

# **The Belt Railway Company of Chicago**

## **OPERATING RULES**

**EFFECTIVE SEPT. 1st, 1944**

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This booklet is issued for the convenience of the employes in the operating department and contains special rules and bulletins, excerpts from standard book of rules and other valuable information.

**COMPLIANCE WITH THESE RULES AND  
REGULATIONS WILL PREVENT ACCIDENTS**

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**M. F. Stokes  
PRESIDENT & GENERAL MANAGER**

**G. A. Voelkner  
GENERAL SUPERINTENDENT**

**C. L. Poole  
SUPERINTENDENT**



## NOTICE

Every employe in the operating department must be familiar with the standard rules and these special rules and also the SAFETY RULES.

They must understand also that a rule cannot be laid down for every operation on the railroad and that they are expected to comply with the rules and to exercise good judgement and caution in the performance of their duties.

KEEP IN MIND THAT

ACCIDENTS DON'T JUST HAPPEN — THEY ARE CAUSED

SAFETY IS OF THE FIRST IMPORTANCE IN THE  
DISCHARGE OF YOUR DUTIES

IN YOUR WORK—USE ONLY SAFE METHODS

REPORT AT ONCE CONDITIONS THAT ARE UNSAFE

KEEP YOUR MIND ON YOUR WORK — THINK

ACCIDENTS CAN BE AVOIDED.

## DISPATCHER'S TELEPHONES LOCATED AT ALL YARDS, TOWERS AND PLANTS

### LIST OF PUBLIC AND AUTOMATIC TELEPHONES

General Offices — Dearborn Sta. Harrison 3684

Operating Dept. Clearing Portsmouth 6440

Between 7:00 P.M. and 8:00 A.M. and on

Sundays and Holidays

#### CLEARING

##### Public Telephones

East Yard.....	Portsmouth 6477
District Yardmaster.....	Portsmouth 6420
Mechanical Department.....	Portsmouth 6461
Roundhouse.....	Portsmouth 6472
Police Department.....	Portsmouth 6476
Power House.....	Portsmouth 6408
Stockyards.....	Portsmouth 6480
Agent's Office.....	Portsmouth 6490
Superintendent's Office.....	Portsmouth 5757
Dispatcher.....	Portsmouth 6460
Trainmaster's Office.....	Portsmouth 6434
West Icing Platform.....	Portsmouth 6565
West Yard.....	Portsmouth 6467
West Chicago.....	Mansfield 8821

	8822
Hawthorne.....	Lawndale 9700
87th Street.....	Stewart 4900
Jeffery Avenue.....	Regent 0282
Commercial Avenue.....	Regent 2660
Cragin.....	National 0700
	0701

#### CLEARING

##### Automatic Phones

General Superintendent.....	98
Gen. Supt's. Chief Clerk.....	46
Superintendent.....	60
Supt's. Chief Clerk.....	71
Master Mechanic.....	53
Supt. Car Dept.....	54
Chief Clerk (Con. Office).....	58
East Yard Yardmaster.....	82
Other East Yard 'Phones.....	33-28-70
Supervisor of Safety.....	36
West Yard Yardmaster.....	83
Other West Yard 'Phones.....	20-35
Hump Yardmaster.....	32
District Yardmaster.....	22-52
Agent.....	45
Agent's Chief Clerk.....	14
Trainmaster's Office.....	85
Teletype Room.....	44-66
Special Agent.....	67
East End Switches.....	73
East Sub Office.....	93
West Sub (Argo).....	43
Stock Yards.....	09
Roundhouse.....	51
Ice House — East Yard.....	50
Ice Platform — West Approach.....	05
"A" Repair Track.....	77
"C" Repair Track.....	06
Car Inspector (East Approach).....	76
Car Inspector (West Approach).....	78



THE BELT RAILWAY COMPANY OF CHICAGO

AUTOMATIC TELEPHONE DIRECTORY

Agent, Clearing (P. H. Jones).....	45
Agent's Office (Cashier).....	42
Agent's Office (Chief Clerk).....	14
Agent's Office (Industry Clerk).....	17
Agent's Office (Mail & Tubes).....	17
Agent's Office (L. C. L. Clerk).....	18
Agent's Office (Swg. Clerk).....	18
Agent's Office (Teletype Room).....	44
Agent's Office (Teletype Room).....	61
Blacksmith Shop.....	66
B&O Department (L. Day).....	30
Booth-Kalman Switch.....	16
Car Service Supt. (Hurd).....	39
Car Acct. Office (Greenbaum).....	01
Car Acct. Office (Car Tracer).....	37
Car Acct. Office (Car Tracer).....	38
Car Acct. Office (Ch. Record Clerk).....	92
Car Department (East Hump).....	76
Car Department (West Hump).....	78
Car Department Supt. (Petersen).....	54
Car Department Office.....	29
Car Department A Rip.....	77
Car Department C Rip.....	06
Car Insp. East Rec. Yard.....	31
Car Insp. East Class Yard.....	81x
Car Insp. Cicero Avenue.....	08
Car Insp. West Receiving Yard.....	02
Car Insp. West Sub.....	09
Car Insp. West Class Yard.....	26
Claim Agent (E. R. Purkhiser).....	24
Coal Chute.....	57
Commissary.....	91
East End Switches.....	73
East Sub Office.....	93
East Yard Yardmaster.....	82
East Yard Chief Clerk.....	33
East Yard Check-Out Clerk.....	28
East Yard Check-Out Clerk.....	70
East Class Yard Pole Box.....	81
Electrical Repairs — Mech. Dept.....	03
Electrical Repairs & Telephones.....	00
Engine Crews — Superintendence Bldg.....	41
Engine Crews — Woodmill.....	48
Freight House Office.....	88
Freight House Platform.....	10
General Superintendent (G. Voelkner).....	98
General Supts. Ch. Clerk (J. Sidor).....	46
District Yardmaster.....	22
District Yardmaster.....	52
High Line — West End.....	04
Hump Yardmaster.....	32
Hump Trainmaster.....	80
Hump Towers A-B-E.....	12
Hump Towers C-D-W.....	13

Icing Platform Office West.....	05
Icing Platform West.....	05x
Icing Platform Laborers.....	06x
Icing House East.....	50
Industrial Lead — Kalman Switch.....	16
Interlocking Repairs.....	19
Industry Office.....	22
Industry Office.....	52
Machine Shop (Foreman).....	64
Machine Shop (Tool Room).....	65
Maintenance of Way Office.....	86
Master Mechanic (J. Uhrig).....	53
Master Mechanic Ofc. (C. Sokel).....	58
Police Department (G. J. Fleck).....	67
Power House.....	27
Railway Ice Company.....	50
Repair Track — A Rip.....	77
Repair Track — C Rip.....	06
Roadmaster (H. C. Koch).....	95
Roadmaster's Ofc. (Ch. Clk.).....	86
Roadmaster's Ofc. (Trk. Supervisor).....	30
Roundhouse Office.....	51
Roundhouse.....	56
Supervisor of Safety (E. E. Seyfarth).....	36
Superintendent (C. L. Poole).....	60
Supt's. Ch. Clerk. (J. W. Prior).....	71
Supt's. Office (W. R. Gierhahn).....	99
Supt's. Office (T. C. Salmon).....	96
Storehouse (Counter Clerk).....	89
Storekeeper (W. Hartig).....	59
Storehouse Office.....	62
Stationery Department.....	69
Signal Shop.....	19
Section Foreman — Cicero Avenue.....	87
Stockyards.....	09x
Scrap Dock.....	90
Trainmaster's Office-Clerk.....	85
Telephone Room.....	00
Teletype Repair Shop.....	94
Transportation Asst. (P. H. Melville).....	79
West Yard — Yardmaster.....	83
West Yard — Office.....	20
West Yard — Office.....	35
West Class Yard.....	26
West Sub Office.....	43
West Yard Crews Locker House.....	02x
Woodmill.....	48

x—Denotes Extension

**Belt Ry. Outside Telephones**

Cragin L. C. L. Office.....	Nat. 0700
Cragin L. C. L. Platform.....	Nat. 0701
Cragin — Augusta Blvd.....	Man. 8821
Cragin — Augusta Blvd.....	Man. 8822
Hawthorne.....	Law. 2649
Hawthorne.....	Law. 9700
Clearing.....	Por. 6440
Chrysler Plant (L. C. Strohm).....	Por. 4862
Rockwell St.—P. M. Yard.....	Rep. 9229
Rockwell St.—Ashland Ind.....	Rep. 9258
87th St. Office.....	Ste. 4900
South Chicago—Jeffery Ave.....	Reg. 0282
South Chicago—Commercial Ave.....	Reg. 2660
South Chicago—District.....	S. Chgo. 0226

**Clearing Night, Sunday & Holiday Telephones**

District Yardmaster and Roadmaster.....	Por. 6420
Trainmaster's Office.....	Por. 6434
Dispatcher.....	Por. 6460
Trainmaster & Roundhouse.....	Por. 6472
West Yard Office.....	Por. 6467
East Yard Office.....	Por. 6477
Police Department.....	Por. 6476
Stockyards & Railway Ice Co.....	Por. 6480
Agent's Office & Teletype Room.....	Por. 6490
Superintendent's Office.....	Por. 5757

**No. 400** Train movement designated North and South.**No. 401** The following lines operate over The Belt Railway Company of Chicago:

Pere Marquette.....	Between Rock Island Junction and Clearing.
Pennsylvania (PFW&C).....	Between Rock Island Junction Clearing and Cragin.
Chesapeake & Ohio.....	Between Pullman Junction and Clearing.
Illinois Central.....	Between Pullman Junction, Clearing and Hawthorne.
Erie.....	Between Pullman Junction and Clearing.
Monon (C. I. & L.).....	Between Pullman Junction and Clearing.
Chicago & Eastern Illinois (C. & E. I.).....	Between 87th Street and Clearing.
Wabash.....	Between 80th Street Eastern Division & Belt Junction.
Wabash.....	Between Belt Junction and Clearing.
Pennsylvania (P. C. C. & St. L.).....	Between Western Avenue and Clearing.
Grand Trunk.....	Between East End Switches, Clearing & Cragin.
Chicago, Burlington & Quincy.....	Between Hawthorne and Clearing.
Illinois Central (Western Div'n.).....	Between Hawthorne and Clearing.
Soo Line.....	Between 14th Street and Clearing.
AT&SF.....	Between 55th Street (Corwith) and Clearing.
C. M. St. P. & P.....	Between Cragin and West 22nd Street.
Chicago Short Line.....	Between 112th Street & Jeffery Ave., So. Chicago.
Chicago, West Pullman & Sou.....	Between 106th Street and Jeffery Ave.
C. R. I. & P.....	Between 79th Street and Clearing.

**No. 402** **JUNCTION POINTS**

LeMoyné.....	Alton, B&OCT, B&O
South Chicago District Yard.....	CWP&S, CRI&P and Pennsylvania connection between 104th and 106th Sts.
Rock Island Junction.....	PFW&C, CRI&P, NYC, B&O, PM, EJ&E, Chicago Short Line, CWP&S.
Corwith.....	Santa Fe
Pullman Junction.....	NYC&StL, I.C., Pullman R. R., C&O, CI&L and Erie
80th Street.....	C&WI, C&EI
79th Street.....	CRI&P
Ashland Avenue; (Belt Jct.).....	Wabash
Western Avenue.....	PCC&StL, PM, B&OCT, B&O
Hawthorne.....	CB&Q, IC (West), C&IW
West 22nd Street.....	M. J.
14th Street.....	CGW, Soo Line, B&OCT
West Chicago.....	C&NW
Cragin.....	CMS&P&P
Stickney.....	I.H.B., M.C.



## LIST OF DISPATCHER'S TELEPHONES

Clearing West Yard Yardmaster  
Clearing West Sub-Yard Office  
Clearing Roundhouse Office  
Clearing Trainmaster's Office  
Clearing East Yard Office  
Clearing East Sub-Yard Office  
Clearing East End East Dept. Yard, shanty  
Clearing West End East Dept. Yard, (08)  
Clearing East End Switches  
Clearing Stockyards  
Clearing Ice Platform Office—West Side  
Hayford Grand Trunk Crossing  
Kedzie Ave., P. M. Ry. Yard  
Rockwell Street, P. M. Ry. Yardmaster  
Western Avenue, Switchtender  
B&O Crossing Interlocking Plant  
Ashland Avenue, Belt Junction  
80th Street  
87th Street Agent's Office  
State Street Booth  
Pullman Jct. Switchtender—N.K.P. Crossing  
Pullman Junction, C&WI Office  
Jeffery Avenue Roundhouse  
Jeffery Ave. Yard Office.  
So. Chicago Agent's Office  
68th St. Wye Booth  
63rd & Kenton (Under Crossingman's Tower)  
Archer & Kenton (Under Crossingman's Tower)  
I. H. B. Interlocker  
LeMoyné Agent  
LeMoyné Interlocking Tower  
CM&N, Crossing I. C. R. R. Interlocker  
Hawthorne Agent and Yardmaster  
22nd Street Agent and Yardmaster  
South of 16th St., East of Northbound Main (on pole)  
14th Street Switchtender  
West Chicago Yard Office  
Cragin Yard Office  
Rock Island Junction Switchtender  
Ashland Avenue Industry Office

### No. 403 SPEED RESTRICTIONS:

#### Steam Engines:

Maximum speed with trains 45 miles per hour.  
Light, 25 miles per hour.  
When going through crossovers or turnouts 15 miles per hour.

