

SAFETY

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL.....	BY DAY	Nose held with one hand with other hand pointing toward track.
	BY NIGHT	Stop signal.
BRAKES STICKING.....	BY DAY	Hands shoved in sliding motion out from body.
	BY NIGHT	Stop signal.
BROKEN WHEELS DEFECTIVE TRUCK DRAGGING BRAKE CONNECTION LADING SHIFTED OVER SIDE OR END OF CAR SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION		} Stop signal

Attention is called to the importance of conductors, engineers and all others concerned, examining bulletin books daily.

On account of the limited side clearance of Girders, Bridges and other Structures at various points along the C. & W. I. tracks, all Train and Engine Men are warned not to hang on side of engine or cars. Special attention is called to girder bridges in Englewood team yard and steel columns and platforms in Taylor St. Yard, Dearborn Station. See Rule 29.

M. SWISLOW - - - Trainmaster
P. H. CROSBY - - - Asst. Trainmaster
H. R. WRIGHT - - - Asst. Trainmaster
I. B. DOWNEY - - - Chief Train Dispatcher
L. E. RICKETTS - - - Dispatcher
T. D. MOONEY - - - Dispatcher
JOHN AX - - - Relief Dispatcher
E. J. HITE - - - Extra Dispatcher

CHICAGO & WESTERN INDIANA RAILROAD COMPANY

TIME TABLE NO. 89

IN EFFECT

SUNDAY, DECEMBER 9, 1945

AT 12:01 A. M.

CENTRAL STANDARD TIME

Superseding all previous Time Tables
and Supplements

No. 89

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

Note Important Changes in Rules.

M. F. STOKES
President & General Manager

G. A. VOELKNER
General Superintendent

J. F. PLUNKETT
Superintendent

SOUTHWARD

FIRST CLASS				Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS			
73	113	417	75				421	97	215	405
C. & W. I. Pass.	Wab. 13 Pass.	Santa Fe 17 Pass.	C. & W. I. Pass.				Santa Fe 21 Pass.	C. & E. I. 87 Pass.	G. T. W. 14 Pass.	Santa Fe 8 Pass.
Daily except Sat. & Sun.	Daily except Sunday	Tuesday and Sat. only	Daily except Sunday		Tuesday and Sat. only	DAILY	DAILY	DAILY		
P.M. 5.18	P.M. 5.25	P.M. 5.30	P.M. 5.43	D-N	Lv.....CHICAGO.....		P.M. 5.45	P.M. 7.00	P.M. 8.00	P.M. 8.15
5.22	5.29	5.34	5.47	D-N	.....A., T. & S. F. JCT..... <small>1.3</small>	1.3	5.49	7.04	8.05	8.19
5.26	5.33		5.51	D-N	.....40TH ST..... <small>2.4</small>	3.7		7.09	8.09	
s 5.27	s 5.34		s 5.52	D-N	.....47TH ST..... <small>2.9</small>	4.6		7.10	s 8.10	
				D-N	.....49TH ST. (G. T. Conn.)... <small>1.0</small>	4.9			8.11	
s 5.29			s 5.54	D-N	.....55TH ST..... <small>1.4</small>	5.6				
s 5.31	5.38		s 5.56	D-N	.....59TH ST..... <small>1.6</small>	6.0		7.13		
s 5.33	s 5.39		s 5.58	D-N	.....ENGLEWOOD..... <small>1.7</small>	6.6	s 7.14			
s 5.35			s 6.00	D-N	.....NORMAL PARK..... <small>1.6</small>	7.3				
s 5.37	5.42		s 6.02	D-N	74TH ST. JCT. (HamiltonPk.) <small>1.8</small>	7.9		7.16		
s 5.39			s 6.04	D-N	.....AUBURN PARK (79th St.)... <small>1.3</small>	8.7				
5.41			6.05	D-N	.....81ST ST..... <small>1.1</small>	9.0		7.18		
s 5.43			s 6.08	D-N	.....OAKDALE..... <small>1.9</small>	10.1		7.19		
s 5.45			s 6.10	D-N	.....EUCLID PARK..... <small>1.7</small>	11.0				
s 5.46			s 6.12	D-N	.....FERNWOOD..... <small>1.5</small>	11.7				
s 5.48			s 6.14	D-N	.....NORTH ROSELAND... <small>1.5</small>	12.2				
s 5.50			s 6.15	D-N	.....ROSELAND..... <small>1.5</small>	12.7				
s 5.52			s 6.17	D-N	.....SHELDON PARK... <small>1.5</small>	13.2				
s 5.53			s 6.26	D	.....KENSINGTON..... <small>2.9</small>	13.7	7.25			
5.58			6.31	D	.....DOLTON..... <small>2.2</small>	16.6				
				D-N	.....DOLTON JCT..... <small>1.2</small>	16.8		7.29		
				D-N	.....YARD CENTER... <small>1.3</small>	18.0		7.30		
				D-N	.....PULLMAN JCT..... <small>2.7</small>	12.3				
				D-N	SO. DEERING (112th St.) <small>1.5</small>	15.0				
				D-N	DRAW BRIDGE (Calumet) <small>1.1</small>	16.5				
				D-N	.....FORD CROSSOVER... <small>1.6</small>	17.6				
				D-N	.....BURNHAM..... <small>1.6</small>	18.2				
				D-N	.....STATE LINE..... <small>1.1</small>	19.8				
				D-N	.....HAMMOND..... <small>2.5</small>	20.8				
				D-N	Ar...SO. HAMMOND.....	23.3				
P.M.	P.M.	P.M.	P.M.				P.M.	P.M.	P.M.	P.M.
Daily except Sat. & Sun.	Daily except Sunday	Tuesday and Sat. only	Daily except Sunday		Figures between Stations show Distances		Tuesday and Sat. only	DAILY	DAILY	DAILY

All C. & W. I. Suburban Trains will stop at 134th Street for passengers.

