

SAFETY

Should be the first consideration of every employee.

Every unsafe condition and practice should be reported promptly to immediate superior or other proper person.

CHICAGO & WESTERN INDIANA RAILROAD COMPANY

TIME TABLE No. 1

IN EFFECT

SUNDAY, APRIL 29, 1956

AT 12:01 A. M.

CENTRAL STANDARD TIME

Superseding all previous Time Tables
and Supplements

No. 1

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

Note Important Changes in Special
Instructions and Train Numbers

Read the rules and study the table carefully

L. A. EVANS

President and General Manager

M. SWISLOW

Superintendent

W. L. ELLIOTT

Asst. Superintendent

MAIN LINE STATIONS

	Dispatchers Phone	Other Phones	Interlocking Station	Interlocking Signals	Switch Tender	Train Order Signal	RAILROAD JUNCTION OR CROSSING
Chicago Dearborn Station	X	X					
Roosevelt Road	X	X	X	X	X		
15th St.	X	X	X	X			AT&SF Yard Connections
16th St.	X	X	X	X			
21st St.	X	X	X	X			AT&SF-IC-Penna.
31st St.	X	X			X		
40th St.	X	X	X	X			Penna. C. J.
47th St.	X	X	X	X			GTW-C.J.
Ford St.	X	X	X	X			Penna.
Englewood	X	X					
74th St.	X	X	X	X			Wabash-BRC
80th St.	X	X			X		Dolton Branch-BRC
81st St.	X	X	X	X			Dolton Branch
Pullman Junction	X	X			X	X	NKP-BRC-CRI&P
South Deering		X		X			CSL-BRC
Main Line Bridge	X	X	X	X			
Ford Crossover		X					NKP-CSS&SB
Burnham	X	X	X	X			Penna-CSS&SB-C&O
State Line	X	X	X	X		X	BOCT-Monon-Erie-IHB NKP-C&O
South Hammond	X					X	Monon

DOLTON BRANCH STATIONS

80th St.	X	X			X		Main Line-BRC
81st St.	X	X	X	X			Main Line
Oakdale	X	X	X	X		X	CRI&P
Dolton Junction	X		X	X			Penna-IHB-BOCT
Yard Center	X					X	C&E

D. R. TURNER Trainmaster
 M. F. HILL Trainmaster
 J. J. MORIARTY Asst. Trainmaster
 H. B. BECKMAN Road Foreman of Engines
 I. E. RICKETS Chief Train Dispatcher

Chicago & Western Indiana R. R.

Chicago, July 22, 1956

GENERAL ORDER No. 1-2

EFFECTIVE 12:01 A.M. SUNDAY,
JULY 22, 1956

TIMETABLE AUTHORITY

Sticker coupon attached to sticker form of this GENERAL ORDER must be detached and pasted in TIMETABLE No. 1, as follows:

No. 424 over No. 424 schedule, page 12 column 2.

M. SWISLOW
 Superintendent

424

SANTA FE
124
PASS

DAILY

P.M.
2-30

2-25

G. O.

No. 1-2

PAGE

12

COLUMN

2

P.M.

DAILY

MAIN LINE STATIONS

RAILROAD JUNCTION

Chicago & Western Indiana R. R.
 Chicago, July 22, 1926
 GENERAL ORDER NO. 1-2
 EFFECTIVE FROM 8 A.M. SUNDAY
 JULY 22, 1926
 IMMEDIATE AUTHORITY

D. R. TURNER..... Trainmaster
 M. F. HILL..... Trainmaster
 J. J. MORIARTY..... Asst. Trainmaster
 H. B. BECKMAN..... Road Foreman of Engines
 L. E. RICKETTS..... Chief Train Dispatcher
 E. P. HENRY..... Dispatcher
 D. H. CAMP..... Dispatcher
 R. V. PEIRSON..... Dispatcher
 J. C. BULTHIUS..... Dispatcher

C. M. Maloney..... General Claim Agent
 Office—Dearborn St. Station—Telephone HArrison 7-7500
 Residence—8052 S. Langley Ave.—Telephone STewart 3-8309

E. P. Holland..... Claim Agent
 Office—Dearborn St. Station—Telephone HArrison 7-7500
 Residence—7935 S. Manistee Ave.—Telephone SO Shore 8-3714

Dr. R. S. Westline..... Chief Surgeon
 Office—334 W. 63rd St.—Telephone WEntworth 6-5577
 Residence—5842 Stony Island Ave.—DORchester 3-3309

HOSPITAL AND AMBULANCE SERVICE

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

In case of personal injury to an employee necessitating ambulance service it is desired that Cassidy Ambulance Service, telephone KEdzie 3-2864 or KEdzie 3-0155, be called promptly to take injured person to the Illinois Central Hospital, 5800 South Stony Island Avenue, telephone Midway 3-9200. In extreme emergency injured person will be taken to the nearest hospital.