#### Diesel (Gas Electric) Engines:

Maximum speed 35 miles per hour.  
When going through crossovers or turnouts 15 miles per hour.  
When moving over crossover at Rock Island Junction 10 miles per hour.

### No. 404 OTHER RESTRICTIONS:

Class C engines numbered 1 to 5, may be used as far north as Hawthorne, and to South Chicago.

Engines of the 110 to 150 class will not be permitted to move under CPW bridge entering the Corn Products Refining Company Plant, Argo.

Engines 1 to 5, inclusive, cannot be used on I. H. B. rails.

Engines 1 to 5 and 20 class will not be used on track #9 at East Yard Ice House.

### DIESEL LOCOMOTIVES:

In the operation of Diesel Locomotives Nos. 300, 301, 302, 303, 304, 305, 306, 400 and 401, it is absolutely necessary in operating them under full load that the speed be in excess of 4 miles per hour, and in order to maintain this, the following will be the maximum number of cars to be handled under any condition with these engines.

Engines 300, 301, 302 and 303 — 600 Horsepower:

30 loads  
45 cars (where mixed, loads and empties)  
60 cars (where all empties)

Engines 304, 305 and 306 — 660 Horsepower:

40 loads  
60 cars (where mixed, loads and empties)  
75 cars (where all empties)

Engines 400 and 401 — 1,000 Horsepower:

50 loads  
70 cars (where mixed, loads and empties)  
90 cars (where all empties)

### No. 405 TRAIN REGISTERS:

#### Clearing:

Trainmaster's Office  
Roundhouse Office  
East Yard  
West Yard

#### Cragin:

Augusta Street & North Avenue

#### SOUTH CHICAGO:

Roundhouse  
Commercial Avenue

### No. 406 BULLETIN BOOKS:

#### Clearing:

Trainmaster's Office  
Roundhouse Office  
Woodmill  
East Yard Office  
West Yard Office  
Basement, Supt's Building

#### SOUTH CHICAGO:

Roundhouse Office  
Jeffery Avenue Office  
Commercial Avenue Office

#### 87th STREET:

Agent's Office



**CRAGIN:**

North Avenue Office

**W. 22nd STREET:**

Agent's Office

Attention is called to the importance of Conductors, Engineers and all others concerned examining and signing Bulletin Books before commencing tour of duty.

**No. 407 STANDARD CLOCKS:****CLEARING:**

Dispatcher's Office	West Chicago Office
Roundhouse Office	
Trainmaster's Office	South Chicago Roundhouse

**No. 408 CLOSE OVERHEAD AND SIDE CLEARANCES:**

All bridge girders between C&NW bridge and old Canal (I & M) bridge at LeMoyne. All industry tracks, elevators, coal bins, Ice House, Ice Platform, Freight Stations and Stockyards. All employes are warned of close overhead clearances as follows:

Kedzie Avenue Viaduct.....	21 ft. 5 in.
Oak Park Elevated Structure at Lake Street.....	18 ft. 5 in.
Metropolitan Elevated Structure at Harrison Street.....	19 ft. 1 in.
Viaduct under the Belt at 46th Ave. (Kenton Ave.) to and from B&OCT Homan Avenue.....	16 ft. 6 in.
CRI&P Overhead Bridge at West 79th Street.....	16 ft. 8 in.
C&WI Overhead Bridge at 87th Street.....	17 ft. 1 in.
PFW&C bridge over District tracks at South Chicago	16 ft. 9 in.
Bridge over the north wye at B&O at South Chicago	17 ft. 7 in.
NYC and PFW&C overhead bridge on Harbor Ave. Branch.....	17 ft. 3 in.
Sanitary Canal Bridge.....	19 ft. 6 in.

**CLEARING:**

South Cicero Avenue Viaduct (48th Ave.) Clearing Yard.....	20 ft. 9 in.
Crawford Avenue Viaduct (40th Avenue).....	20 ft. 11 in.
Argo grade separation Subway (Clearing Co. lead track).....	16 ft. 8 in.
Subway under Clearing Hump.....	16 ft. 7 in.
CP&W under B&OCT at Argo.....	15 ft. 3 in.
Signal Bridge over Hump.....	18 ft. 9 in.
Harlem Ave. Viaduct.....	21 ft. 3 in.
Archer Avenue.....	15 ft. 11 in.

Open top cars having loads that exceed 10'6" at 2'6" above the rail in width will not be moved over the Belt main lines without a clearance order from proper authorities.

**No. 409 RAILROAD CROSSINGS AND JUNCTIONS CONTROLLED BY INTERLOCKERS:**

Hawthorne—CM&N (I.C. Western Division):  
C&IW  
LeMoyne—AT&SF; Alton  
West 55th St.—I. H. B. and Junctions with Kenton Ave. Lines  
and Elsdon.  
Grand Trunk Crossing—Hayford  
W. 75th St.—B&OCT; PCC&StL  
Belt Junction (Ashland Avenue)

**No. 410 RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:**

Rock Island Jct.	
Belt Railway.....	Penna.
Rock Island.....	NYC
B&O.....	C. S. L.
EJ&E.....	CWP&S

**DISTRICT 106th STREET:**

CWP&S.....	Penna.
	R. I.

**PULLMAN JUNCTION**Nickel Plate  
C&WI**80th STREET**

C&amp;WI

**WESTERN AVENUE:**

PCC&amp;StL, P.M.

**EAST END SWITCHES:**

G. T., Clearing Yard Leads Jct.

**68th STREET:**

South Wye Clearing, Conn

**ELSDON:**

I. H. B. Crossing

**HAWTHORNE:**

CB&amp;Q

**WEST 22nd STREET:**

M.J.

**14th STREET:**

CGW, Soo Line, B&amp;OCT

**CRAGIN JUNCTION:**

CMStP&amp;P

**No. 411** When, at points where there are no switchtenders, and a train is stopped by an outlying "switch protecting" signal and signal does not clear, enginemen and trainmen must satisfy themselves that all switches are properly set and train is protected before proceeding past signal.

**No. 412** When a train is stopped by an automatic block signal and the signal does not clear, train may proceed under control expecting to find train in block, broken rail, or switch not properly set.

**No. 413** When a train is delayed at an interlocking plant, or switchtenders in excess of ten (10) minutes headman will contact Towerman or Switchtender to ascertain the reason.



**No. 414 STOP AND CAUTION BOARDS:****SOUTHBOUND:**

80th Street Junction  
 Nickel Plate R. R. Crossing Pullman Junction  
 CRI&P Connection, Commercial Avenue  
 So. End Track No. 1 Rockwell St. Yard.

**NORTHBOUND:**

Nickel Plate R. R. Crossing Pullman Junction  
 80th Street Junction  
 CMStP&P Railroad — Cragin near Cicero Avenue  
 Cicero Avenue (Caution Board)

**OTHER TRACKS:**

CB&Q Railroad connection, Hawthorne  
 G.T. Railroad Wye at East End Switches  
 Yard Lead North end 87th St. Yard to Northbound  
 3rd Main Pullman Junction to Northbound  
 Engine Terminal Lead Stony Island Avenue  
 Both sides B&O Railroad crossing, Harbor Branch  
 District Track, CRI&P Connection  
 Both sides Penna. R. R. and CRI&P Crossings  
 Both sides CWP&S and CRI&P Crossings, 106th St.  
 West Lead from Engine Yard crossing with Northeast Wye Track  
 crossover No. 2 North Thoroughfare to No. 4 East Approach  
 Track.  
 Augusta Street  
 22nd Street, M. J. Connections  
 Entrance to West Receiving Yard, and connection to I. H. B. Wye,  
 Argo  
 East End Switches  
 Western Avenue  
 Track Number 3, 78th Street  
 Yates Avenue—connection track Number 20 to northbound track.  
 Clearance point at lead from North end of Jeffery Avenue Yard to  
 Northbound track.  
 Chicago Avenue.

**No. 415 TRACK ASSIGNMENTS AND RULES FOR OPERATION OVER SAME:**

The main tracks of The Belt Railway Company between Augusta Street and Pullman Junction are designated as "MAIN LINES".

The main tracks from I. H. B. Tower to the West end of the West Receiving Yard are designated as "MAIN LINES".

Trains or engines operating over the main lines of The Belt Railway Company, as designated hereinbefore, must comply fully with Rules Nos. 93 and 99.

In compliance with Rule 93 Enginemen must handle their train so as to be able to stop within their range of vision. In case of doubt or any uncertainty the safe course must be taken and no risks run.

Certain yard tracks at South Chicago, Clearing, 22nd Street and West Chicago, listed here-in-after, are designated as "YARD RUNNING TRACKS". All other tracks on The Belt Railway Company Yards are designated as "YARD TRACKS".

Trains or engines operating over yard running tracks, as designated herein, and indicated by yard limit boards, must fully comply with Rule No. 93.

Trains or engines moving on yard tracks must run prepared to stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

**RUNNING TRACKS:****SOUTH CHICAGO:**

Track No. 1, South or Eastbound, from Pullman Junction to Rock Island Junction. Track No. 20, North or Westbound, from Rock Island Junction to Pullman Junction.

Track No. 20, South or Eastbound, all crews enroute from Jeffery Avenue Yard to Commercial Avenue Yard must get permission from Train Director at Rock Island Junction before entering track #20 at Manistee Avenue from telephone located in cabin at Yates Avenue.

**CLEARING:**

Track No. 1, Thoroughfare, on the north side of Clearing Yard from 68th Street connection to caboose track. Track No. 4 from caboose track to Woodmill. Track No. 2 from Woodmill to East end of the West Yard. Track No. 16 from West end of West Receiving Yard to No. 7 at ice house.

**WEST 22nd STREET YARD:**

Northbound, from crossover switch at Hawthorne to point designated by "end of yard" sign near 12th Street.

Southbound from home signal 700-feet north of 14th Street to CB&Q connection at Hawthorne.

**WEST CHICAGO:**

Track No. 1, northbound, from Augusta Street to the St. Paul switches.

**No. 416 SIDE TRACK DERAILS:**

INDUSTRY	STATION No.
Druley-O'Brien Coal Company West End Avenue	135
Bunge Brothers Coal Company Madison Street	134
Jersey Farm Baking Company Jackson Boulevard	212
Belden Manufacturing Company Van Buren Street	129
Columbia Metals, Incorporated Lexington Street	222-A
Capitol Coal & Coke Company Lexington Street	222
Home Fuel & Supply Company Polk Street	232
American Flange & Mfg. Company Arthington Street	739
Cullen Freidstadt Company 13th Street	219
22nd Street Coal Chute 22nd Street Yard	200
Canal Track (both ends) Mud Lake	
Chicago By-Products Coke North of Canal Bridge	329
Soo Line Siding (south end) 47th Street	
Thomas Moulding Floor Mfg. Co. 48th Street	347
Stroebel Steel Construction Co. 51st Street	349



INDUSTRY	STATION No.
Vander Wagen Brothers 63rd Street	586
Wm. Yuenger & Company Elsdon Line	533
Dries & Krump Mfg. Company Ashland Avenue	708
Fulton Coal Company Loomis Street	725
Crerar Clinch Coal Co. Racine Avenue	728
Greune Mueller Coal Company Union Avenue	723
Riley Coal Company 93rd Street	757
Jensen's Sawdust Service 95th St., So. Chicago	856
J. Mohr & Sons 94th St., So. Chicago	976
Kroger Grocery & Baking Company 83rd Street	785
The Linde Air Products Co. 92nd St. & Harbor Ave.	863
West Icing Platform, Clearing	571-W
Power House, Clearing	428
Corn Products Refining Company 75-feet east of Bldg. 70	521

**No. 417 DETOURS AND MOVEMENTS  
AGAINST CURRENT OF TRAFFIC:**

Any movements against the current of traffic handled by switchtenders must be protected by a red banner, flag, or lantern, placed in center of track on which movement is to be made; each switchtender, when ordered by the Train Dispatcher to protect track to be used, must place banner, flag, or lantern in center of track and notify Dispatcher accordingly. Detour orders will be used to authorize movements against the current of traffic that extends beyond yard limits, except train movements between LeMoyne and CM&N interlocking Plant, in either direction, will be governed by signal indications. Within Yard Limits movements may be made against current of traffic under provisions of Rule #93.

