.R., Pennsylvania Railroad—Junction near Forty-third and Leavitt Streets by a series of crossover switches.

B. & O.C.T.R.R., Pennsylvania Railroad—Junction near Forty-eighth and Leavitt Streets by a series of crossover switches.

98. SLOW BOARD

The following slow boards have been installed by The Chicago River and Indiana Railroad Company, the boards are painted "White" and lettered in "Black," night indication "Yellow Lights."

Location—49th and Leavitt Streets, on east side of C.R. & I. northward Main track.

Location—325 feet north of 43rd Street on the west side of C.R. & I. southward Main track extending from Ashland Avenue.

98. STOP SIGNS

The following stop signs have been installed by the Chicago River and Indiana Railroad Company to protect train movements at crossovers, junctions and crossings. These boards are painted "White" and lettered in "Black," locations indicated at night by "Red Lights."

Location—550 feet south of switch at junction of C.R.&I.R.R. Brighton Park extension and Chicago Junction tracks on the east side of C.R.&I. east track.

110. DESIGNATION AND USE OF MAIN TRACKS

(See Rule 2037)

1267. LEAVING CARS ON SIDE TRACKS

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

2037. THE SPECIAL RULES HEREIN SET FORTH GOVERN THE CHICAGO RIVER AND INDIANA RAILROAD COMPANY

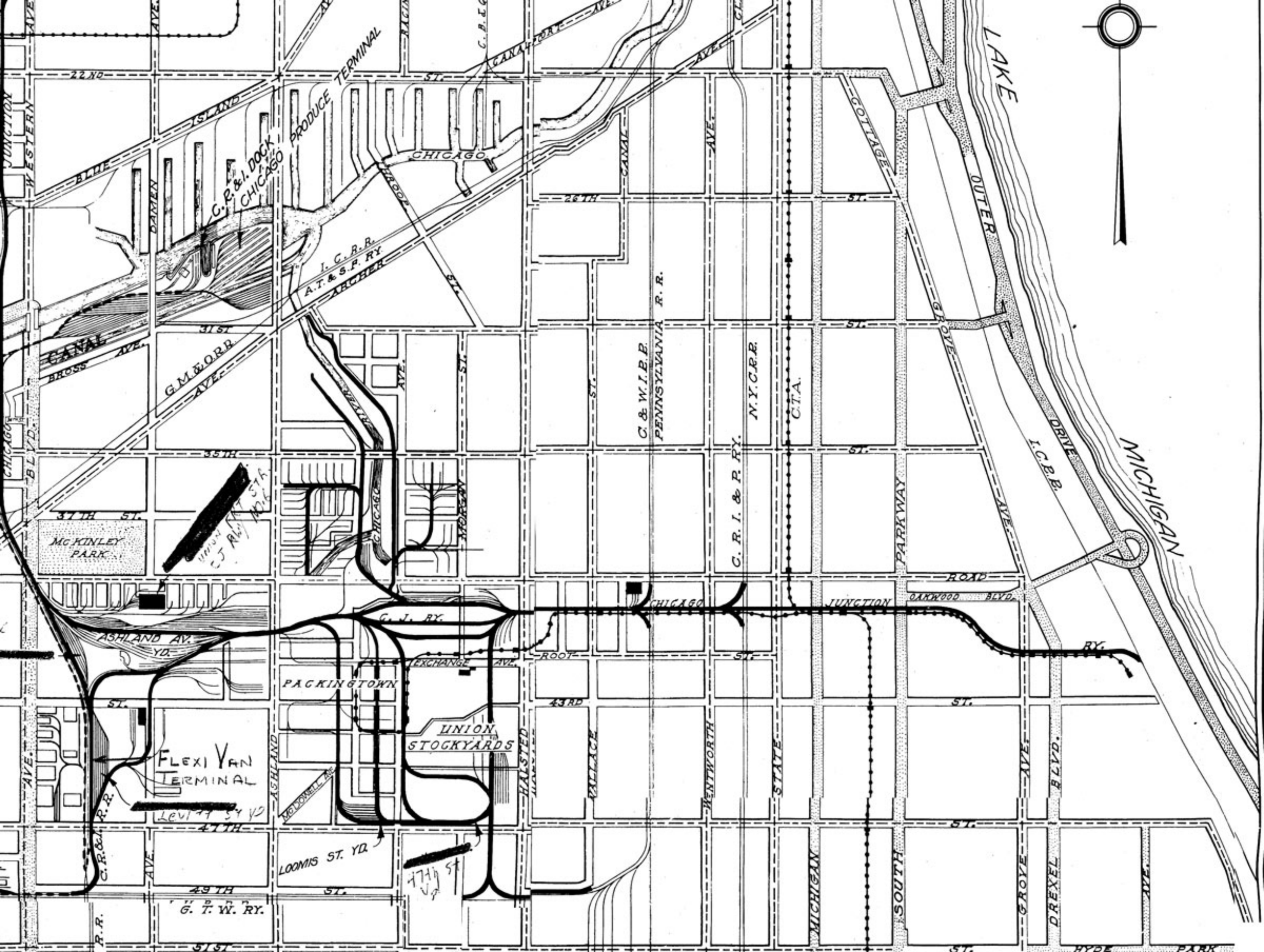
The Chicago River and Indiana Railroad Company's main tracks extend in a westerly and southerly direction, from a junction with the main tracks of the Chicago Junction Railway at or near Forty-second and Robey Streets to a junction with the main tracks of the Indiana Harbor Belt Railroad Company at or near Forty-ninth Street and Oakley Avenue. Also from Forty-third and Leavitt Streets in a northerly and westerly direction to a junction with the Chicago Junction Railway at or near Thirty-ninth Street and Western Avenue.