SOUTHWARD

FIRST CLASS					Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS					
463	401	91	407	207				403	95	459	117	23	9
Erie 8 Pass.	Santa Fe 1 Pass.	C. & E. I. 91 Pass.	Santa Fe 7 Pass.	G. T. W. 8 Pass.				Santa Fe 3 Pass.	C. & E. I. 95 Pass.	Erie 12 Pass.	Wab. 17 Pass.	C. & E. I. 23 Pass.	C. & E. I. 9 Pass.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY			
P.M. 9-45	P.M. 10-00	P.M. 10-30	P.M. 10-35	P.M. 11-00	D-N	Lv..... CHICAGO.....	.....	P.M. 11-30	P.M. 11-40	P.M. 11-45	P.M. 11-50	P.M. 11-55	P.M. 11-59
9-49	10-04	10-34	10-39	11-04	D-N	..... A., T. & S. F. JCT.	1.3	11-34	11-44	11-49	11-54	11-59	12-03
9-54		10-38		11-09	D-N	..... 40TH ST.	3.7		11-48	11-54	11-59	12-03	12-07
9-55		10-39		11-10	D-N	..... 47TH ST.	4.6		11-49	11-55	12-00	12-04	12-08
				11-11	.....	..... 49TH ST. (G. T. Conn.) ..	4.9						
					.....	..... 55TH ST.	5.6						
9-58		10-42			D-N	..... 59TH ST.	6.0		11-52	11-58	12-04	12-07	12-11
f 9-59		10-43			D-N	..... ENGLEWOOD.	6.6	s11-53	11-59	s12-05	s12-08	s12-12	
					.....	..... NORMAL PARK.	7.3						
10-01		10-45			D-N	..... 74THST. JCT. (HamiltonPlk.)	7.9		11-55	12-01	12-08	12-10	12-14
					.....	..... AUBURN PARK (79th St.)	8.7						
10-03		10-47			D-N	..... 81ST ST.	9.0		11-57	12-03		12-12	12-16
		10-48			D-N	..... OAKDALE.	10.1		11-58			12-13	12-17
					.....	..... EUCLID PARK.	11.0						
					.....	..... FERNWOOD.	11.7						
					.....	..... NORTH ROSELAND. ..	12.2						
					.....	..... ROSELAND.	12.7						
					.....	..... SHELDON PARK.	13.2						
		10-55			D	..... KENSINGTON.	13.7		12-05			12-20	12-24
					D	..... DOLTON.	16.6						
		10-59			.....	..... DOLTON JCT.	16.8		12-09			12-24	12-28
		11-00			D-N	..... YARD CENTER.	18.0		12-10			12-25	12-29
10-08					D-N	..... PULLMAN JCT.	12.3			12-08			
10-12					.....	..... SO. DEERING (112th St.)	15.0			12-12			
10-14					D-N	..... DRAW BRIDGE (Calumet)	16.5			12-14			
10-17					.....	..... FORD CROSSOVER.	17.6			12-16			
10-18					D-N	..... BURNHAM.	18.2			12-18			
10-20					D-N	..... STATE LINE.	19.8			12-20			
					D-N	..... HAMMOND.	20.8						
					D-N	Ar.. SO. HAMMOND.	23.3						
P.M.	P.M.	P.M.	P.M.	P.M.				P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY	DAILY		Figures between Stations show Distances		DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY

No. 117 will stop at 47th St., on flag to receive paying passengers.

No. 463 will stop at Englewood on flag for passengers for east of Hammond

NORTHWARD

FIRST CLASS					Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
454	90	408	206	422				94	404	66	96	118
Erie 7 Pass.	C. & E. I. 90 Pass.	Santa Fe 8 Pass.	G. T. W. 5 Pass.	Santa Fe 22 Pass.				C. & E. I. 94 Pass.	Santa Fe 4 Pass.	C. & W. I. Pass.	C. & E. I. 96 Pass.	Wab. 18 Pass.
DAILY	DAILY	DAILY	DAILY	Sun. and Thursday only	DAILY	DAILY	Daily except Sunday	DAILY	DAILY			
A.M. 1.00	A.M. 5.10	A.M. 5.50	A.M. 7.00	A.M. 7.15	D-N	Ar..... CHICAGO.....		A.M. 7.20	A.M. 7.30	A.M. 7.33	A.M. 7.35	A.M. 7.40
12.55	5.05	5.38	6.54	7.08	D-N	..... A, T. & S. F. JCT.	1.3	7.15	7.26	7.27	7.30	7.35
12.49	5.01		6.48		D-N	..... 40TH ST.	3.7	7.10		7.21	7.23	7.28
12.48	5.00		s 6.47		D-N	..... 47TH ST.	4.6	7.09		s 7.20	7.22	7.27
			6.46		.....	49TH ST. (G. T. Conn.)..	4.9					
					.....	..... 55TH ST.	5.6			s 7.18		
12.45	4.56				D-N	..... 59TH ST.	6.0	7.06		s 7.17	7.18	7.23
f 12.44	s 4.55				D-N	..... ENGLEWOOD.....	6.6	s 7.05		s 7.15	s 7.17	s 7.22
					.....	..... NORMAL PARK.....	7.3			s 7.13		
12.42	4.53				D-N	74TH ST. JCT. (HamiltonPk.)	7.9	7.03		s 7.11	7.15	7.17
					.....	AUBURN PARK (79th St.)..	8.7			s 7.09		
12.40	4.50				D-N	..... 81ST ST.	9.0	7.01		7.07	7.12	
	4.49				D-N	..... OAKDALE.....	10.1	7.00		s 7.05	7.11	
					.....	..... EUCLID PARK.....	11.0			s 7.03		
					.....	..... FERNWOOD.....	11.7			s 7.01		
					.....	..... NORTH ROSELAND..	12.2			s 7.00		
					.....	..... ROSELAND.....	12.7			s 6.58		
					.....	..... SHELDON PARK...	13.2			s 6.56		
	4.43				D	..... KENSINGTON....	13.7	6.53		s 6.55	7.05	
					D	..... DOLTON.....	16.6			6.50		
	4.39				.....	..... DOLTON JCT.....	16.8	6.49			7.01	
	4.38				D-N	..... YARD CENTER....	18.0	6.48			7.00	
12.36					D-N	..... PULLMAN JCT.	12.3					
12.32					.....	SO. DEERING (112th St.)	15.0					
12.30					D-N	..... DRAW BRIDGE (Calumet)	16.5					
12.28					.....	..... FORD CROSSOVER...	17.6					
12.27					D-N	..... BURNHAM.....	18.2					
12.25					D-N	..... STATE LINE.....	19.8					
					D-N	..... HAMMOND.....	20.8					
					D-N	Lv...SO. HAMMOND.....	23.3					
A.M.	A.M.	A.M.	A.M.	A.M.	.....			A.M.	A.M.	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY	Sun. and Thursday only		Figures between Stations show Distances		DAILY	DAILY	Daily except Sunday	DAILY	DAILY

Northward trains are superior to trains of the same class in opposite direction on single track only, except as shown in foot notes.

The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night.

Inferior Class Trains using the C. I. & L. tracks between State Line and South Hammond, must know that all First Class Trains due have arrived or left before proceeding.

No. 454 will stop on signal at Englewood to discharge passengers from east of Hammond.

No. 118 will stop on signal at 47th St. to discharge paying passengers.