**No. 418** North and Southbound movements over main lines will be governed by the following signals, interlocking plants, switchtenders and rules:

**No. 419 12th STREET — NORTHBOUND:**

Non-automatic electric semaphore (switch protecting) signal located 1,800 feet south of north connection of 22nd Street Yard. Governs straight main track movement past Home Fuel Co., Middle lead from 22nd Street, Keelin Bros. and Prairie State Milling Company switches.

**Indications are:**

ARM Horizontal.....	} STOP
RED light at night.....	
ARM vertical.....	} PROCEED
GREEN light at night.....	

**No. 420 14th STREET:**

Connection to the CGW, B&OCT and North end of 22nd Street Yard.

**No. 421** Whistle signals when Switchtender is on duty:

Main line movements in running direction—two (2) long (— —).  
 Southbound main line to yard—four (4) long (— — — —).  
 Movement from yard to B&OCT—three (3) long (— — —).  
 Movement from B&OCT to Yard—four (4) long (— — — —).  
 Movement from B&OCT to Southbound Main Line—two (2) long (— —).

**No. 422** In the absence of switchtenders at 14th Street, all crews enroute to the C.G.W. or B&OCT tracks must secure permission from the switchtender located on B&OCT near 48th Avenue before fouling Belt Railway Southbound track. All main line switches must be restored to their normal indication after using same.

Crews enroute to the Belt Railway must not foul the Southbound main track until permission is received from The Belt Railway Dispatcher by use of Dispatcher's telephone located in Switchtender's cabin at connection with Belt Railway. After securing permission to proceed, switches must be lined for the crossover movement before proceed signal is given. All switches when crossover movement is completed must be restored to their normal position.

All crews using the Southbound track in either direction must approach these switches expecting to find them in use, and not proceed until the switches are set for the move they are going to make and the way is known to be clear.

Conductors must see and know that the switches are set back in their proper position after same have been used.

**No. 423 OUTLYING FIXED SIGNALS:**

**For Southbound Main Track:**

**14th Street:**

Mechanical semaphore (switch protecting) signal, located 700 feet north of B&OCT, CGW and Soo Line connections.

Governs straight main track movement past connection and crossover switches.

**Indications are:**

ARM horizontal.....	} STOP
RED light at night.....	
ARM vertical.....	} PROCEED
GREEN light at night.....	

**No. 424 OGDEN AVENUE:**

Mechanical semaphore (switch protecting) signal, located 350 feet north of the South connection of 22nd Street Yard.

Governs straight main track movement beyond switch.

**Indications are:**

ARM horizontal.....	} STOP
RED light at night.....	
ARM vertical.....	} PROCEED
GREEN light at night.....	

No. 425

**HAWTHORNE JUNCTION:**

CM&N Interlocking plant:

Approach signal #253 located at CB&Q overhead bridge on southbound track.

Three indication upper quadrant signal:

**DAY:**

Horizontal.....	STOP AND PROCEED
45° above Horizontal.....	PROCEED WITH CAUTION
Vertical.....	PROCEED

**NIGHT:**

RED Light.....	STOP AND PROCEED
YELLOW Light.....	PROCEED WITH CAUTION
GREEN Light.....	PROCEED

Color light (switch protecting) signal, located 450 feet north of CB&Q lead connection switch.

Governs straight main track movement past CB&Q lead and crossover switches southbound. Signal can also be controlled in Hawthorne Yard Office and is used as an order board.

Indications are:

RED Light.....	STOP
YELLOW Light.....	PROCEED WITH CAUTION

Home signal (southbound)

Two arm upper quadrant semaphore signal

The top arm will display three indications, as follows:

**DAY:**

Horizontal.....	STOP
45° above horizontal.....	PROCEED WITH CAUTION
Vertical.....	CLEAR

**NIGHT:**

RED Light.....	STOP
YELLOW Light.....	CAUTION
GREEN Light.....	PROCEED

The lower arm will display two indications, as follows:

**DAY:**

Horizontal.....	STOP
45° above horizontal.....	PROCEED WITH CAUTION EXPECTING TO FIND TRACK OCCUPIED OR SWITCHES OPEN.

**SOUTHBOUND BACK UP SIGNAL—#1:**

Two signals on Southbound, first signal 800-feet, second signal 1,150-feet south of CM&N crossing. Signals are low dwarf type, displaying two colors, red and yellow.

Dwarf signal governing southbound movement from Hawthorne to main line is located 300-feet north of CM&N crossing:

Indications are:

RED Light.....	STOP
YELLOW Light.....	PROCEED WITH CAUTION

**NORTHBOUND:**

**Home Signals (two signals):**

Two arm upper quadrant semaphore signals.

FIRST HOME SIGNAL is located 1,200-feet south of CM&N crossing, top arm is two position, bottom arm is two position.

**DAY:**

Top and bottom arms at Horizontal position.....	STOP
Top Arm 45° above horizontal and bottom arm horizontal.....	Proceed with caution to second home signal 500 ft. south of crossing.

Top arm horizontal and bottom arm 45° above horizontal.....	Proceed with caution, diverging route to C&IW.
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**NIGHT:**

RED over RED.....	STOP
YELLOW over RED.....	PROCEED WITH CAUTION TO SECOND HOME SIGNAL.
RED over YELLOW.....	PROCEED WITH CAUTION, DIVERGING ROUTE TO C&IW.

SECOND HOME SIGNAL, located 500-feet south of CM&N crossing, two arm semaphore, both arms two position.

**DAY:**

Top and Bottom arm Horizontal..	STOP
Top arm 45° above horizontal and bottom arm horizontal.....	PROCEED TO NORTHERN LIMITS OF PLANT.

Top arm horizontal and bottom arm 45° above horizontal....	PROCEED WITH CAUTION TO HAWTHORNE YARD.
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**NIGHT:**

RED over RED.....	STOP
YELLOW over RED.....	PROCEED TO NORTHERN LIMITS OF PLANT.
RED over YELLOW.....	PROCEED WITH CAUTION TO HAWTHORNE YARD.

**BACK UP SIGNAL:**

Located on the Northbound 375 feet north of CM&N Crossing.

No. 426

**WHISTLE SIGNALS:**

**CM&N Crossing (CM&N, C&IW):**

Main line movement, northbound—one (1) long (—).

Main line movement, southbound—two (2) long (— —).

Movements from main line to C&IW—four (4) long (— — — —).

Movements from C&IW to southbound—four (4) long (— — — —).

Movements from C&IW to northbound—one (1) long (—).

Movements from northbound to Hawthorne Yard—two (2) long (— —).

Movements from southbound to Hawthorne Yard—three (3) long (— — —).

Movements from southbound to northbound—two (2) long (— —) one (1) short (o).

Movements from Hawthorne Yard to northbound—three (3) long (— — —).

Movements from Hawthorne Yard to southbound—four (4) long (— — — —).



**No. 427 LEMOYNE (NERSKA):**

Interlocking Plant—AT&SF, Alton.  
Color Light Signals.

**NORTHBOUND:**

Distant signal, located 2,500-feet north of Archer Avenue displaying three (3) colors, RED, YELLOW and GREEN.

RED.....STOP  
GREEN.....PROCEED  
YELLOW.....CAUTION

**HOME SIGNAL:**

Two arm color light signal located 425-feet south of C&A crossing to the right of Northbound track, displaying two (2) vertical lights:

GREEN over RED.....PROCEED  
YELLOW over RED.....PROCEED TO CM&N HOME SIGNAL.  
RED over YELLOW.....PROCEED ON DIVERGING ROUTE, OR FOLLOW UP MOVEMENT.  
RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.

**DWARF SIGNAL:**

Displaying two (2) colors located 420-feet south of Alton crossing governs movements from passing track.

YELLOW.....PROCEED WITH CAUTION  
RED.....STOP AND WAIT FOR PROCEED SIGNAL.

**SOUTHBOUND:**

Distant signal is the Home signal at CM&N Crossing.

**HOME SIGNAL:**

Two arm color light signal located 700-feet north of AT&SF Crossing, displaying the following colors:

GREEN over RED.....PROCEED  
YELLOW over RED.....PROCEED TO SIGNAL #381.  
RED over YELLOW.....PROCEED ON DIVERGING ROUTE.  
RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.

**DWARF SIGNAL:**

YELLOW.....PROCEED WITH CAUTION  
RED.....STOP AND WAIT FOR PROCEED SIGNAL.

**No. 428 WHISTLE SIGNALS:**

Main line movements running direction—two (2) long (— —).

Reverse movements—one (1) long (—), one (1) short (o).

Crossover movements—main line, — two (2) long (— —), one (1) short (o).

Movements from main line to passing track—one (1) long (—), two (2) short (o o).

**No. 429 WEST 55th STREET:**

Interlocking Plant, I.H.B. and Junction with Kenton Avenue lines and Elsdon:

Signals are of the advance color light type, displaying:

RED.....STOP  
YELLOW.....CAUTION  
GREEN.....PROCEED

**Distant Signals:**

Designated by staggered color lights <sup>o</sup> displaying:

RED.....STOP AND PROCEED  
YELLOW.....CAUTION  
GREEN.....PROCEED

**Home Signals:**

Designated by vertical color lights <sup>o</sup> displaying:

RED.....STOP—Wait for proceed signal.  
YELLOW.....CAUTION  
GREEN.....PROCEED

**DWARF SIGNALS:**

Low home signal displaying one light—RED stop and YELLOW caution.

Train and engine movements will be governed by the following color light signal indications:

**MAIN LINE:**

Northbound with current of traffic—AUTOMATIC DISTANT SIGNAL NO. 496, located 60-feet north of 63rd Street, displaying following color indication:

**STAGGERED LIGHTS**

GREEN over RED.....PROCEED  
YELLOW over RED.....CAUTION  
RED over RED.....STOP & PROCEED

Home signal located 370-feet north of 56th Street displaying following color indications:

**VERTICAL LIGHTS**

YELLOW over RED.....PROCEED  
RED over YELLOW.....DIVERGING ROUTE  
RED over RED.....STOP—Wait for Proceed Signal.

Home signal for 59th Street connection located 550-feet north of Indiana Harbor Belt crossing, displaying following color indication:

**VERTICAL LIGHTS**

GREEN over RED.....PROCEED  
YELLOW over RED.....CAUTION  
RED over YELLOW.....DIVERGING ROUTE  
RED over RED.....STOP—Wait for Proceed Signal.

Southbound with current of traffic—AUTOMATIC DISTANT SIGNAL NO. 381 located 2,950-feet south of C&A crossing displaying following color indication:

**STAGGERED LIGHTS**

GREEN over RED.....PROCEED  
YELLOW over RED.....CAUTION  
RED over RED.....STOP AND PROCEED

Home signal located 30-feet south of Archer Avenue displaying following color indication:

**VERTICAL LIGHTS**

YELLOW over RED.....PROCEED MAIN LINE  
 RED over YELLOW.....DIVERGING ROUTE  
 RED over GREEN.....PROCEED 59th St. Line (West Yard)  
 RED over RED.....STOP—Wait for Proceed Signal.

Northbound from West Yard 59th Street Line—Automatic Distant Signal #50 located 630-feet north of 56th Street displaying following color indication:

**STAGGERED LIGHTS**

GREEN over RED.....PROCEED  
 YELLOW over RED.....CAUTION  
 RED over RED.....STOP AND PROCEED

Home signal located 325-feet west of Cicero Avenue displaying following color indications:

**VERTICAL LIGHTS**

YELLOW over RED.....PROCEED ELSDON BRANCH  
 RED over YELLOW.....DIVERGING ROUTES  
 RED over GREEN.....PROCEED—North  
 RED over RED.....STOP—Wait for Proceed Signal.

Home signal located 900-feet north of Indiana Harbor Belt crossing displaying following color indication:

**VERTICAL LIGHTS**

GREEN over RED.....PROCEED  
 YELLOW over RED.....CAUTION  
 RED over YELLOW.....DIVERGING ROUTE  
 RED over RED.....STOP—Wait for Proceed Signal.