2038. The entire line of The Chicago River and Indiana Railroad Company is double track. All trains will take the right-hand track. The entire line is within "Yard Limits." All movements of trains will be governed by the Rules for the Government of the Operating Department and Special Instructions governing the Chicago Junction Railway (The C.R. & I.R.R. Co., Lessee) The Chicago River & Indiana Railroad Company described herein.

SPEED RESTRICTIONS

Trestle—Forty-ninth Street and Oakley Avenue 15 miles per hour.

The Ryan & Hart Co. 71 Printers, Chicago


LAKE MICHIGAN
OUTER DRIVE
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COTTAGE
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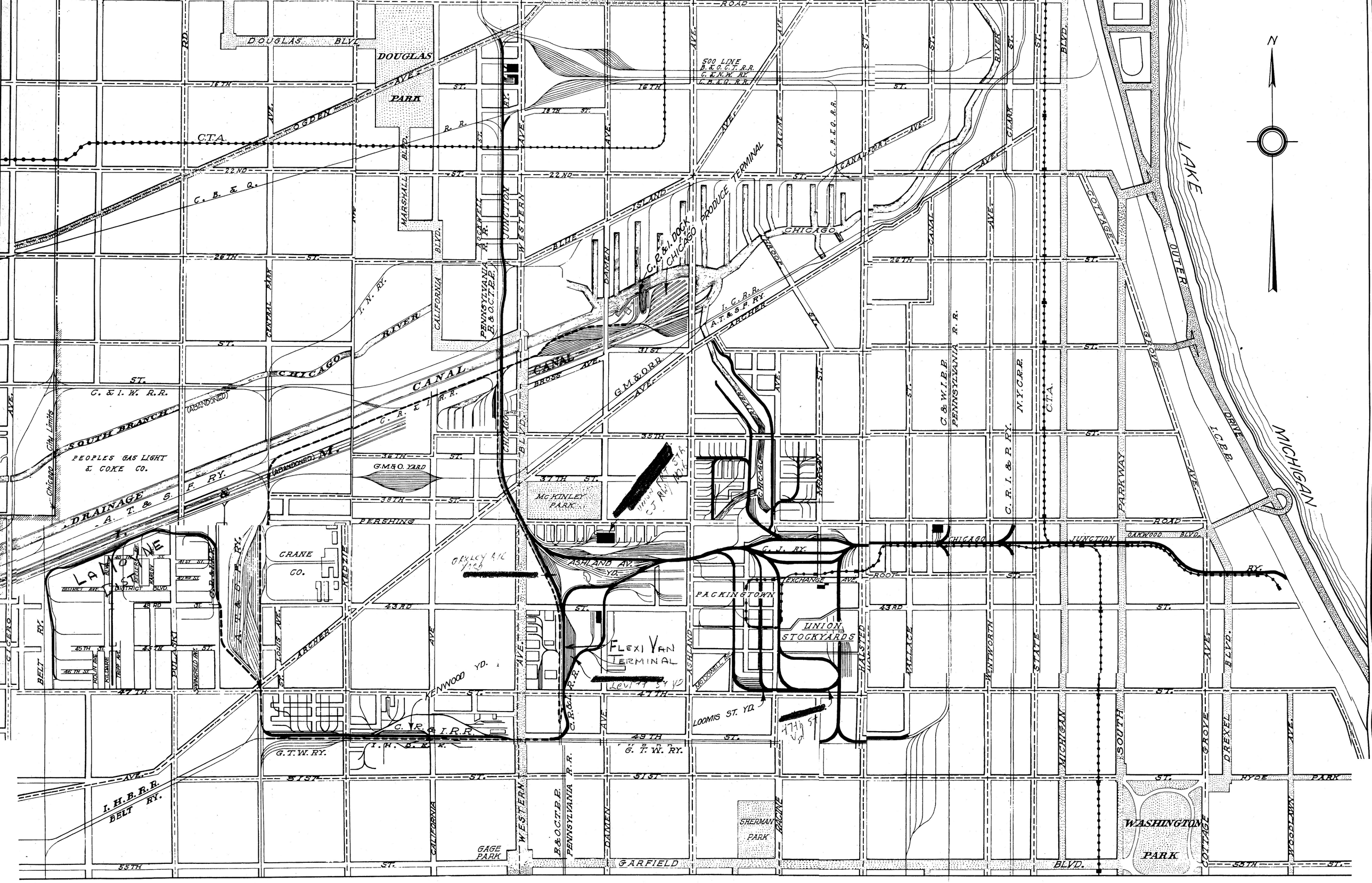
CANALPORT AVE.
C.B.&Q.
MACINAW
22ND ST.
ISLAND
BLUE
WESTERN AVE.
DAMEN
CHICAGO PRODUCE TERMINAL
C.R.&I. DOCK
CHICAGO
HOOP
26TH ST.
I.C.R.R.
A.T.&S.F.RY
ARCHER
31ST ST.
CANAL
BRIDGE AVE.
G.M.&O.R.R.
35TH ST.
C.&W.I.R.R.
PENNSYLVANIA R.R.
N.Y.C.R.R.
C.T.A.
I.C.R.R.
37TH ST.
McKINLEY PARK
C.R.I.&P.RY.
PARKWAY
ROAD
OAKWOOD BLVD.
CHICAGO JUNCTION RY.
G.J.RY.
ASHLAND AV. YD.
EXCHANGE AVE.
ROOT ST.
PACKINGTOWN
43RD ST.
UNION STOCKYARDS
FLEXI VAN TERMINAL
ASHLAND
HALSTED
PALACE
WENTWORTH
STATE
MICHIGAN
SOUTH
GROVE
DREXEL BLVD.
47TH ST.
LOOMIS ST. YD.
49TH ST.
G.T.W.RY.
51ST ST.
HYDE PARK