NORTHWARD

FIRST CLASS						Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
110	456	424	74	8	218				304	412	124	98	10
Wab. 10 Pass.	Erie 15 Pass.	Santa Fe 24 Pass.	C. & W. I. Pass.	C. & E. I. 8 Pass.	G. T. W. 17 Pass.				C. I. & L. 4 Pass.	Santa Fe 12 Pass.	Wab. 24 Pass.	C. & E. I. 98 Pass.	C. & E. I. 10 Pass.
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY			DAILY	DAILY	DAILY	See Note	DAILY	
P.M. 5-50	P.M. 5-55	P.M. 6-30	P.M.	P.M. 7-45	P.M. 8-10	D-N	Ar..... CHICAGO.....		P.M. 8-30	P.M. 9-30	P.M. 10-10	P.M. 10-55	P.M. 11-45
5-45	5-50	6-25		7-40	8-04	D-N	..... A., T. & S. F. JCT.....	1.3	8-25	9-24	10-06	10-50	11-40
5-40	5-46			7-36	7-58	D-N	..... 40TH ST.....	3.7	8-18		10-01	10-45	11-35
5-39	5-45			6-54	7-35	D-N	..... 47TH ST.....	4.6	8-17		10-00	10-44	11-34
					7-56	.....	..... 49TH ST. (G. T. Conn.)..	4.9					
						.....	..... 55TH ST.....	5.6					
5-35	5-41			6-51	7-31	D-N	..... 59TH ST.....	6.0	8-13		9-56	10-41	11-30
s 5-34	f 5-40			6-50	s 7-30	D-N	..... ENGLEWOOD.....	6.6	s 8-12	s 9-55	s 10-40	s 11-29	
						.....	..... NORMAL PARK.....	7.3					
5-29	5-38			7-28		D-N	74TH ST. JCT. (Hamilton Pk.)	7.9	8-09		9-51	10-38	11-27
						.....	..... AUBURN PARK (79th St.)..	8.7					
	5-36			6-44	7-26	D-N	..... 81ST ST.....	9.0	8-07			10-36	11-25
				6-43	7-24	D-N	..... OAKDALE.....	10.1				10-35	11-24
						.....	..... EUCLID PARK.....	11.0					
						.....	..... FERNWOOD.....	11.7					
						.....	..... NORTH ROSELAND..	12.2					
						.....	..... ROSELAND.....	12.7					
						.....	..... SHELDON PARK...	13.2					
				6-36	f 7-17	D	..... KENSINGTON.....	13.7				10-29	11-18
				6-32		D	..... DOLTON.....	16.6					
						.....	..... DOLTON JCT.....	16.8				10-25	11-14
						D-N	..... YARD CENTER....	18.0				10-24	11-13
						D-N	..... PULLMAN JCT.....	12.3	8-01				
	5-31					.....	..... SO. DEERING (112th St.)	15.0	7-57				
	5-27					D-N	..... DRAW BRIDGE (Calumet)	16.5	7-55				
	5-25					.....	..... FORD CROSSOVER....	17.6	7-53				
	5-23					D-N	..... BURNHAM.....	18.2	7-52				
	5-22					D-N	..... STATE LINE.....	19.8	7-50				
	5-20					D-N	..... HAMMOND.....	20.8	s 7-45				
						D-N	Lv.. SO. HAMMOND.....	23.3	7-37				
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	.....	.....	.....	P.M.	P.M.	P.M.	P.M.	P.M.
DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY		Figures between Stations show Distances		DAILY	DAILY	DAILY	See Note	DAILY

No. 8 will stop on signal at Kensington to discharge revenue passengers

No. 456 will stop on signal at Englewood to discharge passengers from east of Hammond.

NOTE:

No. 98 runs:—

December — 1945—11—14—17—20—23—26—29.
 January — 1946—1—4—7—10—13—16—19—22—25—28—31.
 February — 1946—3—6—9—12—15—18—21—24—27.
 March — 1946—2—5—8—11—14—17—20—23—26—29.
 April — 1946—1—4—7—10—13—16—19—22—25—28.

Book of Rules dated July 1, 1913, will govern in all cases except when they conflict with the following

SPECIAL RULES

Supplements to this time table may be issued to cover changes in schedules and additional trains

1. A—The main tracks are designated by numbers commencing with No. 1 for the most easterly and continuing west, except that at 87th Street Nos. 1 and 2 tracks cross Nos. 3 and 4 tracks and continue south on the west side to Pullman Junction, and where otherwise designated in these rules.

B—Tracks are designated as follows: Between Dearborn Station and a point approximately 250 feet south of the south line of Roosevelt Rd. (12th Street) all tracks are included in Taylor Street Yard. Trains and yard engines must be moved through the yard under full control, as track is liable to be occupied. In case of accident responsibility rests with the approaching train.

Trains using No. 1 northward track will move under full control approaching dwarf signal governing this track about 250 feet south of Roosevelt Viaduct, and may proceed on CAUTION INDICATION of signals. Trains moving northward on East or West Leads at this point must come to a stop at dwarf signal located to the right of track they are using, regardless of position of signal, and may proceed on CAUTION INDICATION of signals. Trains moving northward on either track No. 1, or East or West Lead, must not pass North Line of Viaduct until a proceed hand signal is given by switchtender on the ground. Enginemen or Trainmen must know that signal is intended for them and that switches are properly set and route is clear before proceeding.

C—Between Roosevelt Road (12th St.) and 16th Street, there are two main tracks and two yard leads, in addition there is the C. I. & L. lead between Roosevelt Road and 14th Street. No. 1 for northward traffic; No. 2 for southward traffic. The East, West and C. I. & L. leads will be used for trains and yard engines in both directions and will be governed by yard rules.

West lead north of the C. I. & L. connection at 14th Street will not be used by other than coach engines except by permission of the Yardmaster at Taylor Street.

Southward trains may use No. 1 northward track from Roosevelt Road to crossover to East lead near 15th Street or to crossover to Track No. 2 or Track No. 4 at 17th St., on signal indication.

D—Between 16th and 21st Streets there are four main tracks. No. 1 for northward passenger trains; No. 2 for southward passenger trains; No. 3 for northward traffic, and No. 4 for southward traffic.

E—Between 21st and 46th Sts. there are six tracks. No. 1 for northward passenger trains; No. 2 for southward passenger trains; Nos. 3 and 5 for northward traffic; No. 4 for southward traffic; No. 6 will be governed by Yard Rules.

F—Between 47th and 49th Streets, there are 7 tracks and 2 yard leads. No. 2 for northward passenger trains; No. 3 for southward passenger trains; No. 4 for northward traffic; No. 5 for southward traffic; No. 6 Switching lead under yard rule; Grand Trunk No. 1, In-bound Grand Trunk traffic; Grand Trunk No. 2, Out-bound Grand Trunk traffic. The two yard leads, C. J. No. 1, traffic to C. & W. I., C. J. No. 2, traffic to C. J., are under yard rules.

G—Between 49th and 80th-81st St. Junction there are six tracks: No. 1 for northward passenger trains EXCEPT BETWEEN THE HOURS OF 4:00 p. m. and 7:00 p. m. daily, WHEN NO 1 WILL BE USED FOR SOUTHWARD C. & W. I. SUBURBAN TRAINS OR OTHER TRAFFIC WHEN NECESSARY, BETWEEN 47th AND 81st STREET INTERLOCKING TOWERS. Trains using No. 1 track must clear track by time mentioned for change of traffic or protect in both directions, as required by time table Rule 18. No. 2 for northward passenger trains. No. 3 for southward passenger trains. No. 4 for northward freight trains. No. 5 for southward freight trains. No. 6 is a switching lead; will be governed by Yard Rules.

Particular attention is called to the fact that track No. 1 is not equipped with block signals for Southward Movement.