SOUTHBOUND to West Yard 59th Street—AUTOMATIC DISTANT SIGNAL #381 located 2,950-feet south of the C&A crossing displaying following color indication:

**STAGGERED LIGHTS**

GREEN over RED.....PROCEED  
 YELLOW over RED.....CAUTION  
 RED over RED.....STOP AND PROCEED

Home signal located 30-feet south of Archer Avenue displaying following color indications:

**VERTICAL LIGHTS**

YELLOW over RED.....PROCEED STRAIGHT SOUTH MAIN LINE  
 RED over YELLOW.....DIVERGING ROUTES  
 RED over GREEN.....PROCEED 59th STREET LINE (West Yard)  
 RED over RED.....STOP—Wait for Proceed Signal

Home Signal located 1,500-feet south of Archer Avenue displaying following color indications:

**VERTICAL LIGHTS**

YELLOW over RED.....PROCEED  
 RED over YELLOW.....DIVERGING ROUTE  
 RED over RED.....STOP—Wait for Proceed Signal

Dwarf signals displaying RED and YELLOW indications will govern movement against current of traffic within the limits of the interlocking plant.

Movements from Elsdon Branch to 59th Street Line (West Yard)—Home Signal located 750-feet east of Belt main line displaying following color indications:

**VERTICAL LIGHTS**

RED over YELLOW.....PROCEED  
 RED over RED.....STOP—Wait for Proceed Signal

**TO MAIN LINE (SOUTH):**

YELLOW over RED.....PROCEED SOUTH TO OLD MAIN  
 RED over YELLOW.....PROCEED—59th Street Line (West Yard)  
 RED over RED.....STOP—Wait for Proceed Signal

Home signal located 300-feet north of 55th Street displaying following color indication:

**VERTICAL LIGHTS**

RED over YELLOW.....PROCEED  
 RED over RED.....STOP—Wait for Proceed Signal

Switches to industries located within the limits of interlocking plants:

**NORTHBOUND**—Edward Hines Lumber Company switch located opposite tower equipped with pipe connected derail, switch and derail operated by Towerman. Movement out of Industry to main track will be governed by Dwarf Signal displaying:

YELLOW...PROCEED  
 RED.....STOP—Wait for Proceed Signal

**SOUTHBOUND**—59th Street Line—Al Pipe Company located 1,110-feet south of Archer Avenue. Switch hand thrown with pipe connected derail is electrically locked and controlled by Towerman.

**SPEED RESTRICTIONS:**

Diverging movements through turnouts to and from the 59th Street Line must not exceed 25 miles per hour.

Trains moving from Elsdon Branch to West Yard must not exceed 15 miles per hour when moving through crossover to Southbound Main West of Cicero Avenue.

Signal indications do not in any way relieve trainmen from properly protecting their train according to the rules.

Failure of any color light signal must be reported to Dispatcher and Towerman.

**No. 430****WHISTLE SIGNALS:**

West 55th Street:

One (1) long (—) for straight north and southbound movements.

Two (2) short (o o) for movements to and from Clearing over 59th Street Main Line.

Three (3) short (o o o) to or from Elsdon on straight northbound track or from Elsdon to straight southbound track.

Four (4) short (o o o o) for movements from Clearing to Elsdon or Elsdon to Clearing.

One (1) long (—) two (2) short (o o) for movement from southbound to northbound against current of traffic.

One (1) long (—) three (3) short (o o o) for movement from northbound 59th Street Main Line to Southbound track.

**No. 431 HARLEM AVENUE (55th STREET LINE):**

Mechanical switchman installed in switch connecting the back lead out of West Departure Yard with northbound Main near Harlem Avenue on the 55th Street Line.

The normal position of this switch will be for the Northbound Main. Crews using the Back Lead will not be required to line or reline switch.



After the switch has been run through it automatically returns to normal position.

For this reason trains trailing through and stopping on switch must not reverse movement unless the switch stand has been thrown by hand.

The switch must not be run through with empty cars or cabooses ahead of engine.

Under these conditions the switch will first be thrown by hand to prevent possibility of derailment. A caution board will be at clearance point on the Back Lead and same location on the Northbound Main. Crews approaching this point must not pass caution boards until they know route is clear. Crews moving on main line from yard will have preference.

For movements against traffic a stop board will be located North of the switch and crews must first be sure that switch is properly set for move to be made.

#### No. 432 68th STREET (SOUTHBOUND):

Automatic block semaphore signal located 300-feet north of South Wye connection to Clearing thoroughfare tracks.

Governs straight main track movement past south wye connection and crossover switches.

Indications are:

ARM horizontal..... } STOP  
RED light at night..... }

ARM at an angle of 45 }  
degrees to the horizontal } PROCEED WITH CAUTION  
YELLOW light at Night.. }

Signal shows two indications—RED and GREEN:

RED..... STOP AND PROCEED WITH  
CAUTION EXPECTING TO  
FIND A MOVEMENT BEING  
MADE TO OR FROM THE  
WYE

GREEN..... PROCEED

#### No. 433 EAST END SWITCHES:

Located between the Grand Trunk crossing and Crawford Avenue overhead bridge, serving in connection with the operation of traffic to and from Clearing East Yard, also North and Southbound main line movements.

#### No. 434 WHISTLE SIGNALS:

Switchtenders stationed at the East End switches will control train movements from the main line to the East Yard and from the East Yard to the main line with a YELLOW flag by day and a YELLOW light by night.

Trains moving from Grand Trunk wye will receive WHITE flag by day and WHITE light by night.

Through main line movements GREEN flag by day and a GREEN light by night.

Main Line movement two (2) long (— —).

Reverse movement—One (1) long (—) and one short (o).

Movement to and from Clearing Yard Leads—four (4) long (— — — —).

Movement from Grand Trunk Wye—four (4) long (— — — —).

Movement from Clearing yard to Grand Trunk Wye—three (3) long (— — —).

Switches show green for a main line movement.

#### No. 435

#### HAYFORD:

Plant is equipped with dwarf color light home signal displaying RED or YELLOW indications:

#### NORTHBOUND:

One color light distant signal #630 on pole displaying RED, YELLOW or GREEN indication.

This signal is located to the right of NORTHBOUND MAIN TRACK 1,800-feet south of crossing displaying indications as follows:

Rule covering P.M. to Northbound main.

RED—STOP and proceed expecting to find track occupied or one or more switches at Elevator set wrong.

YELLOW—Track clear between signal #630 and northbound home signal.

GREEN—Track clear between Signal #630 and northern limits of plant with home signal displaying YELLOW.

NORTHBOUND HOME SIGNAL located 300-feet south of crossing and back-up signal 400-feet north of crossing.

SOUTHBOUND HOME SIGNAL located 400-feet north of crossing.

This is a two unit type signal. Top light displaying YELLOW and lower light RED indicates route set for southbound main. Lower light displaying YELLOW and top light RED indicates route for No. 1 Rockwell St. Yard. Back-up signals on southbound main and #1 Rockwell St. Yard located 300-feet south of crossing.

WABASH LEAD HOME SIGNAL located 400-feet north of crossing and back-up signal 300-feet south of crossing.

Crews moving on southbound main to #1 Rockwell Street Yard must line switch located 150-feet south of crossing and must be left lined for southbound main after using. Switch is equipped with electric lock and hand operated plunger. Door on this lock must be closed after using to give towerman proper indication.

SPEED RESTRICTION twenty (20) miles per hour.

There are no derails in connection with this plant and signal indications must be strictly adhered to. Trains must not move without proper signal indication or an order from the man on ground.

#### No. 436

#### WHISTLE SIGNALS:

Grand Trunk Crossing (Hayford)

In order to indicate to levermen at Grand Trunk crossing, Hayford, the tracks that southbound trains are using the following whistle signals will govern.

Trains moving on the southbound main track will give one (1) long (—) blast of the whistle.

Trains on Wabash lead two (2) long (— —) blasts of the whistle.

Trains to enter Rockwell Street Yard three (3) long (— — —) blasts of the whistle.

#### No. 437

#### WESTERN AVENUE:

Mechanical semaphore signal (switch protecting) located 400-feet east of PCC&StL wye connection switch. Governs straight main track movement past PCC&StL Wye switch.

Indications are:

ARM horizontal..... } STOP  
RED light at night..... }

ARM vertical..... } PROCEED  
GREEN light at night..... }

Switchtenders are located at Western Avenue and govern the movement of trains to and from the Pan Handle Wye, in and out of Rockwell Street Yard, Southbound Main and Wabash lead by hand signals.

Trains approaching Western Avenue from the main line or the Wabash lead must operate under full control and be prepared to stop to clear Columbia Road highway, unless proceed signal is received from switchtender.

Trains moving on the southbound main will receive a GREEN flag by day and a GREEN light by night.

Trains moving on the Wabash lead will receive a YELLOW flag by day and a YELLOW light by night.

Trains moving from track #1 at Rockwell Street will receive a WHITE flag by day and a WHITE light by night.

Train enroute to Pan Handle and B&O unless otherwise directed will use Southbound main to Western Avenue and will use crossover located east or south of Columbia Road, leading from Southbound main to #1 Rockwell Street. They will be governed by signal from the switchtender and will receive a GREEN flag by day and a GREEN light by night.

NOTE:—Wabash lead runs parallel with southbound main track from the East End switches to Western Avenue.

#### No. 438 WHISTLE SIGNALS:

##### WESTERN AVENUE:

Northbound movement from PCC&StL Wye to Main Line—Two (2) short (o o).

Movement to Rockwell Street Yard from Main and PCC&StL Wye—four (4) short (o o o o).

Movement from Rockwell Street Yard to Southbound Main—two (2) short (o o).

Movement from Rockwell Street Yard to PCC&StL Wye—three (3) short (o o o).

Crews enroute to the Pan Handle must receive a clearance order from the Switchtender at Western Avenue.

#### No. 439 75th STREET INTERLOCKING PLANT — B&OCT:

##### NORTHBOUND:

Distant Signal #746 located 300-feet east of Ashland Avenue, one unit two indication dwarf signal displaying RED and YELLOW.

YELLOW.....PROCEED  
RED.....STOP AND PROCEED WITH CAUTION.

##### HOME SIGNAL:

High semaphore, two position displaying two colors located 450-feet east of B&OCT crossing.

GREEN.....PROCEED  
RED.....STOP AND WAIT FOR PROCEED SIGNAL.

##### BACK-UP SIGNAL:

Low dwarf semaphore signal located 450-feet north of B&OCT crossing, two colors YELLOW and RED.

YELLOW.....PROCEED  
RED.....STOP

##### SOUTHBOUND:

###### Home Signal

High semaphore two position located 625-feet north of B&OCT crossing displaying two colors GREEN and RED.

GREEN.....PROCEED  
RED.....STOP

##### BACK-UP SIGNAL:

Low dwarf semaphore signal located 150-feet south of crossing displaying two colors YELLOW and RED.

YELLOW.....PROCEED  
RED.....STOP

#### No. 440 WHISTLE SIGNALS:

##### West 75th Street:

Main line movements in running direction—two (2) long (— —).

Reverse movements—one (1) long (—) one (1) short (o).

Movements to Ashland Avenue Industry—three (3) short (o o o).

Movements from Ashland Avenue Industry—two (2) long (— —) and one (1) short (o).

#### No. 441 BELT JUNCTION (Ashland Avenue):

Signals governing movements through this plant are of the color light type displaying RED, YELLOW and GREEN.

RED.....STOP  
YELLOW.....CAUTION  
GREEN.....PROCEED

##### DISTANT AND AUTOMATIC BLOCKSIGNALS:

Designated by number plates.

RED.....STOP AND PROCEED  
YELLOW.....CAUTION  
GREEN.....PROCEED

##### HOME SIGNALS:

Designated without number plates.

RED.....STOP AND WAIT FOR PROCEED SIGNAL  
YELLOW.....CAUTION  
GREEN.....PROCEED

Train and engine movements will be governed by the following color light signal indications.

##### BELT NORTHBOUND:

##### AUTOMATIC DISTANT SIGNAL #814:

Located 200-feet south of 76th Street, one (1) unit, three indication dwarf signal displaying RED, YELLOW and GREEN.

##### HOME SIGNAL:

Located 225-feet west of Racine Avenue, two (2) unit dwarf signal.

RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.  
YELLOW over RED.....PROCEED WITH CAUTION ON MAIN ROUTE.  
GREEN over RED.....PROCEED ON MAIN ROUTE.  
RED over YELLOW.....DIVERGING ROUTE.



**AUTOMATIC BLOCK SIGNAL #746:**

Located 300-feet east of Ashland Avenue one (1) unit, two (2) indication, dwarf signal displaying RED and YELLOW. This signal governs the track from the limits of the plant to the Home signal at B&OCT-PCC&StL crossing.