~~CHICAGO JUNCTION RAILWAY~~

~~(THE C. H. & I. R.R. CO. LESSEE)~~

THE CHICAGO RIVER & INDIANA RAILROAD

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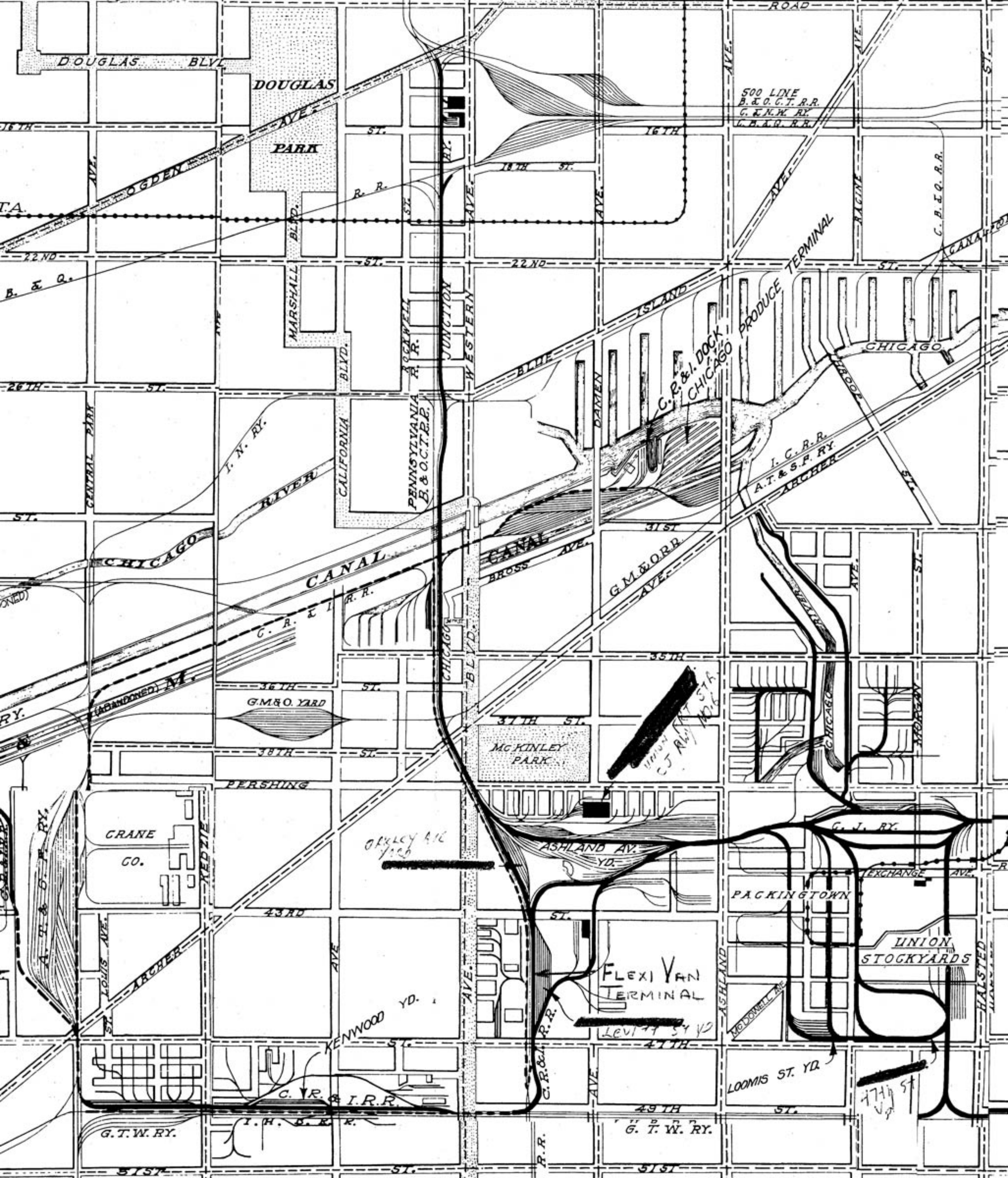
SCALE IN MILES