H—Trains using No. 1 track in either direction must approach and pass 55th, 59th, Englewood, 68th, 72nd and 79th Street Stations carefully, and all trains using tracks No. 1, 2 or 3 must approach and move through Englewood Passenger Station under full control, keeping sharp lookout to avoid any chance of accident.

I—Between 80th-81st St. Junction and Pullman Junction, there are four main tracks. No. 1 for northward passenger trains, No. 2 for southward passenger trains. No. 3 for northward freight trains. No. 4 for southward freight trains.

J—Between Pullman Junction and State Line there are two main tracks; No. 1 for northward traffic; No. 2 for southward traffic; also between Pullman Junction and 110th Street there are two additional tracks; No. 3 located to the east of No. 1 for northward movements, and No. 4 located to the west of No. 2 for southward movements. Trains using No. 3 or No. 4 tracks will handle switches, except for No. 3 at Pullman Junction, leaving them properly lined and locked for No. 1 and No. 2 tracks. Trains must not pass over switch to No. 3 track at a speed exceeding 12 miles per hour, and will come to a stop on No. 3 at the stop board located near 95th Street (Pullman Junction) and proceed in accordance with Rule 47 upon receiving a clear hand signal from the operator on the ground who will use a yellow flag by day and a yellow light by night. Permission for using No. 4 track will be given by train order or message and such trains will come to a stop at the stop board located just north of the fouling point with No. 2 at 110th Street. All trains moving to or from No. 3 or No. 4, and while occupying same will protect their trains as required by Time Table Rule No. 18 and AB-7 of current Time Table. Also between Burnham and State Line there are two sidings, one on either side of the two main tracks; these sidings may be used in either direction and are governed by yard rules.

K—Between State Line and South Hammond is single track under yard limit rules and is known as the "C. I. & L. track," will be under the jurisdiction of the C. & W. I. train dispatcher. Trains entering onto this track from the I. H. B. connection just north of M. C. Tower Hammond must obtain orders from the M. C. Tower.

The passing track at South Hammond to which the schedule of trains apply under time table rules and train orders is from the crossover switch in front of Yard Office to crossover switch at the Middle connection opposite bracket signal pole 22.8 and 22.9.

L—Between 80th-81st St. Junction and Oakdale there are four main tracks; No. 1 for northward passenger trains; No. 2 for southward passenger trains; No. 3 for northward freight trains; No. 4 for southward freight trains.

M—Between Oakdale and Yard Center there are two main tracks, No. 1 for northward traffic and No. 2 for southward traffic. Also between 99th Street and 134th Street there is an additional track, east of No. 1 track designated No. 3 which is a switching lead governed by Yard Rules.

N—Trains must use caution in passing a train receiving or discharging passengers at a station; and must not pass between the train and the station at which the passengers are being received or discharged.

Trains must approach stations where a PASSENGER TRAIN MAY BE EXPECTED TO BE STANDING OR APPROACHING under such control as to avoid passing it while at station.

When passenger trains from opposite directions approach a station simultaneously the southward train shall have preference.

O—Yard Rule. Yard tracks, including leads will be used interchangeably. (Except as specified in Rule "P".)

Trains must move at a low rate of speed and under full control prepared to stop within range of vision if the switches are found to be wrong or the track obstructed. In case of accident responsibility rests with the approaching train.

P—In 18th Street Yard—No. 2 and No. 8 tracks are southward running tracks, No. 7 track is northward running track. These tracks must not be used for storage purposes.

Q—Yard Limits:—Yard limits are designated by yard limit boards. All trains except regular scheduled passenger trains must be under control in yard limits. A train is under control when it is running at such a rate of speed that it can be stopped within range of vision. IN CASE OF ACCIDENT THE RESPONSIBILITY WILL REST WITH THE APPROACHING TRAIN.

Yard limit board for Hammond yard on Erie track is located just north of State Line.

Yard limit board for South Hammond yard on C. I. & L. track is located just north of State Line.

Yard limit board for C. & E. I. yard at Dolton Junction is located 50 feet south of 134th St.

2. All trains departing from Dearborn Station will receive from the C. & W. I. Dispatcher's office a clearance card as authority for movement.

A—First class trains of tenant lines, on arrival at junction points will use main tracks with current of traffic and assume the schedule on C. & W. I. time table when such schedule corresponds in number, class and direction with the time table of such tenant line.

B—When C. & E. I., Wabash, Erie, Grand Trunk or A. T. & S. F. first class trains are run in sections, the train orders issued by these companies authorizing display of signals will be authority to display signals over C. & W. I. tracks, unless otherwise ordered by the C. & W. I. dispatcher.

3. In regulating the passage of trains over the main tracks, on a question of passage or crossing the trains of the several companies shall have precedence according to class, in the following order: 1st, C. & E. I.; 2d, Wabash (Decatur Div.); 3d, G. T. W.; 4th, C. & Erie; 5th, C. I. & L.; 6th, Wabash (Detroit Div.); 7th, A. T. & S. F.; 8th, C. & W. I. This rule must not be understood as giving any superiority to a train of inferior class over a train of superior class, but is only to affect trains of the same class in regard to each other.

4. Trains of the same class may pass and run ahead of each other without a special order.

Trains may be run on any track with the current of traffic when necessary, except as provided in Rule 1-J.

5. Combined with Rule 58.

6. Trains not scheduled on C. & W. I. time table will be designated as extra trains and except as provided in Rules 6A, 6B and 7, may use the main tracks with current of traffic, without running orders and may run ahead of scheduled trains on signal indication.

The display of white flags and lights as signals as prescribed by Rule 21, Book of Rules, may be omitted on all trains.

A—At Yard Center, all trains except first class and passenger extras will be cleared with a clearance card before entering onto C. & W. I. main tracks.

Authority for the issuance of clearance cards must be given by C. & W. I. train dispatcher; except when means of communication to train dispatcher has failed operators may clear trains with clearance card delivered together with all train orders and messages on hand showing the number of orders for the train and the number of each order, with notation on clearance card "Communication has failed." Operators will report promptly to dispatcher as soon as communication has been restored.

B—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 fail, crews on clear indication of indicator may make moves, under flag protection.

7. Foreign engines handling transfers to or from yards of tenant companies or Roosevelt Road (12th Street) yards will have the right to use the main tracks without running orders. All Foreign engines coming onto main tracks for any other purposes must first obtain permission at the telephone office nearest the connection.

Officers of other companies responsible for handling train and engine crews will know such crews have been properly qualified before assigning them to operate over the rails of C. & W. I., otherwise they will request a pilot. Pilots are to be ordered from train dispatcher.

Foreign or tenant line trains on arrival at their yards or junctions must clear main tracks promptly and must not be held out of yards waiting for track room. Switching on or from main tracks is positively forbidden.

8. Towermen, Operators, or Switchtenders at 59th, 74th, 80th streets, Pullman Jct., Calumet Draw Bridge, and State Line, must obtain permission from the C. & W. I. dispatcher before permitting extra trains to enter onto C. & W. I. main tracks.