**NORTHBOUND ON TRACK #3:****AUTOMATIC DISTANT SIGNAL #812:**

One (1) unit, three (3) indication dwarf signal, located 200-feet south of 76th Street, displaying RED, YELLOW and GREEN.

**HOME SIGNAL:**

Located 175-feet west of Racine Avenue two (2) unit dwarf signal.  
 RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.  
 YELLOW over RED.....PROCEED WITH CAUTION ON MAIN ROUTE.  
 GREEN over RED.....PROCEED ON MAIN ROUTE.  
 RED over YELLOW.....DIVERGING ROUTE.

**NORTHBOUND ON TRACK #4:****HOME SIGNAL:**

Located 225-feet west of Racine Avenue one (1) unit, two (2) indication dwarf signal displaying RED, YELLOW and governs movements to all routes.

**BELT SOUTHBOUND:****SOUTHBOUND TRACK #2 WITH CURRENT OF TRAFFIC:****AUTOMATIC DISTANT SIGNAL #721:**

Located 300-feet East of Damen Avenue, one (1) unit, three indication high signal displaying RED, YELLOW and GREEN.

**HOME SIGNAL:**

Located West of Ashland Avenue two (2) Unit, High Signal:  
 RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.  
 YELLOW over RED.....PROCEED WITH CAUTION ON MAIN ROUTE.  
 GREEN over RED.....PROCEED ON MAIN ROUTE.  
 RED over YELLOW.....DIVERGING ROUTE.

**AUTOMATIC BLOCK SIGNAL #765:**

Located 700-feet East of Loomis Boulevard, one (1) unit, three (3) indication dwarf signal displaying RED, YELLOW and GREEN governs track to Halsted Street.

**AUTOMATIC BLOCK SIGNAL #797:**

Located West of Halsted Street one (1) unit, two (2) indication dwarf signal. This signal governs track between Halsted and 79th Street.

**SOUTHBOUND ON TRACK #3:****AUTOMATIC BLOCK SIGNAL #795:**

Located West of Halsted Street one (1) unit, two (2) indication dwarf signal. This signal governs track between Halsted and 79th Street.

**WABASH:****SOUTHBOUND:****AUTOMATIC DISTANT SIGNAL #8.0:**

Located 100-feet south of 74th Street one (1) unit, three (3) indication high signal displaying RED, YELLOW and GREEN.

**HOME SIGNAL:**

Located 575-feet south of Racine Avenue two (2) unit high signal.  
 RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.  
 YELLOW over RED.....PROCEED WITH CAUTION ON MAIN ROUTE.  
 GREEN over RED.....PROCEED ON MAIN ROUTE.  
 RED over YELLOW.....DIVERGING ROUTE.

**NORTHBOUND:****AUTOMATIC DISTANT SIGNAL #9.9:**

Located 350 feet north of B&OCT-PCC&StL crossing one (1) unit, three (3) indication high signal displaying RED, YELLOW and GREEN.

**HOME SIGNAL:**

Located 350-feet north of Ashland Avenue two (2) unit high signal.  
 RED over RED.....STOP AND WAIT FOR PROCEED SIGNAL.  
 YELLOW over RED.....PROCEED WITH CAUTION ON MAIN ROUTE.  
 GREEN over RED.....PROCEED ON MAIN ROUTE.  
 RED over YELLOW.....DIVERGING ROUTE.

**DWARF SIGNALS:**

One (1) unit dwarf signals displaying RED and YELLOW indication for BELT; PURPLE and YELLOW FOR WABASH, will govern movements against current of traffic within the limits of interlocking plant.

Derails are located near each end of long pocket track.

**SPEED RESTRICTIONS:**

Belt trains 40 miles per hour.

Wabash trains 30 miles per hour.

Signal indications do not in any way relieve trainmen from properly protecting their train according to the rules.

Failure of any color light signal must be reported to Dispatcher and Towerman.

**No. 442 79th STREET (CRI&P CONNECTION):**

All Rock Island trains between Ashland Avenue (Belt Junction) and Rock Island connection will use track No. 4 in both directions. The switch leading from track No. 4 to the Rock Island connection at 79th Street must be left lined for Rock Island track.

Movements on track No. 4 between the Rock Island Tower, Gresham, and The Belt tower at Ashland Avenue will be governed by the towermen. The Towerman at Ashland Avenue must receive permission from Train Dispatcher before clearance is given for Rock Island movement.

On movements to the Rock Island the Towerman at Ashland Avenue must secure permission from the Rock Island Towerman at Gresham before permitting trains or engines to enter track No. 4.

Track No. 4 between 80th Street and Belt Junction must not be used without securing permission from Switchtender at Belt Junction and the switch tender at that point must not authorize movements over track No. 4 until he is positive that track is not in use and the previous authorized movements have been completed.

This track is in yard limits and operated under yard rules.

**No. 443 80th STREET — C&WI JUNCTION:**

Switchtenders are located at this point.

All trains must come to a stop at stopboard and will then proceed only when the proper hand signal is received from the switchtender standing on the track occupied by the train to be moved.

**SIGNALS—SOUTHBOUND:**

GREEN flag by day.  
GREEN light by night.

**NORTHBOUND:**

YELLOW flag by day.  
YELLOW light by night.

**No. 444 87th STREET:****NORTHBOUND:**

Automatic color light signal #890 located 300-feet south of the Chicago and Western Indiana overhead bridge at 87th Street and governs the main track movements to the stop board at 80th Street, two indications.

RED.....STOP AND PROCEED PREPARED TO STOP WITHIN RANGE OF VISION.  
YELLOW.....PROCEED TO STOPBOARD AT 80th STREET.

—————All train and enginemen must keep a sharp lookout in the vicinity of 87th Street, expecting to find main track occupied by trains setting out or picking up at that point.

**No. 445 STATE STREET**

Automatic block signal #928 located 500-feet south of State Street. This signal is a one (1) unit, three (3) indication color light signal displaying RED, YELLOW and GREEN.

RED.....STOP AND PROCEED AT RESTRICTED SPEED EXPECTING TO FIND TRACK OCCUPIED, FOULED OR OPEN SWITCH.  
YELLOW.....PROCEED WITH CAUTION.  
GREEN.....CLEAR—PROCEED.

Signal governs movements to Automatic Block Signal #890.

Electric switch lock on north end of trailing point crossover between North and Southbound main. For movement through this crossover permission must be obtained from Dispatcher who will release the electric lock.

**No. 446 PULLMAN JUNCTION (C&WI):**

Switchtenders are located at Pullman Junction.

**MOVEMENT FROM THE ILLINOIS CENTRAL TO THE BELT RAILWAY:**

Illinois Central will call at 93rd Street, giving consist of train and will secure permission from switchtender located at NKP crossing.

**SOUTHBOUND:**

Semaphore signal located 300-feet north of the Chicago and Western Indiana connection, two (2) arm mechanical signal, top arm governs main track movements on the Belt Railway Southbound beyond the C&WI connection, bottom arm governs movements to the C&WI #2 track, indications are:

ARM Horizontal.....	}	STOP
RED light.....		
Top Arm Vertical.....	}	PROCEED
GREEN light.....		
Bottom arm at angle of 45° to horizontal.....	}	PROCEED WITH CAUTION.
YELLOW light.....		

**FOR NORTHBOUND MAIN TRACK:**

Two-arm mechanical semaphore signal located 200-feet East of the C&WI connection switches or 800-feet north of NKP crossing, top arm governs main track movement past C&WI connection.

Indications are:

Arm Horizontal.....	}	STOP
RED light at night.....		
Top Arm Vertical.....	}	PROCEED
GREEN light at night....		
Bottom arm horizontal...	}	Fixed Arm.
RED light at night.....		

**NICKEL PLATE CROSSING:**

Movements governed by gates operated by switchtenders.

**No. 447 RULES GOVERNING MOVEMENT AT JUNCTIONS AND CROSSINGS NOT INTERLOCKED:****Rock Island Junction:**

The following territory governed by Train Directors:

East.....	Illinois Steel Company Gate.
West.....	Commercial Avenue.
North.....	93rd Street.
South.....	B&O R.R. Bridge.

Belt Railway District Tracks—Commercial Avenue to 100th Street.

Trains operating in the above territory will move by permission and instructions from the Train Director and hand signals.

All trains using the CRI&P and B&O main line from Commercial Avenue, Wolf Lake, and in reverse direction, must come to a stop at stop board located for trains from the City just East of Commercial Avenue, and for trains going to the city approximately 300-feet north of 95th Street, and not proceed until they receive the proper signal from Train Director, who will use a GREEN flag by day and a GREEN light by night.

All trains out of Belt Yard going to B&O tracks must stop at stop board located approximately 300-feet west of Commercial Avenue, and not proceed until they receive a YELLOW flag by day and a YELLOW light by night, after telephone permission has been received from Train Director to proceed. On return trip, they must stop at stop board located East of Viaduct, about 300-feet North of 95th Street and not proceed until they receive a YELLOW signal.

All trains going to EJ&E, NYC and to industries located East of B&O crossing must stop at stop board located at Commercial Avenue and arrange by telephone for the moves they desire to make, and after permission is received will proceed, after receiving the proper signal, a YELLOW flag by day and a YELLOW light by night, and must stop at stop board located just West of B&O crossing and not proceed



until the way is seen and known to be clear. In addition, the tilting target located at B&O crossing must be in a horizontal position. In making moves in reverse direction, all trains must come to a stop at stop board located just East of B&O crossing. Same conditions and signals will govern. All trains returning from the NYC must secure permission before fouling single track leading from NYC track at top of elevation and must stop before fouling B&O crossing and may proceed when tilting targets are in horizontal position.

**ALL TRAINS GOING TO PENNSYLVANIA OR BELT Industry District** must stop at stopboard located near Commercial Avenue and arrange by telephone for move they desire to make, and may proceed over crossing after receiving proper signal, a YELLOW flag by day and a YELLOW light by night. On moves in reverse direction, all trains must stop at stop board located just West of viaduct, near fouling point with CRI&P main line and will be governed by same conditions and signals.

All trains moving from District must secure permission from Train Director at Rock Island Junction by telephone from 100th Street.

At 114th Street, South Deering, whistle posts are located 1,200 feet on each side of crossing, enginemen must sound prescribed whistle signal when approaching the crossing.

Switch leading from #2, C&WI Main to By-Products Plant near 114th Street, South Deering is controlled by leverman in 112th Street Tower. Permission must be obtained from leverman before using switch.

South Deering (112th Street) trains will be governed by standard interlocking signals. This interlocking is operated from Calumet draw bridge using centralized traffic remote control.

Calumet Drawbridge (C&WI Main Line) trains will be governed by standard interlocking signals.

#### DISTRICT YARD:

Yard Office located at 104th Street. Yard consists of one main track and 8 yard tracks, numbering from main track, siding, then #2 to #8. Crews enroute to South Deering or beyond will call towerman at Calumet drawbridge for clearance.

#### C&WI RULE 6-B: Governing use of C&WI Main Tracks

At the connection to the Ford plant or the South Shore Yard, located just south of 130th Street and, also, the Hegewisch team track located near 135th Street, no train or engine will enter onto the main track, or cross from one main track to another main track without permission of the train dispatcher and must advise the Train dispatcher the position of the semaphore indicator located at the switch to be used. After receiving permission to occupy the main track or use the crossover must do so under flag protection and, also, must advise the Train Dispatcher when clear of the main track.

In the event telephone communication fails crews on clear indication of indicator may make moves under flag protection.

#### No. 448 TELEPHONE (CODE CALLS):

Jeffery Avenue.....	1 long, 3 short
Commercial Avenue.....	2 short
Pullman Junction.....	3 short
100th Street.....	4 short, 1 long
District 104th St.....	1 long
Calumet Drawbridge.....	1 long, 1 short, 1 long

Conductor or Foreman in charge of enginemen will be held responsible for strict observance of the above and must know that his train is properly protected at all times in movements in this territory. If there is any doubt, he must arrange to protect his train through the territory by proper flagging.

**No. 449** Consists of trains showing loads and empties and total amount of cars must be left at the following stations:

Western Avenue  
80th Street  
Argo

Rock Island Junction, South  
Chicago  
Augusta Street  
Hayford

#### No. 450 GENERAL OPERATION OF CLEARING YARD:

Rules and useful information:

#### No. 451 EAST RECEIVING YARD:

(a) Trains pulling in the East Receiving Yard will not exceed 6 miles per hour.

(b) Trains pulling in the East Receiving Yard from the south will receive information from the Switchtender at the East End Switches as to the disposition of their train.