JANUARY [redacted] 1953

L-252.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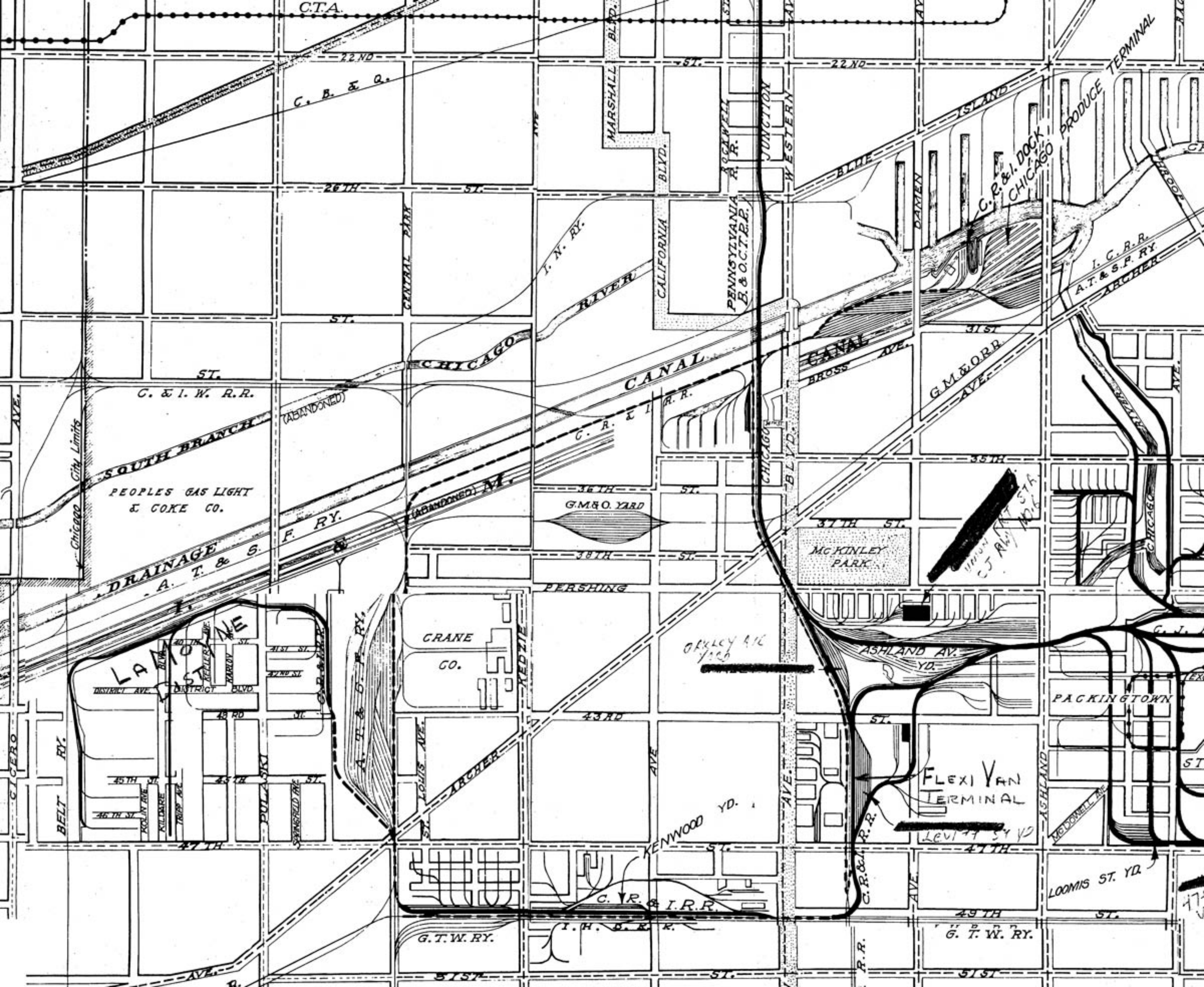
DOUGLAS PARK
OGDEN AVE.
16TH ST.
18TH ST.
22ND ST.
26TH ST.
31ST ST.
35TH ST.
36TH ST.
37TH ST.
38TH ST.
43RD ST.
47TH ST.
49TH ST.
51ST ST.
B. & O.
MARSHALL BLVD.
CENTRAL PARK AVE.
CALIFORNIA AVE.
ROCKWELL ST.
PENNSYLVANIA R.R.
B. & O.C.T.R.R.
JUNCTION
WESTERN AVE.
DAMEN AVE.
ISLAND BLDE.
CHICAGO PRODUCE TERMINAL
C.R.&I. DOCK
CHICAGO
I. N. RY.
CHICAGO RIVER
CANAL
C. R. & I. R.R.
(ABANDONED) M.
BROSS AVE.
G.M.&O.R.R.
AVE.
I. C. R.R.
A.T.& S.F. RY.
ARCHER
SOO LINE
B.& O.C.T. R.R.
C.& N.W. RY.
C.B.& Q. R.R.
RACINE AVE.
C.B.& Q. R.R.
CANAL
G.M.&O. YARD
McKINLEY PARK
PERSHING
CRANE CO.
KEDZIE
ASHLAND AV. YD.
G. J. RY.
EXCHANGE AVE.
PACKINGTOWN
UNION STOCKYARDS
HALSTED
FLEXI VAN TERMINAL
LOUIS AVE.
KENWOOD YD.
C.R.&I.R.R.
LOOMIS ST. YD.