9. Yellow or green flags (or marker lamps not burning) by day, and yellow or green lights to side and front, red lights to rear by night, must be displayed as markers before a train fouls the main track on which the current of traffic is in the direction the train is moving, except when the train has no caboose or when freight car is located behind caboose, a red flag by day and two or more red lights by night must be displayed.

When a train is clear of the main track, green or yellow marker lights must be displayed to front, sides and rear, also when a train is turned out against the current of traffic, green or yellow marker lights must be displayed to the front and sides, green or yellow marker light to the rear on side of train nearest the other track and a red light to the rear on the opposite side.

A—Night signals shall be displayed from sundown until sunrise, and when, by reason of storms, fog, or other causes, the day signals cannot be clearly seen.

10. Switch tenders are located at the following points. 12th St., 31st St., 80th St. (freight tracks), and Pullman Junction. It will be their duty to assist trainmen in turning switches and protecting their trains; but conductors and foremen of engines must, in all cases, know that their trains are properly protected by flag or fixed signals before crossing on to main track, and must take extra precautions in stormy and foggy weather, and at points where the view is obstructed by curves, buildings, etc. At all points where Switchtenders are located, Train and Enginemen must know that Signal is intended for them before accepting it, and must know that Switches are properly set and route is clear before proceeding. When necessary for trains to make an irregular movement, the Conductor or Engineer must in all cases have a thorough understanding with Switchtender or Dispatcher as to just what is to be done, protecting themselves properly as the rules require.

11. Great care must be taken in giving hand signals to guard against their being taken by other than train for which intended. Switchtenders must stand on track the train is occupying, facing the train when giving the signal. At points where hand signals are required, switchtenders will use a yellow flag by day and yellow light by night for northward trains, a green flag by day and a green light by night for southward trains. Switchtenders, when reporting for duty, must examine all switches to see that they are in proper condition.

12. If necessary for trains to cross over and use the opposite main track, it should be understood that a fixed or hand signal, indicating a cross-over movement gives the train no right to move against the current of traffic without proper protection, either by flag or train orders in the territory governed by train order signals south of Oakdale and Pullman Jct.; for the territory north of Oakdale and Pullman Jct., a Special Order, Form "B" will be used.

Special instructions regarding Form "B" orders.

Movement of trains against the current of traffic in the territory not controlled by train order signals: viz. north of Oakdale and Pullman Jct. will be handled by form "B" orders. These orders must be made out with the consent and full knowledge of the train dispatcher at Dearborn Station. The train dispatcher must be assured that levers in interlocking towers are properly blocked, and that red flag or red lamp has been placed in the track where switchtenders are located before issuing form "B" order, except as per Rule 1-C. This order must be made out and delivered to the conductor and engineer and must show all information. In addition when train is being shoved man handling tail hose or riding the leading car must have a copy of the order. Train crews must fulfill the order in every detail.

13. In case main track is obstructed from any cause, making it necessary to move trains around the obstruction, trainmen must familiarize themselves with the situation and where possible promptly advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher promptly they should arrange to flag their train around the obstruction, protecting it properly by flag. When from any cause a freight train is unable to clear the main track promptly for a passenger train, where possible they must immediately advise the train dispatcher and ask for instructions. When unable to reach the train dispatcher, the conductor and engineer must arrange to run the passenger train around, protecting it properly by flag.

14. Conductors and foremen of engines must report to the SUPERINTENDENT promptly by wire any delays to their trains. Passenger trains running as passenger extras will report any delays over the schedule time of regular passenger trains between the points run.

Conductors and foremen in charge of Extra trains will also report promptly by wire any delay to passenger trains caused by their train.

15. Conductors and enginemen must report promptly anything coming under their observation, in violation of the rules of the company or that, in their judgment, should be given attention in the interest of safety and good service.

16. In case of accident the conductor will at once report to the SUPERINTENDENT by wire from the nearest telephone office, giving cause of accident, extent of damage, what tracks are blocked if any, and what assistance is required; if the steam derrick is needed, on what track the derrick should be sent to work to the best advantage; also state if the track men are required. A regular report on Form 618 must be filled out by the conductor and engineer, and forwarded to the Superintendent not later than the following day after an accident occurs.

18. (Superseding Rule 99 of Book of Rules).—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 the rail, when the conditions require it, and, when added protection is needed, a lighted fusee must be used.

The front of a train must be protected in the same way when necessary, by the front brakeman or fireman.

19. A train finding a fusee burning on track it is using will stop, extinguish fusee and proceed under control expecting to find track occupied. A train finding a fusee burning near track it is using will stop and proceed with caution expecting to find track occupied.

Torpedoes or lighted fuses must not be placed on or within 100 feet of public roads, street crossings, bridges, buildings, or any place which might result in injury to persons or damage to property.

20. Conductors and Foremen of engines must have some member of the crew on or near the rear of train when passing crossings and towers where Operators, Switchtenders or Levermen are on duty, to be in a position to exchange signals with these employes when necessary. Operators, Levermen and Switchtenders must observe passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, they shall endeavor to signal some member of the crew, notify the Train Dispatcher or take such measures for the protection of trains as may be practicable.

21. Where gates are established at street crossings, all trains must approach the crossing prepared to stop before passing over if the gates are not down or they do not receive a clear signal from the crossing watchman.

This rule applies to trains of every class. Conductors will report all delays caused by not getting proper signals at crossings.

When gatemen are obliged to leave their towers to put out lights on gates or for any other purpose, the GATES MUST BE PUT DOWN BEFORE LEAVING THE TOWER in every case.

21. A—All trains must approach street crossings at grade within municipalities with caution, and where view is obstructed from any cause, with train under control.

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.

B—95th Street (Dolton Branch) highway crossing is protected by automatic crossing gates operated by track circuit. Time Table Rule No. 21 and 21-A must be strictly complied with.

C—At Perry Avenue, 115th Street, Lafayette Avenue, and State Street (Dolton Branch) highway crossings are protected by automatic-manual electric gates. While switching is being performed within the track circuits these gates are operated manually from control tower located just north of Perry Avenue. Northward trains having switching to perform at Kensington enroute will use No. 3 track.

D—Employes must observe the operation of these gates and report immediately to train dispatcher any improper conditions.

22. STANDARD CLOCKS are located:

Train Dispatcher's Office—Dearborn Station.
49th St. Round House.

Yard Office—Taylor St. and 51st St. Coach Yard.
South Hammond.

23. BULLETIN BOOKS are located:

Train Dispatcher's Office—Dearborn Station
Yard Office—Taylor St. and 51st St. Coach Yard.
Wabash Telegraph Office, 47th St.

49th St. Round House.
Erie Yard Office, 51st St.

Yard Center—State Line—South Hammond.

24. REGISTER BOOKS are located at Train Dispatcher's office, Dearborn Station, for all trains.

Yard Center for all trains. Passenger trains and through freight trains may use register slips.

South Hammond C. I. & L. Telegraph Office for all trains on that line. Register slips may be used at this station.