(c) Two receiving yard leads extend from the East End Switches to the Receiving Yard, numbered 1 and 2. #1 right hand track pulling in (north track).

There are 22 receiving tracks. Track #22 is the first track off #1 lead. Tracks 17 to 22 will hold approximately 75 cars each. Tracks #1 to #16 will hold 60 to 65 cars. Yard extends East and West.

(d) Crews when pulling into Receiving Yards, must leave sufficient clearance at least two carlengths to clear the lead at both ends.

(e) Crews pulling into the Receiving Yards must not set the air on the rear end of their train for the use of a stop signal. Hand signals must be used. Caboose must not be cut off until it has cleared the lead.

(f) Hump engines shove trains from this yard to the hump. Semaphore signal located at 48th Avenue East of overhead bridge governs movements showing trains out of the yard. Signal will show GREEN or VERTICAL indication for hump crews shoving trains. RED or HORIZONTAL indication permits any yard movement.

Crews must not foul lead at West end of yard when signal displays a GREEN indication.

In the event this signal shows a GREEN indication and the Hump engine is not in the receiving yard preparing to shove to hump, a member of crew being delayed must call Hump Yardmaster at Automatic #32. The telephone is located in Car Inspector's building on north side of lead opposite #13 switch. Proceed when signal is restored to RED or HORIZONTAL position. Crews yarding trains will deliver their bills promptly to the East Yard office, sign the register and if they were required to double a portion of their train they must notify yardmaster or clerk in East Yard Office the amount of cars doubled, also the number of the track. (This information is necessary when making out teletype sheet for train).

#### EAST HUMPH:

(g) There are four Hump Receiving Tracks leading to the top of the hump. Track 1, 3 and 4 are equipped with color light dwarf signals. These are repeater signals and do not govern the speed of trains being pulled up to the hump.

Crews having trains of such length that a long double will be required in the receiving yard will call #32, contacting the Hump Yardmaster for instructions, how and where to double.

#### RESTRICTIONS:

(h) Track #1, (Hump Receiving Track) will not be used when making a double. No. 1-2 switch is equipped with a switch lock. Switch must be left lined and locked for track #2. Track #1 on the

East and #5 on the West are assigned to the East and West Yards for the purpose of shoving up rehump cars.

(j) Crews yarding train on hump receiving track will set at least five (5) hand brakes on rear end of their train.

(k) Crews using turntable must be sure that table is lined and locked before and after engine is turned. Hand brake on the table must be used instead of reversing motor to stop the table.

#### **No. 452 EAST DEPARTURE YARD:**

(a) Old Departure Yard is a continuation of the new hump classification and departure yard consisting of 24 tracks. Trains departing from the Class Departure Yard will use the following tracks unless otherwise instructed:

Tracks Nos. 12 to 16 use No. 1 and 1 lead to East End Switches.

Tracks Nos. 6 to 11 use No. 2 and 1 lead to East End Switches.

Tracks Nos. 1 to 5 use No. 5 and 1 lead to East End Switches.

Tracks Nos. 0 to 37 use No. 7 and 2 lead to East End Switches.

Tracks Nos. 38 to 43 use No. 12 and 3 lead to East End Switches.

Tracks Nos. 44 to 57 use No. 14 and 3 lead to East End Switches.

(b) No. 4 lead will not be used only by permission from the Yardmaster in the East Yard or Switchtender at East End Switches.

(c) Crews enroute to the Class Departure Yard and using switches will line the switches back to their normal position.

(d) Trains departing from the Class Departure Yard will have right-of-way over light engines enroute to the yard.

(e) Crews departing from the extreme east end of the old departure yard must be careful to observe switches expecting same to be against them.

(f) Locomotives entering hump classification tracks will be governed by Bulletin No. 7343, dated December 1, 1943.

#### **EXCERPTS FROM BULLETIN No. 7343:**

"Locomotives will not be permitted on hump classification tracks under any circumstances unless authorized by the Hump Yardmaster or the Yardmaster at the lower ends of the classification-departure yards."

#### **No. 453 WEST RECEIVING YARD:**

(a) Stop board at connection to I.H.B. Wye, Argo.

(b) Crews will receive information at the West Sub Office as to the disposition of their train.

(c) Yard consists of 16 tracks, #1 to #15 used for receiving tracks, tracks #3 to #13 will hold approximately 60 to 70 cars.

(d) Hump Receiving tracks are numbered from north to south 5, 1, 2, 3 and 4. Tracks 5, 1, 3 and 4 are equipped with three position color light signals governing humping operation but do not affect crews pulling trains up. Icing platform located between #3 and #4 approach.

(e) Trains pulling in on #3 or #4 at the icing platform and having cars to be re-iced must not move train until a member of the crew has been properly notified by the man in charge of the icing that the cars may be moved for humping or re-spotting. Ice house capacity 66 cars, 33 on each side of the platform.

(f) Crews spotting cars of ice or moving empties from ice track must be positive that derail has been replaced and switch restored to normal indication (#4 approach).

(g) Crews yarding trains on Hump receiving tracks will set at least five (5) hand brakes on rear end of their train.

#### **No. 454 WEST DEPARTURE YARD:**

(a) Bulletin No. 7343, dated December 1, 1943 applies to all crews getting cars out of the Classification Departure Yard.

#### **EXCERPT FROM BULLETIN #7343:**

"Locomotives will not be permitted on hump classification tracks under any circumstances unless authorized by the Hump Yardmaster or the Yardmaster at the lower ends of the classification-departure yard."

(b) Running tracks are not specified, crews will receive instructions from Yardmaster when departing with trains.

(c) Crews pulling out of classification departure yard tracks will not exceed 8 miles per hour when passing yard office.

(d) Yard contains 19 tracks, track #1 south track.

#### **No. 455 OPERATING RULES FOR CLEARING HUMP:**

(a) Signals—Color light repeater signals govern trains being shoved to the Hump and humping speed.

OPERATION—They are three position signals displaying the following colors—RED, YELLOW, GREEN located on the right hand side of the following hump receiving tracks.

West Side—Tracks #5, 1, 3 and 4.

East Side—Tracks #1, 3 and 4.

(b) When talking over the communication system, talk natural and confine your conversation to the operation, at least four men have to listen to you when you talk as this system is on a series.

(c) Conductors must repeat orders given to them by the Yardmaster and must fully understand before leaving the hump to shove or pull a train as to what track is to be used and the track number that the cars are to be moved from.

(d) When shoving a train from yard to the hump, or when doubles are made and pulled up the hump, full crew is necessary.

(e) When pulling a train up the hump wait until the slack is out of the train before cutting off engine. (Engineers will avoid making quick or sudden stops with a train at top of hump).

(f) When cars are left on the Hump receiving tracks, before engine is detached, they must be secured by the use of hand brakes (at least five (5) brakes) to insure the cars from running back.

(g) When making a double, unless there is sufficient room to shove cars in the clear, trains must not be shoved out of the yard but will be pulled up.

(h) When shoving trains out of the yard the following procedure will govern: All members of the crew must know the number of the track to be shoved, final instructions to be repeated before leaving with engine to shove. The member of crew with the engine before shoving must observe the car next to the engine to detect, rear end cars, passenger cars, scale test cars which must not be shoved. Do not couple into cars placarded "Explosives" until there is a car between explosives and engine. After coupling on engine the train must be slacked back to insure that all cars are coupled. Man following engine will not give proceed signal until he has observed position or color of semaphore and has received a proceed signal from a member of the crew on the leading end of train that is to be shoved.

(j) Conductors in charge of Hump crews before humping a train must notify towerman the teletype sheet number, also the number of the leading car. He must check numbers on each car with the teletype sheet and be on the alert for extra cars, or cars not shown on the teletype sheet. Loaded cars will be confined to three car cuts. Proper humping speed will be maintained and full cooperation with the towermen is required.



(k) Switchmen are not permitted to ride the leading footboard while passing over retarders and are cautioned as to the side clearance.

(l) When one or two cars have stopped at hump end of unit it must be determined whether cars are loaded or empty, if brake is partially set it must be released, if loaded they must be started at the rate of speed that would be maintained in normal movement out of retarder, 2 miles per hour (loaded cars) 4 miles per hour (empty cars). Shoving cars at an excessive rate of speed and cutting them off, known as kicking cars is prohibited. Care must be exercised during warm or extreme hot weather, particular attention must be given to those tracks that contain loaded cars.

(m) The shoving operation required on tracks that contain a number of cars where they are to be shoved to the lower end of the track, the crew performing this work must have not less than 15 cars next to the engine coupled, receive a proceed signal from the Fieldman and shove at a speed not to exceed 4 miles per hour until stop signal is received from the fieldman or cars have been shoved the required distance. Engine must not be cut off until the cars coupled to have come to rest. This work must be performed by not less than two members of the crew.

In the event a signal is not received from the fieldman a member of crew must place himself in a position at the lower end of the cut to determine if skates are in position on rail before starting shoving operations.

Cars that have stopped in retarders must not be kicked but shoved to clearance point before cutting off at the prescribed rate of speed.

(n) When trains are pulled up the hump or when "pullbacks" are pulled over the hump, air will be cut in the head five cars. Engineer must make a service application and brakes on the five cars must operate or more must be used.

(o) Hump Conductor will report for duty to, and receive instructions from, Hump Yardmaster over the communication system installed in the Conductor's cabin located on top of the hump.

#### No. 456 CAR RETARDER OPERATORS:

Towermen will relieve each other promptly in their respective towers. Continued inefficiency will not be tolerated.

The following rules have been found applicable and are in effect: Watch teletype sheet closely, cars marked "E.H." (Extra Heavy); "H.C." (Handle Carefully) etc., is for your information.

Loaded cars must not strike in excess of four miles per hour. Towermen in Divide Towers must use judgment in spacing cars and will notify towermen in lower towers of any unusual condition noticed. When notified by Hump Yardmaster to take a track out of service, track must be locked until the track is placed in service again by the Yardmaster.

No persons other than towermen, Electricians or Officials of the Company will be permitted to enter towers without written permission from Superintendent's Office.

It is permissible to continue to hump cars in on a track and bring it out to foul, but after a track has been shoved to make room it must be left in the clear three (3) carlengths for the purpose of coupling track without fouling lead.

Before any movements of engines through retarders, operator must check retarder controllers position. Controllers must be in "off" position. Where tracks are taken out of service operators must keep a record on the form provided, the time all tracks are taken out or restored to service.

When cars are allowed to go to other than their designated track or are held out, notation must be made and information given to the Hump Yardmaster.

#### No. 457 ENGINEMEN — CLEARING HUMP:

Hump crews will relieve each other near the apex of the hump. Repeater color signals govern humping speed, also govern trains being shoved to the hump, indications are:

RED.....	STOP
YELLOW.....	4 miles per hour
GREEN.....	8 miles per hour when humping an 12 miles per hour shoving train up approach.

#### WHISTLE SIGNALS (AIR WHISTLE):

Located on Hump Approach.

STOP.....	1 Blast
PROCEED.....	2 Blasts
REVERSE.....	3 Blasts

#### WHISTLE SIGNALS—Classification Yard—controlled by Towerman in Divide Tower:

STOP.....	1 Blast
Move from Hump.....	3 Blasts
Move to Hump.....	2 Blasts

Sand must not be used or injectors permitted to overflow within the limits of track circuits governing automatic signalling on hump leads or while moving through Car Retarders.

Engineers are required to maintain proper humping speed when humping a train. They must regulate the starting and stopping of trains so as to avoid damage or personal injury.

#### No. 458 INSTRUCTIONS TO FIELDMEN:

Fieldmen will relieve each other promptly. The fieldman being relieved will inform his relief of any unusual condition and of all tracks that are not skated.

They will skate all tracks promptly and when tracks are properly skated, notify the Hump Yardmaster as follows:

Track Number—clear and skated and wait for acknowledgment from Hump Yardmaster, if not acknowledged repeat.

When placing skates on track the point of the skate must not extend over the ball of the rail and must lie flat on the rail. Points are made of soft steel and can be bent by striking on rail.

During the summer months the skates must be placed nearer the hump end and at least twenty carlengths from the lower lead. During cold weather ten (10) carlengths is sufficient.

They will assist hump crews in shoving tracks using a green fusee when hand signals are obscured. Precaution must be used and when conditions require hand brakes must be set on leading three cars before giving signal to shove.

When necessary to place skates between cars other than the head car, notify Yardmaster and crew pulling track in order to avoid a derailment. Do not use defective skates and protect all tracks constantly. Hand brakes are often required, use them.

**No. 459 YARDMASTERS (HUMP):**

Yardmasters will keep a record of all tracks that are out of service for humping on the board provided for this purpose.