McDONELL AVE.
G. T. W. RY.
I. H. B. R.R.
A.T.& S.F. RY.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BLUE
DAMEN
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I. N. RY.
CALIFORNIA BLVD.
PENNSYLVANIA B.&O.C.T.R.R.
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BRIDGE AVE.
G.M.&O.R.R.
C. & I. W. R.R.
(ABANDONED)
SOUTH BRANCH
C. R. & I. R.R.
City Limits
PEOPLES GAS LIGHT & COKE CO.
35TH ST.
36TH ST.
G.M.&O. YARD
37TH ST.
McKINLEY PARK
38TH ST.
DRAINAGE
A. T. & S. F. RY.
PERSHING
CRANE CO.
REDZIE
ASHLAND AV. YD.
PACKINGTOWN
LAMOINE
DISTRICT AVE.
DISTRICT BLVD.
KELLER AVE.
KARLOV
40TH ST.
41ST ST.
42ND ST.
43RD ST.
48RD ST.
45TH ST.
46TH ST.
KOLIN AVE.
KILDARE
TRIPP AVE.
SPRINGFIELD AVE.
PULASKI
CICERO
BELT RY.
LOUIS AVE.
ARCHER
KENWOOD YD.
FLEXI VAN TERMINAL
McDONELL AVE.
LOOMIS ST. YD.
47TH ST.
49TH ST.
C.R.&I.R.R.
I.H.B.R.R.
G.T.W.RY.
51ST ST.