Conductors will be particular to give the exact number of cars in their train, counting the caboose as one car.

25. TRAIN ORDER SIGNALS, are located at Oakdale, Yard Center, Pullman Junction, State Line and South Hammond.

All Train and Enginemen must observe the position of Train Order Signals.

Note:—At Yard Center; Northward train order signal arm is removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. When approach indication is displayed by northward home signal at Yard Center interlocker, enginemen will reduce speed sufficiently to permit picking up train order hoop at Yard Center office.

26. Telephones for communicating with train dispatcher are located at all towers, telephone offices and switch tenders cabins; also

At Euclid Park (Dolton Branch) on station building.
At Fernwood (Dolton Branch), crossing man's cabin.

At Roseland (Dolton Branch) on station building.

At Perry Avenue (Dolton Branch) on east side Control Tower.
At Dolton on station building.

At 130th Street (Main Line) box below crossing man's cabin.

At Ford crossover (Main Line) in concrete booth.

At South Hammond—North end of yard.

27. The Train Dispatcher's Circuit is to be used only for communicating with the Train Dispatcher on business pertaining to the movement of trains. It must not be used for intercourse between stations, except by permission of the Train Dispatcher.

28. While standing in the train shed at Dearborn Station, engineers must so regulate their fires as to prevent unnecessary smoke and steam.

Fires in stoves must be so regulated as to prevent smoking while in the train shed.

Diesel engines on passenger trains on arrival at Dearborn Station must shut off engines.

29. All Employees are warned of Close Clearance, as follows:

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

Roosevelt Road Viaduct.

16th St. Subway.

18th St. Viaduct and Yard Tracks.

18th St. Yard Dock Tracks.

Signal Bridges—19th, 24th, 28th and 33rd Streets.

Automobile platform, 23rd St. and Team Tracks, Canal St.

Yard—23rd to 31st Streets. Gantry Crane Tracks 46, 47 and 48

Canal St. Yard. Crane must be stationed at North End while Switching Crane Tracks.

40th St. Elevated Railway Bridge.

Bridge Girders all streets, 40th St. to 71st Street (side clearance).

51st Street Coach Yard (side clearance).

Englewood Freight House and Team Yard.

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

Passenger track overhead crossing, 87th St.

Chatham Coal Co.—109th St. (overhead clearance).

Sanitary District tracks—126th St.—Dolton Branch.

All industry tracks at Warehouses and Coal Bins.

Train and Enginemen must not ride on top or hang on side of cars or engines while passing above points, and when switching Industries or tracks in Taylor Street Yard must use extreme caution at all times.

30. Permissible Clearance Limits for Movements over the C. & W. I. from Dearborn Station to Dolton and State line:

(1) Dearborn Station to 17th Street:

0'	from top of rail to 3" above top of rail.
9'	" 3" above top of rail to 1' above top of rail.
10'	" 1' " " " " " 2' " " " "
10'-6"	" 2' " " " " " 15'-9" " " " "

(2) 17th Street to 21st Street:

0'	at top of rail.
9'	from 3" above top of rail to 1' above top of rail.
10'	" 1'-3" " " " " " 1'-9" " " " "
10'-6"	" 2'-0" " " " " " 5'-3" " " " "
10'-6"	" 5'-6" " " " " " 16'-6" " " " "

(3) 21st Street to 75th Street:

0'	at top of rail.
9'	from 3" above top of rail to 1' above top of rail.
10'	" 1'-3" " " " " " 1'-9" " " " "
10'-6"	" 2'-0" " " " " " 5'-3" " " " "
11'-6"	" 5'-6" " " " " " 18'-0" " " " "

(4) 75th Street to Dolton and State Line:

0'	at top of rail.
10'	from 3" above top of rail to 1'-9" above top of rail.
11'-6"	" 2' " " " " " 17'-0" " " " "

FIXED SIGNALS.

32. Semaphore signals 21st St. Interlocking Plant for southward tracks; indications are as follows:

Home Signal—Arm horizontal; indicated at night by red light } —Stop
 Arm at an angle of 60 degrees or more to the mast; } Proceed
 Indicated at night by a green light

33. Semaphore signals, except those at 21st St. Interlocking Plant, and color light signals at 15th St., 16th St., 31st St., and Oakdale and Burnham, indications are as follows:

Home Signal—Arm horizontal; indicated at night by a red light } —Stop
 Arm at an angle of 45 degrees to the mast; } Proceed with caution
 Indicated at night by a yellow light
 Arm in a vertical position parallel to the signal mast; } Proceed
 Indicated at night by a green light

Where two arm Home signals are located, the top arm indicates for the main route, and the lower arm for any restricted speed route.

Where three arm Home signals are located semaphore arms control routes as follows:

Top Arm—Main Route.
 Middle Arm—Medium Speed Route or fixed.
 Lower Arm—Restricted Speed Route.

Lower Arm at an angle of 45° (shown at night by a yellow light) indicates that track is set for either main route or diverging movement. Train proceed prepared to stop short of train, obstruction, or switch not properly lined, and to look out for broken rail.

Where there is no medium speed route or diverging route, the middle arm or 2nd arm is fixed.

COLOR LIGHT SIGNALS—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

34. The indications at hand throw switches will be as follows:

White banner or green light { Switch set for main track.

Red banner or red light { Switch set for turn-out.

35. The movement of trains over the main tracks or through the cross-overs and connections to the various yards between 15th and 19th Streets will be governed by standard interlocking color light signals using lights for both day and night indication.

Lower light on all signals indicates that track is set for either main route or diverging movement and track may or may not be occupied. Trains must move at restricted speed prepared to stop short of any obstruction.

Telephones are located at 14th Street and 18th Street for communicating with 15th Street and 16th Street towers.

36. Movement of trains over the crossings and connections with the A. T. & S. F., Penna., C. & A. and I. C. railroads, located between 19th and 22nd Streets, will be governed by standard interlocking signals.

All northward trains will come to a full stop at these crossings, regardless of position of the semaphore.

Southward trains may proceed on a clear signal indication without making stop for crossing.

All trains must adhere strictly to maximum speed limits through the interlocking plant as shown in Rule 58.

For trains coming out of north end of Canal Street Yard, a telephone for communicating with 21st Street Tower is located at 23rd Street Auto Platform.

37. 31st Street crossovers between tracks 3, 4, 5 and 6, connections south end of Canal Street yard, and north end of C. & E. I. yard.

Stop boards are located at right of tracks 5 and 6 with current of traffic. Stop boards are located to left of tracks 3, 4, 5 and 6 for reverse traffic. All trains using tracks 5 or 6 will come to a stop at the stop boards and trains coming from yards will stop back of fouling point with main line and proceed only on hand signal given by switchtender who must stand on track train is occupying, facing the train. Switchtender will use a green flag or light for southward trains and a yellow flag or light for northward trains.

Color light signals, controlled by track circuit, govern movements in conjunction with switches tracks 3 and 4. It must be thoroughly understood these signals control traffic within limits of these switches only.