They will keep an accurate report of all trains humped on the proper forms.

When being relieved they must leave an accurate yard report of the East and West Receiving Yard and the classification yards.

They will show on yard report all approach receiving tracks occupied with trains.

No. 1 approach on the East and #5 approach on the west will not be used to shove or pull up trains without first notifying the Yardmasters in the East or West Yard.

If the regular classification of cars has been changed to another track, Yardmaster in lower yards must be notified immediately.

If tracks containing pull-backs have not been pulled for any reason, Yardmasters will notify their relief who will arrange to have them pulled.

When permission is asked by a crew to couple up a track and said track does not clear humping lead by at least three carlengths crew must be notified.

**No. 460 GENERAL CLASSIFICATION OF CARS IN EAST CLASSIFICATION — DEPARTURE YARD:**

For identification purposes yard is named A & B Yards but operates as a one unit yard. It contains 45 tracks numbering from 1 to 18, 0 to 48 and 50 to 57. The following classification is maintained subject to change.

"A"	"B"
1—570 Loads —Wabash	0—570—W. Landers
2—470 Loads —Erie	31—Open Track
3—470 Mtys —Erie	32—530 Loads —I. C.
4—520 Mtys —Pan Handle	33—530 Mtys —I. C.
5—520 Loads —Pan Handle	34—510 —PFW&C
6—820 Mtys —CRI&P	35—450 —CI&L
7—820 Loads —CRI&P	36—Open Track
8—560 —G. T. W.	37—670 —B&O
9—Hold Track—	38—460 Mtys —C&EI
10—650 —P.M.	39—460 Loads —C&EI
11—520 X B —P.H.	40—490 —C&O
12—430 Mtys —CB&Q	41—920 Loads —NKP
13—Open Track	42—920 Mtys —NKP
14—Open Track	43—680-620 —NYC-MC
15—Rehump Loads	44—800 —So. Chicago
16—Rehump Empties	45—900 —Dist. Cars
17—Bad Orders	46—1030 —CSS&SB
18—Rip Track	47—830 —NYC
	(Englewood)
	—Erie (51st St.)
	38—480
	50—470/98 or 450 Loads
	51—490 Loads or 570-E
	52—910 —Pullman
	53—678 —Chrysler Corp.
	54—751 —87th Street
	55—760 —C&WI
	56—Open Track
	57—700 —Rockwell St.

Hump Conductors will be required to familiarize themselves with the above classifications.

**No. 461 CLASSIFICATION IN WEST CLASSIFICATION — DEPARTURE YARD**

"C"	"D"
0—540 —CM&N	31—550 Mtys —Soo Line
1—300 —Hawthorne	32—550 Loads —Soo Line
2—350 —Alton	33—100 —Cragin
3—360 —CB&Q Lumber	34—82 —Rock Island
Dist.	35—120 —St. Paul
4—240 —CGW	(Galewood)
5—200 —22nd Street	36—130 —St. Paul
6—Hold Track	(Bensenville)
7—660 Loads —C&NW	37—530 —Ill. Central
(Proviso)	38—430 Loads —CB&Q
8—660 W —C&NW (Pro.	39—110 —C&NW
Wisc. Div.)	(40th St.)
9—660 Mtys —C&NW	40—430 Mtys —CB&Q
(Proviso)	41—430 Mtys —CB&Q
10—580 —I.H.B.	42—410 Loads —AT&SF
11—520—Misc. Corn Products	43—410 Mtys —AT&SF
12—Rehumps	44—Industries —Outside
13—521 Corn—Corn Products	45—Industries —East
14—Rehumps	46—Industires —West
15—Rehumps	47—525 Mtys —Continental
16—800 South Chicago	Can Co.
17—521 Mtys —Corn Products	48—486 Mtys —Cars for
19—not connected with hump	Cleaning Track

**No. 462** Crews coupling up cars that are to be pulled in classification-departure yards will be held responsible for the removal of all skates other than any placed ahead of the leading car. Crew pulling track will observe track for skates under the leading car.

**No. 463 GENERAL RULES:**

(a) When making deliveries to all connecting lines you must, in all cases, show the time the delivery is effected and be very careful to show all delays.

(b) All crews enroute to Proviso, Blue Island, CGW, St. Paul, NYC, I.H.B. and C&WI must obtain clearance.

(c) All cars set out on "3rd Main" at Pullman Junction to be picked up by other engines, must be placed north of stop board governing this track, which is located about eight (8) carlengths from switch and at least two hand brakes set on south cars.

(d) Foreign crews will not occupy main line of the Belt Railway until permission is secured from Train Dispatcher, by Interlocking signal, Switchtender or by member of crew. Towermen and Switch-tenders must communicate with Train Dispatcher before giving signal permitting foreign crews to proceed on Belt tracks.

(e) In case of accident of any kind to or in connection with the operation of a train on the Belt Railway a wire report must be made immediately from the nearest telephone to the Dispatcher or Office of Superintendent, furnishing all information concerning same, also forward to the Superintendent promptly a report in triplicate (3 copies) made out on regular form for that purpose.

(f) Engineers, Firemen and Trainmen must communicate to each other by its name, the indication of all signals and read all written orders affecting movements of their train.



(g) Conductors must secure permission from Train Dispatcher before fouling main line tracks and industry lead known as 3rd main, at the south end of 87th Street Yard.

(h) Track No. 1 in Rockwell Street Yard is used as a Southbound track; northbound movements over this track must not be made without permission from the Dispatcher, Dispatcher's telephones are located at Western Avenue, Rockwell Street Yard Office and Kedzie Avenue. When using telephones located in booths close and lock the door after using.

(j) Any train movement, with or without cars, pulling or shoving, approaching a track or lead, must not foul clearance point until proper signal is received and it is known that switch is in proper position and the way is known to be clear.

#### **No. 464 HIGHWAY GRADE CROSSINGS:**

The following rules must be observed at highway grade crossings: All trains must approach street crossings at grade within municipalities with caution, and where view is obstructed from any cause, with train under control.

When moving over highway crossings, signal indications pertaining thereto, such as automatic bells, crossing lights, or signs, must be closely observed, and in the event such indications are improperly displayed the fact must be immediately reported to the Dispatchers.

Engines must not be backed nor cars pushed over grade crossings in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping train, if necessary, or actually flags the crossing if crossing is unprotected by flagman.

When approaching highway crossings not protected by gates and a train is about to clear crossing in opposite direction, extreme caution must be exercised, proper whistle signals, sounded and bell ringing. All employes on locomotive must keep a sharp look-out and take any action necessary to prevent an accident.

Whistle signals for grade crossings must be so timed that the last blast is completed as the engine is passing over the crossing. Trains that are proceeding at low speed may sound two complete crossing whistle signals, the first beginning at the whistling post. All trains must begin their whistle signal at the whistling post for all crossings. Crews doing yard or industrial switching where they pass over a street or road crossing at grade where same is not protected by gates, flagmen, or flasher lights, and the view is obstructed from any cause, must approach crossing at a rate of speed that they can stop if it is necessary to do so before their engine or cars reach same.

When train or engine has pulled over a crossing that is protected by flasher light signals, reverse movements must not be made until it has been arranged to flag crossing, as signal does not function on reverse movement. Precaution must be taken by train making reverse movements or against the current of traffic.

In case of highway crossing accident and a train in which the matter of flashing lights is involved, it must be thoroughly understood that in case of the flashers are cut out and cease operating after the train has passed over the crossing, in order to show that the flashers are working, the train will back-up over the crossing and let the flashers operate, and get witnesses to the fact that they were operating and make necessary report of such transactions.

#### **No. 465 CLEARING INDUSTRIAL DISTRICT RULES AND INFORMATION**

District is three miles long extending from Harlem Avenue on the West and Cicero Avenue on the East and serving 108 industries. One central lead, and leading off this lead are 198 tracks to various industries, 903 spots with a total capacity of 1,363 cars, 8 storage tracks leading off central lead and within the District.

The district is divided into three parts, West end, East end and the middle, 24-hour service is maintained.

Crews will report for duty at the woodmill. Conductors will receive instructions and work card from Yardmaster and Ass't. Yardmaster located at Central Avenue.

At industries issuing switch list, care will be used to spot or remove cars as directed by list.

Conductors must call Yardmaster at 22 or 52 at various times during his assignment as some industries require special moves.

Industrial switching service requires attention to many details by members of crew. In order that those employed in this particular service may know of these requirements and in order to avoid injury and damage, the following rules must be complied with.

All members of crews must assume and maintain in their proper positions and perform duties in accordance with their assignment, and will be held responsible for compliance with these rules.

Signals must be given in clear and distinct manner.

Crews must ascertain before pulling industrial tracks that all loading or unloading apparatus, gang planks, boards, pipes, etc., have been removed and that all persons in cars or about tracks are warned. Special attention must be given to the moving of partly loaded or unloaded cars and engine crew must handle carefully. Conductors must instruct new members of crew.

Where close clearances prevail, Conductors must caution new members of crew and closely supervise operation at such times.

To avoid damaging doors of industrial plants, conductors will issue proper instructions so that cars standing on tracks near doors will not be coupled to until doors have been opened and employes of the plant must attend to this.

Cars must not be kicked over highway crossing unless highway traffic has been stopped and one member of crew is on ground flagging.

Cars spotted on track outside of building must have brakes set or cars properly blocked.

Before shoving cars into industry to spot, crews must determine that cars are coupled by taking the slack. If tracks are depressed air must be used.

When shoving cars in tracks equipped with bumping post, Enginemen must have engine under control and closely observe signals to avoid damage. Yardmen must place themselves in position to afford a distinct handling of signals to avoid any damage.

In handling industries equipped with doors every precaution must be used to know that the doors are properly opened, and in no case should any member of the crew operate the doors. This must be done by employes of the industry itself and no movement made into the building until you are absolutely assured, either by close examination or assurance of the Industry's representative, that the doors are properly opened.

In handling cars at industries where it is absolutely necessary that men remain in cars to secure part load, avoid any unnecessary switching and if possible set cars out.

Crews doing industrial or similar work where view is obstructed account curvature of tracks, or other cases, must not handle cars in excess of a number which will permit members of crew being placed in a position to properly exchange signals.

The air must be used on cars to be placed at industries where the grade is steep and on elevated tracks.

When handling cars on industrial tracks, or tracks equipped with bumping posts, switchmen must place themselves in proper position to pass signals and cars must be moved with extreme care to point of spotting before being cut off and properly secured.

**No. 466 CLEARING INDUSTRIES LISTED IN ORDER FROM KELLY-O'LEARY EAST AND WEST SHOWING STATION NUMBER AND TRACKS. INDUSTRIES SHOW THE FOLLOWING CODE "G" GATES, "D" DOORS, \*DERAIL**

**KELLY-O'LEARY AND WEST**

STATION NO.	INDUSTRY	TRACKS
562	Kelly-O'Leary Steel.....(G)	2
592	Inland Steel.....(G-D)	4
576	Borg and Beck.....(G)	1
557	Landon Coal Co.....	1
542	Universal Casting Co.....	1
535	Standard Oil.....	1
513	Swan and Finch.....(G)	2
514	Crooks Term'l. Whse.....	7
541	Silica Brick.....	1
548	Western Electric.....(G)	5
539	Hamler Boiler.....	1
547	H. Kohnstamm.....(D)	2
565	Commerce Petroleum Co.....	1
545	Bethlehem Steel Co.....(G-D)	3
509	Emery Carpenter Co.....	1
572	Servicised Products.....	1
559	Inland Glass Company.....(G)	2
619	Rap-In-Wax.....	1
575	Curtis Lighting Co.....	1
544	Wm. F. Klemp.....(D)	1
597	Chipman Chemical Co.....	1
581a	Paige Jones Chemical Co.....	1
615	Dabrol Products.....	1
598	L. B. Foster.....	2
581	National Aluminate.....	2
551a	Am. Prtg. Ink Corp.....(G)	1
551	Morrill Ink Co.....(G)	3
627	S. O. S. (Steelwool).....(D)	1
585	Lamson & Session.....	2
622	Century Vitreous Enamel Co.....	1
601	Chgo. Elec. Mfg. Co.....(G)	1
594	Fire Protection Co.....	1
605	Arkell Safety Bag.....(D)	1
536	Stub Track.....	1
623	Nat'l. Concrete Metal Forms Co.....	1
602	Millergram Products.....	1
625	Clemons Mfg. Co.....(D)	1