Color light signal for track No. 5 is a route indicator only, all trains using this track must come to a stop at stop board regardless of indication of signal and must not proceed until proper hand signal is given by switchtender.

These signals are of color-light-type, using lights for both day and night indications, viz:

Home signals, Red—Stop.
 Yellow—Diverging route—Proceed at speed of 8 miles per hour.
 Green—Proceed at speed of 20 miles per hour.

Distant signals, are located on tracks 3 and 4 approximately 1200 feet in advance of home signals, viz:

Red—Stop and proceed under control.
 Yellow—Proceed under control.
 Green—Proceed.

When from any cause, signal is out of order and cannot be cleared, switchtenders after ascertaining that the route is properly lined must personally notify the engineman (or Conductor when train is being shoved) that the signal has failed and train may then proceed under control.

38. 39th Street Penna. crossing to north Y of the C. J. Ry. Trains will be governed by standard interlocking signals.

39. 41st Street Penna. crossing to south Y of the C. J. Ry. Trains will be governed by standard interlocking signals. The movement of trains over the main tracks or through the cross-overs and connections to the yard between 39th and 41st streets, will be governed by standard interlocking signals.

Note:—The least restrictive indication of signals on C. & W. I. tracks 3, 4, 5 and 6 and C. J. tracks to Pennsylvania R. R. is 45°, or caution position.

40. The movement of trains over the main tracks or through the cross-overs and connections to the various yards at 47th Street will be governed by standard interlocking signals.

Note:—The least restrictive indication of signals on C. & W. I. tracks 4, 5 and 6 and track 3 to Grand Trunk outbound track is 45°, or caution position.

Telephones for communicating with the Levermen are conveniently located at 40th Street and 47th Street Interlocking Plants.

To signal Leverman, lift receiver off hook and wait for him to answer. Trainman will then report his train or engine number, on what track located, and move to be made. When through using telephone he must hang up receiver and close door of box.

41. At 59th St., Englewood Connecting Railway (Penna.) trains will be governed by standard interlocking signals.

42. At 74th St. Junction of Wabash and The Belt Railway Company of Chicago with the Chicago & Western Indiana, trains will be governed by standard interlocking signals.

Telephones for communicating with levermen at 74th St. are located on Signal Bridges north and south of Tower.

43. At 80th Street (Junction of C. & W. I. main line and Dolton Line freight tracks Nos. 3 and 4, Belt Ry. of Chicago and connection with passenger tracks).

All trains must come to a stop at the stop-board and will then proceed only on hand signal from the switchtender who must stand on track train is occupying, facing the train. Switchtender will use a yellow flag by day and a yellow light by night for northward trains, and a green flag by day and green light by night for southward trains.

Train and enginemen must know that signal is intended for them and switches properly set and route is clear before proceeding.

44. At 81st Street Junction of Passenger tracks 1, 2 and 3, Main and Dolton Line Passenger Tracks Nos. 1 and 2 and connection with freight tracks, trains will be governed by standard interlocking signals

45. At Oakdale, C. R. I. & P. Crossing, and junction of Dolton Line passenger and freight tracks, trains will be governed by standard interlocking color light signals.

Trains will be governed by signal indication and will make no stop when signal shows proceed indication—YELLOW LIGHT— but will proceed at a speed not to exceed twenty (20) miles an hour between home signal and C. R. I. & P. crossing.

Signals are of color light type, using lights for both day and night indication—RED for stop, YELLOW for proceed under control.

The northward home signal is a two light signal. The top light governs movement of No. 1 passenger track and the lower light governs movement to No. 3 freight track.

A signal is provided for each track in each direction governing trains over this crossing.

46. At Dolton, crossing with I. H. B. R. R., B. & O., C. T. R. R. and Penna. Trains will be governed by standard interlocking signals.

47. At Pullman Junction all regular movements of trains over connections in C. & W. I. tracks Nos. 1, 2, 3 and 4 and Belt tracks Nos. 1 and 2 will be governed by standard semaphore signals, except that hand signal will be used for trains south on No. 2 track enroute to Nickel Plate or Pullman R. R. via connections just south of C. R. I. & P. crossing.

Pullman Junction, C. R. I. & P. Crossing. Trains will be governed by a semaphore and gate combined. Diagonal position of semaphore and open position of gate indicates proceed for trains on the C. & W. I. tracks. Any other position of the target and gate is a stop signal for C. & W. I. trains.

Pullman Junction, Nickel Plate Crossing. Trains will be governed by a semaphore or tilting target located at the crossing. A vertical or straight up-and-down position of this target indicates clear for C. & W. I. trains in either direction. Any other position of the target is a stop signal for C. & W. I. trains.

The semaphore signal governing northward movements to C. & W. I. tracks Nos. 1 and 3, and Belt Track No. 1, located to right of C. & W. I. No. 1 track about 25 feet north of C. R. I. & P. Railroad crossing, has three arms:

- Top arm governs movement to C. & W. I. No. 1 track.
- Middle arm governs movement to C. & W. I. No. 3 track.
- Lower arm governs movement to Belt No. 1 track.

All northward trains must come to a full stop at stop boards located near 95th Street and all southward trains must come to a full stop at semaphore signals regardless of position of signal and must not proceed until proceed signals are displayed on C. & W. I. semaphore signals and at C. R. I. & P. and Nickel Plate crossings; except that trains using C. & W. I. No. 2 enroute to Nickel Plate or Pullman R. R. will proceed on hand signal from switchtender instead of semaphore indication.

For all irregular movements a full stop must be made and must not proceed until lineup is completed and a hand signal given by switchtender. Such moves must not be made without switchtenders consent as directed by C. & W. I. operator. Trains moving from C. R. I. & P. or Pullman R. R. to C. & W. I. must secure permission from C. & W. I. operator before opening switch at either end of crossover and must lock switch after move is completed.

A CLEAR SEMAPHORE INDICATION OR A HAND SIGNAL DOES NOT GIVE ANY TRAIN THE RIGHT TO PROCEED OVER THE C. R. I. & P. OR NICKEL PLATE CROSSINGS UNTIL COMPLETE STOP HAS BEEN MADE.

48. South Deering (112th St.) Trains will be governed by standard interlocking signals. This interlocking is operated from Calumet Draw Bridge using centralized traffic remote control.

Crews desiring to cross over or enter upon main track will, on arrival, call Towerman at Calumet Draw Bridge informing him of moves to be made, for which purpose telephone in box is located at home signal on Belt Railway District track and one at switch at south end of yard near 115th Street. These boxes are equipped with switch key and must be locked after using.

Hand-throw switch on No. 2 track near 115th Street, leading to yard and Interlake Iron Co. (Coke Works), is equipped with electric lock under control of Towerman at Calumet Draw Bridge. Door of case containing locking mechanism is fastened with switch lock. Opening of this door signals Towerman and instructions covering operation of lock and switch will be found on inside of door.

49. Calumet Drawbridge, (Main Line) Trains will be governed by standard interlocking signals.

50. Burnham, South Chicago & Southern (Pennsylvania Lines) Crossing. Trains will be governed by standard interlocking color light signals using lights for both day and night indications.

51. State Line.—The Crossings of the I. H. B. R. R. with the C. & E. R. R., C. I. & L. Ry., N. Y. C. & St. L. Ry., B. & O., C. T. R. R. and Wabash R. R.; also the B. & O., C. T. R. R. with the N. Y. C. & St. L. Ry.; C. I. & L. Ry., C. & E. R. R. and B. & O., C. T. R. R. Trains will be governed by standard interlocking signals.

52. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly shown, or when sufficient lights in a position or color position light signal are displayed to determine indication of the signal, it will govern. It must be promptly reported to the Superintendent.

53. Trains or engines shall be run to, but not beyond a signal indicating stop.

54. Enginemen and trainmen must not accept clear hand signals as against fixed signals, until they are fully informed of the situation and know that they are protected. Where fixed signals are in operation, hand signals must not be given or accepted against them, except as provided in Time Table Rules Nos. AB 5 and AB 6.

55. For any irregular movement, inside the territory covered by an interlocking plant, trainmen must have a thorough understanding with the towerman in advance. The greatest care must be exercised in making such moves.

56. Engineers must not use sand while passing over interlocking plants. Towermen are hereby instructed to promptly report any violations of this rule.

COACH TRAIN BACK UPS.

57. A back up hose must be used for backing all passenger trains, whether loaded or empty, and when handled by yard or road crews, two experienced trainmen must be on forward end of leading car.

All back up hose must have a 3/4-inch minimum opening, and a warning whistle.

When back up hose is used its connection must be tested by making a reduction of train line pressure before train is moved, AND A RUNNING TEST MUST BE MADE BY USE OF BACK UP HOSE WITHIN 500 FEET AFTER TRAIN HAS STARTED BACK.

ENGINEER MUST NOT START TRAIN UNTIL HIS GAUGE SHOWS SUFFICIENT TRAIN LINE PRESSURE, AND AFTER STARTING MUST KNOW THAT RUNNING TEST HAS BEEN MADE WITH TAIL HOSE; UNLESS TEST IS MADE AS ABOVE HE WILL BRING TRAIN TO A STOP.

Use back up hose carefully to avoid emergency application. When making a stop the opening in the back up hose should be gradually increased until train has slowed down as much as desired, or has stopped.

In case of emergency it must be opened wide instantly; when valve is closed the brakes will release and recharge.

58. Maximum allowable speed of passenger trains is 60 miles per hour and maximum allowable speed of freight trains is 30 miles per hour, except at interlocking plants and other locations where speed must be reduced as follows:

	Main Route.		Diverging Route.
	Pass. Trains Mi. Per Hour	Frt. Trains Mi. Per Hour	Mi. Per Hour
Taylor St. to Roosevelt Rd.	8	8	
15th to 16th Sts.	15	12	8
21st St.	15	15	8
31st St.		20	8
40th	50	20	10
47th	25	15	10
55th St. Curve	45		
59th St. Interlocker	50	20	10
Except Track 3 and South on Track 1	30		
74th St. Interlocker	40	30	12
Except Track 2 and North on Track 1	30		
81st St.	40		20
Curve north of 87th St. Overhead Bridge	55		
C. R. I. & P. and Nickel Plate Crossings at Pullman Jct.	20	20	12
So. Deering	30		12
Reverse Curve (118th St.)	40		
Calumet Draw Bridge	30		
Curve at K. & E. Overhead Bridge—132nd St.	50		
Burnham	50		12
State Line	40		12
DOLTON BRANCH.			
Curve north of 87th St. Overhead Bridge—	55		
Oakdale	20	20	20
Roseland Curve	50		
Dolton River Bridge	30		
R. R. Crossings at Dolton	45		12
Track No. 3	20	20	

**LOCATION OF AUTOMATIC BLOCK SIGNALS
BETWEEN 81ST ST. AND DOLTON.**

Southward Track No.		Northward Track No.
2	81ST STREET	1
99		100-A, 100-B
101		
105	OAKDALE	104
107	EUCLID PARK	106
109	FERNWOOD	108
111	NORTH ROSELAND	110
113	ROSELAND	112
	SHELDON PARK	
	KENSINGTON	
	Bracket Pole east of No. 3 Track	114
117	Bracket Pole east of No. 3 Track	116
119	Bracket Pole west of No. 2 Track	118
121	Bracket Pole west of No. 2 Track	120
123		122-A
	CALUMET RIVER BRIDGE	122
	DOLTON STATION	124
	DOLTON RAILROAD CROSSINGS	

BETWEEN 81ST ST. AND STATE LINE.

Southward Track No.		Northward Track No. 1	Track No. 3
2			
	EIGHTY-FIRST STREET	202-A, 202-B	202-F
201		204	
203			
205			
	STATE STREET		
207	Bracket Pole west of No. 2 Track	206	
209	Bracket Pole west of No. 2 Track	208	
		212	
	PULLMAN JUNCTION		
213	Bracket Pole between No. 1 and No. 2	214	
215	Bracket Pole between No. 1 and No. 2	216	
217	On 103rd Street Viaduct	218	
219	Bracket Pole between No. 1 and No. 2	220	
	S. DEERING (112TH ST.)	224	
223			
	CALUMET DRAW BRIDGE		
227		230	
	BURNHAM		
		234	
233		236	
	STATE LINE		

EXTRACT FROM ILLINOIS STATE LAW*

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing."

"Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense to be recovered in an action of debt in the name of the people of the State of Illinois, and the corporation on whose road such offense is committed shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and of the preceding action shall extend to and govern all cases of neglect and failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto."

*NOTE.—This law has been modified by a special enactment which provides that trains shall not be required to stop at grade crossings or drawbridge where interlocking signals are in operation and have been accepted by the State Commissioners.

C. & W. I. COMPANY DOCTORS

- Dr. R. S. Westline..... Chief Surgeon
Office—334 W. 63rd St.—Telephone Wentworth 1031—Normal 0342
Residence—5836 Stony Island Ave.—Dorchester 3309
- Dr. E. L. Arnsdorf..... Assistant to Chief Surgeon
Office—334 W. 63rd St.—Telephone Wentworth 1031—Normal 0342
Residence—8129 Ingleside Ave.—Telephone Radcliffe 1217

HOSPITAL AND AMBULANCE SERVICE

Cases of injuries or fatalities to persons other than employes, or fatal accidents to employes must be turned over to the police in every instance.

Any personal injury to an employe where ambulance service is required, and no particular emergency exists, it is desired that John N. Bergeron, telephone NEVada 3626, KEDzie 0155, or SOUTH Chicago 0062-63 be called and take the injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, MIDway 9200.

Where the injury is of such nature that quicker or immediate service is required, you are authorized to take any steps necessary for an ambulance and take the injured person to the nearest hospital, but only in cases of emergencies.

These matters should be handled with the Train Dispatcher in all cases where practicable.