**KELLY-O'LEARY AND WEST**

STATION NO.	INDUSTRY	TRACK
588	Chgo. Steel Tank—E. Trk.....(D)	1
588	Chgo. Steel Tank—W. Trk.....(D)	1
621	Great Lakes Spring Corp.....(G-D)	2
624	Clearing Machine.....(G-D)	5
617	Owens-Illinois Can Company.....(G-D)	4
596	Burry Biscuit.....	1
599	Lock Joint Pipe Company.....	1
634	Mechanical Handling.....(G)	2
635	American Gear Co.....(G)	1
612	Visking Corporation.....(G-D)	2
616	Star Service Hanger.....(G-D)	1
616a	L. A. Young Spring & Wire Corp.....(G-D)	1
607	Met-L-Wood Corporation.....(D)	1
613	Illinois Bottle Gas.....(G)	2
616c	L. A. Young (Parts).....(G)	1
618	Midwest Container.....	1
604	Appllo Metal.....	1
614	Townsend Company.....	1
606	A. B. Wisley.....(G-D)	2
626	Pepsodent Company.....(G)(D)	1
628	Brunt & Company.....(D)	2
632	Jel-Sert Company.....(D)	1
633	Brake Equipment.....	1
631	Cleanser Products.....	1
629	Lady Esther.....(D)	1

**INDUSTRIES — KELLY-O'LEARY AND EAST:**

STATION NO.	INDUSTRY	TRACKS
562	Kelly-O'Leary.....(G-D)	2
562a	Clearing Express Co.....	1
591	Whitaker Mfg. Co.....	1
532	Fulton Asphalt Co.....	1
582	United Wall Paper.....(G)	2
552	Massey Concrete.....	4
503	Athey Truss Wheel.....(D)	2
516	Clearing Building (Landons).....	1
561	Ohmlac Paint.....	1
561a	Raven Mining Co.....	1
501	Amalgamated Roofing Company.....	2
573	W. H. Schenk.....(G)	2
568	Perkins Products.....(*-D)	1
525	Continental Can Company.....(G)	27
566d	Dednox Inc.....(G)	1
566	Trumbull Asphalt Co.....	3
566a	McGrew Paint.....(G)	1
566b	Amulco Asphalt.....	1
526	National Metal Bearings.....(G)	2
554	Lake Shore Oil.....	1
529	Hudson Corporation.....	1
567	K & H Preiss Steel.....	1
584	Fry Roofing Company—W. Track.....	1
587	Midway Chemical Whse.....(G)	1
511	.....	1
511B	Howard Aircraft.....	1
534A	Boyle Midway Chemical.....(G)	3
584	Fry Roofing—E. Track.....	1
524	Clarke Electric Water Heater.....	1
502	Murphy Varnish.....(D)	1
531	Superior Flake Graphite.....	1



**INDUSTRIES — KELLY-O'LEARY AND EAST**

STATION NO.	INDUSTRY	TRACKS
504	Estee Bedding.....	(D) 1
522	Bussey Pen Company.....	(D) 1
603	Agar Mfg.—W. Trk.....	(D) 1
603	Agar Mfg.—E. Trk.....	(D) 1
528	Pellar Pie Co.....	(D) 1
609B	Hallicrafter Co.....	(G) 6
523	H. P. Smith Paper Co.....	(D) 1
507	Johnson & Johnson Gas Mask #2.....	(G) 1
549	A-1 Union Furnace Company.....	(D) 1
505	Masonite Corporation.....	(D) 1
506	Johnson & Johnson.....	(G-D) 2
506B	Johnson & Johnson Gas Mask #1.....	(G) 1
556	Kellogg Switchboard.....	(G-D) 2
555	Cracker Jack Company.....	(G-D) 2
558	National Steel Container.....	(D) 3
563	Johnson Suture.....	(G) 1
564	Sciaky Brothers.....	(D) 1
611	Merchants Steel.....	1

**OUTSIDE CLEARING INDUSTRIES:**

586	VanderWagen.....	(G*) 2
533	Yuenger Brothers.....	(G*) 1
579	McKeown Brothers.....	(G*) 1
578	Maroza Bakery—I. H. B.....	(G) 1
578-A	Wire Sales Co.—I. H. B.....	(G) 1
401-A	Amer. Air Lines.....	1
543	Edward Hines.....	(G) 1
411	Clearing Freight House	

Five stub tracks numbering from 2 to 6. Tracks #3, 4 and 6 are platform tracks. Warning signs at West end of leading platform "no clearance for man on side of car".

414 Scale, Track, Wooden blocks must not be used when weighing cars.

**No. 467 87th STREET:**

Yard consists of 13 tracks, "run-around" track and pocket.

Run-around track is opposite northbound main, capacity 60 cars. Pocket connected to this track, capacity 22 cars.

Yard layout—low and high side.

At north end switches are numbered 1 to 4—low side and 5 to 13 high side.

At south end switches are numbered 1 to 8, low side and 9 to 13 high side.

**TRACKS AND CAPACITY**

1—49 cars	8—32 cars
2—48 cars	9—28 cars
3—43 cars	10—28 cars
4—43 cars	11—28 cars
5—37 cars	12—28 cars
6—37 cars	13—28 cars
7—32 cars	

Yard Office is closed on Sunday between the hours of 3:00 P.M. and 11:00 P.M., office equipped with switch lock.

NOTE:—Listing yard tracks and the car capacity, the maximum amount of cars is shown. Due to the variable length of cars and accurate amount cannot be quoted.

**SOUTH CHICAGO:**

**No. 468 JEFFERY AVENUE:**

Yard consists of 18 tracks, 3 extension tracks (Roundhouse, Repair and Material Tracks not listed).

Tracks and approximate car capacity:

1 Extension	23 cars
2 Extension	25 cars
3 Extension	28 cars
1—38 cars	10—75 cars
2—42 to 105 cars (pockets)	11—70 cars
3—102 cars	12—65 cars
4—100 cars	13—60 cars
5—98 cars	14—55 cars
6—95 cars	15—50 cars
7—91 cars	16—45 cars
8—80 cars	17—40 cars
9—80 cars	18—running track

**No. 469 COMMERCIAL AVENUE:**

Yard consists of 20 tracks not including team tracks and south end to Jeffery Avenue.

**TRACKS AND CAR CAPACITY:**

1—110 cars	11—40 cars
2—70 cars	12—38 cars
3—68 cars	13—36 cars
4—65 cars	14—55 cars
5—60 cars	15—57 cars
6—58 cars	16—59 cars
7—56 cars	17—60 cars
8—54 cars	18—62 cars
9—52 cars	19—95 cars
10—50 cars	20—Northbound R. T.

Track #1 southbound running track.

**No. 470 22nd STREET YARD:**

Yard consists of 31 tracks, numbering from Southbound Main. Tracks and approximate car capacity:

Stub—4 cars	16—70 cars
2—78 cars	17—70 cars
3—78 cars	18—70 cars
4—75 cars	19—70 cars
5—75 cars	20—70 cars
6—60 cars	21—70 cars
7—58 cars	22—22 cars
8—55 cars	23—30 cars
9—52 cars	24—30 cars
10—48 cars	25—30 cars
11—44 cars	26—30 cars
12—40 cars	27—28 cars
13—38 cars	28—28 cars
14—70 cars	29—25 cars
15—70 cars	30—25 cars
	31—25 cars

South end of yard tracks lead off various leads in the following order, Stub to 13, 14 to 23 and 23 to 31. On the North end #2 to #5, #6 to #13, #13 to #27 and #28 to #31.

**No. 471****CRAGIN YARD:**

Yard consists of 19 tracks:

Tracks and approximate car capacity.

1—Northbound Main	11—45 cars
2—70 cars	12—45 cars
3—70 cars	13—42 cars
4—70 cars	14—40 cars
6—70 cars	15—38 cars
7—60 cars	16—37 cars
8—57 cars	17—36 cars
9—50 cars	18—Running Track, South-
10—48 cars	bound
	19—Repair Track (26)

**EXTENSION TRACKS:**

Belt—3—58 cars	} Receiving tracks from the C&NW
Belt—2—58 cars	
Belt—1—58 cars	
C&NW—1—60 cars	} Delivery track to the C&NW (110)
C&NW—2—60 cars	
C&NW—3—60 cars	

Crews effecting delivery to C&NW extensions will shove cars to the extreme end of the track.

**No. 472****HAWTHORNE YARD:**

Yard consists of 16 tracks.

No. of tracks and approximate car capacity.

Stub—40 cars	9—28 cars
1—55 cars	10—30 cars
2—50 cars	11—32 cars
3—45 cars	12—25 cars
4—43 cars	13—25 cars
5—40 cars	14—Running Track
6—40 cars	15—Rip Track
7—35 cars	
8—35 cars	

North end of yard is at 26th Street, crossing watchman located at this point and caution must be observed when making moves over this street crossing.

"Short Line" telephone located in watchman's shanty, CB&Q and Belt connections, code listed in shanty.

Dwarf signal, two indications, RED and GREEN, located at south end of yard 200-feet north of CM&N governs movements from yard to the main lines.

**EXCERPTS FROM STANDARD BOOK OF RULES****General Rules**

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

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

**RULE 15**—The explosion of one torpedo is a signal to stop; the explosion of two, not more than 200 feet apart, is a signal to reduce speed and look out for a stop signal.

**RULE 26**—A blue flag by day and a blue light by night displayed at one or both ends of an engine, car or train indicates that workman are under or about it. When thus protected it must not be coupled to or moved.

Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workman.

**RULE 93**—Within yard limits the main track may be used, protecting against all trains. All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

A train is under control when it is running at such a rate of speed that it can be stopped within the range of vision. In case of accident the responsibility will rest with the moving engine.

During stormy or foggy weather, or when the view is obstructed from any cause, extraordinary precaution must be exercised by crews using the main tracks; any movement necessary against traffic must be made only under protection of flag.

**RULE 99**—When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on rail on the engineer's side, one rail length apart. When the conditions require it the front of the train must be protected in the same way by the front brakeman or the Fireman. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night or by day when the view is obscured lighted fuses must be thrown off at proper intervals.

All crossover movements must be protected by flag.

When the conditions require it a fusee must be used.

**RULE 101**—When a train is disabled so it may obstruct the opposite track, the crew must see that trains on that track are properly protected.



## COMPANY SURGEONS:

Dr. R. S. Westline.....	Chief Surgeon
Office Address.....	334 W. 63rd Street
Office 'Phone.....	Wentworth 1031
Residence Address.....	5836 Stone Island Ave.
Residence 'Phone.....	Dorchester 3309
Dr. E. L. Arensdorf.....	Asst. Chief Surgeon
Office Address.....	334 West 63rd Street
Office 'Phone.....	Wentworth 1031
Residence Address.....	8129 Ingleside Ave.
Residence 'Phone.....	Radcliff 1217
Dr. W. J. Reilly.....	Local Surgeon—Clearing
Office Address.....	6424 S. Central Avenue
Office 'Phone.....	Hemlock 9400 or 9401
Residence Address.....	6424 S. Central Avenue
Residence 'Phone.....	Hemlock 9400 or 9401
Dr. H. E. L. Timm.....	Local Surgeon—South Chicago
Office Address.....	9901 Ewing Avenue
Office 'Phone.....	South Chicago 1069
Residence Address.....	9901 Ewing Avenue
Residence 'Phone.....	So. Chicago 1069
Dr. R. J. Lindsay.....	Local Surgeon—West Chicago
Office Address.....	5309 W. Madison Street
Office 'Phone.....	Mansfield 0871
Residence Address.....	426 S. Cuyler Ave., Oak Park, Ill.
Residence 'Phone.....	Euclid 2134

## HOSPITALS:

Illinois Central Hospital, 5800 Stony Island Avenue—'Phone Midway 9200
South Chicago Hospital, 2323 East 92nd Place—'Phone So. Chicago 8600
St. Anne's Hospital, 4900 Thomas Street—'Phone Austin 1650

## OFFICERS:

M. F. STOKES.....	President & General Manager
G. A. VOELKNER.....	General Superintendent
C. L. POOLE.....	Superintendent
J. UHRIG.....	Master Mechanic
H. SMALLWOOD.....	Road Foreman of Engines
A. B. DICKEY.....	Supervisor of Personnel
E. R. PURKHISER.....	Genl. Claim Agent
E. E. SEYFARTH.....	Supervisor of Safety
D. J. CLIFFORD.....	Trainmaster
W. J. WALSH.....	Ass't. Trainmaster
J. E. SMITH.....	Ass't. Trainmaster
E. P. KRUEGER.....	Ass't. Trainmaster
W. J. CREGAR.....	Chief Dispatcher
G. E. HUNERYAGER.....	} Dispatchers
H. QUINLAN.....	
R. S. ZIEGLER.....	