These injuries should be reported at once to Office of Superintendent of Police at Clearing, telephone POrtsmouth 7-1000 on week days between 7:00 A. M. and 11 P. M. and POrtsmouth 7-6476 on week days between 11:00 P. M. and 7:00 A. M. and on Sundays and Holidays, who will notify Claim Department.

These matters will be handled with the Train Dispatcher under any conditions that this may expedite the call.

SOUTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
			311	419	11	455	1
			Monon 11 Pass.	Santa Fe 19 Pass.	C. & E. I. 11 Pass.	Erie 6 Pass.	C. & E. I. 1 Pass.
			DAILY	DAILY	DAILY	DAILY	DAILY
			A. M.	A. M.	A. M.	A. M.	A. M.
D-N	Lv. CHICAGO		8.55	9.00	9.01	9.30	9.35
D-N	1.3 A. T. & S. F. JCT.	1.3	9.00	9.05	9.06	9.35	9.40
D-N	2.4 40TH ST.	3.7	9.03		9.09	9.38	9.43
D-N	9 47TH ST.	4.6	9.04		9.10	9.39	9.44
	10 49TH ST. (G. T. Conn.)	4.9					
	4 55TH ST.	5.6					
D-N	4 FORD ST. (59th ST.)	6.0	9.07		9.13	9.42	9.47
D-N	6 ENGLEWOOD	6.6	s 9.09		s 9.15	s 9.44	s 9.49
	7 NORMAL PARK	7.3					
D-N	6 74th ST. JCT. (Hamilton Pk.)	7.9	9.11		9.17	9.46	9.51
	8 AUBURN PARK (79TH ST.)	8.7					
D-N	3 81ST ST.	9.0	9.13		9.19	9.48	9.53
D-N	3 PULLMAN JCT.	12.3	9.18			9.53	
	2 SO. DEERING (112th St.)	15.0	9.22			9.57	
D-N	1 MAIN LINE BRIDGE	16.5	9.24			9.59	
	1 FORD CROSSOVER	17.6	9.25			10.00	
D-N	6 BURNHAM	18.2	9.26			10.01	
D-N	1 STATE LINE	19.8	9.28			10.03	
D-N	1 HAMMOND	20.8	s 9.33				
D-N	2 Ar. SO. HAMMOND	23.3	9.38				
D-N	1 OAKDALE	10.1			9.22		9.56
	9 EUCLID PARK	11.0					
	7 FERNWOOD	11.7					
	5 NORTH ROSELAND	12.2					
	5 ROSELAND	12.7					
	5 SHELDON PARK	13.2					
D	5 KENSINGTON	13.7			9.27		10.01
D	2 DOLTON	16.6					
	2 DOLTON JCT.	16.8			9.31		10.05
D-N	1 Ar. YARD CENTER	18.0			9.33		10.07
			A. M.	A. M.	A. M.	A. M.	A. M.
	Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY	DAILY

Northward trains are superior to trains of the same class in opposite direction on single track only.

FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS	
411	221	71	111	423	105	305	
Santa Fe 11 Pass.	G. T. W. 20 Pass.	C. & W. I. 11 Pass.	Wab. 11 Pass.	Santa Fe 123 Pass.	C. & W. I. Pass.	Monon 5 Pass.	
DAILY	DAILY	Daily except Sat. & Sun.	DAILY	DAILY	Saturday only	DAILY	
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
9.45	10.00	10.30	11.30	12.01	12.10	1.00	
9.50	10.05	10.35	11.35	12.06	12.15	1.05	
	10.08	10.39	11.38		12.19	1.08	
	10.09	s 10.40	11.39		s 12.20	1.09	
	10.10						
		s 10.44			s 12.23		
		s 10.45	11.42		s 12.24	1.12	
		s 10.46	s 11.44		s 12.26	s 1.14	
		s 10.50			s 12.28		
		s 10.51	11.47		s 12.30	1.16	
		s 10.53			s 12.33		
					12.34	1.18	
						1.23	
						1.27	
						1.29	
						1.30	
						1.31	
						1.33	
						s 1.38	
						1.43	
		s 10.57			s 12.36		
		s 10.59			s 12.38		
		s 11.01			s 12.40		
		s 11.02			s 12.41		
		s 11.03			s 12.42		
		s 11.04			s 12.44		
		s 11.05			s 12.46		
		11.10			12.50		
		A. M.	A. M.	P. M.	P. M.	P. M.	
		DAILY	DAILY	Daily except Sat. & Sun.	DAILY	DAILY	Saturday only

The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night. No. 71 will use freight track from 74th St. to Oakdale, unless otherwise instructed.

SOUTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
			81	401	73	121	93
			C. & E. I. 81 Pass.	Santa Fe 1 Pass.	C. & W. I. Pass.	Wab. 21 Pass.	C. & E. I. 93 Pass.
			DAILY	DAILY	Daily except Sat. & Sun.	DAILY	DAILY
D-N	Lv. CHICAGO		P. M. 4.00	P. M. 4.01	P. M. 4.20	P. M. 4.25	P. M. 4.30
D-N	1.3 A. T. & S. F. JCT.	1.3	4.05	4.06	4.25	4.30	4.35
D-N	2.4 40TH ST.	3.7	4.08		4.29	4.33	4.38
D-N	9 47TH ST.	4.6	4.09		s 4.30	4.34	4.39
	10 49TH ST. (G. T. Conn.)	4.9					
	4 55TH ST.	5.6			s 4.33		
D-N	6 FORD ST. (59th ST.)	6.0	4.12		s 4.35	4.37	4.42
D-N	6 ENGLEWOOD	6.6	s 4.14		s 4.37	A 4.39	s 4.44
	7 NORMAL PARK	7.3			s 4.40		
D-N	6 74th ST. JCT. (Hamilton Pk.)	7.9	4.16		s 4.43	4.42	4.46
	8 AUBURN PARK (79TH ST.)	8.7			s 4.46		
D-N	3 81ST ST.	9.0	4.18			4.49	4.48
D-N	3.3 PULLMAN JCT.	12.3					
	2.7 SO. DEERING (112th St.)	15.0					
D-N	1.5 MAIN LINE BRIDGE	16.5					
	1.1 FORD CROSSOVER	17.6					
D-N	6 BURNHAM	18.2					
D-N	1.6 STATE LINE	19.8					
D-N	1 HAMMOND	20.8					
D-N	2.5 Ar. SO. HAMMOND	23.3					
D-N	1.1 OAKDALE	10.1	4.21		s 4.52		4.51
	9 EUCLID PARK	11.0			s 4.54		
	7 FERNWOOD	11.7			s 4.56		
	5 NORTH ROSELAND	12.2			s 4.58		
	5 ROSELAND	12.7			s 5.00		
	5 SHELDON PARK	13.2			s 5.02		
D	5 KENSINGTON	13.7	4.27		s 5.04		4.57
D	2.9 DOLTON	16.6			s 5.09		
	2 DOLTON JCT.	16.8	4.31				5.01
D-N	1.2 Ar. YARD CENTER	18.0	4.33				5.03
			P. M.	P. M.	P. M.	P. M.	P. M.
	Figures between Stations show Distances		DAILY	DAILY	Daily except Sat. & Sun.	DAILY	DAILY

A. No. 121 will stop at Englewood on signal for revenue passengers for Decatur, Taylorville, Litchfield, Granite City and St. Louis.

SOUTHWARD

FIRST CLASS						
113	75	451	315	421	415	
Wab. 13 Pass.	C. & W. I. Pass.	Erie 2 Pass.	Monon 15 Pass.	Santa Fe 21 Pass.	Santa Fe 15 Pass.	
Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	
P. M. 4.40	P. M. 4.42	P. M. 5.10	P. M. 5.35	P. M. 5.45	P. M. 6.00	
4.45	4.47	5.15	5.40	5.50	6.05	
4.48	4.51	5.18	5.43			
s 4.49	s 4.52	5.19	5.44			
	s 4.55					
4.52	s 4.57	5.22	5.47			
s 4.54	s 4.59	s 5.24	s 5.49			
	s 5.02					
4.57	s 5.04	5.26	5.51			
	s 5.06					
	5.07	5.28	5.53			
		5.33	5.58			
		5.37	6.02			
		5.39	6.04			
		5.40	6.05			
		5.41	6.06			
		5.43	6.08			
			s 6.13			
			6.18			
	s 5.09					
	s 5.12					
	s 5.14					
	s 5.16					
	s 5.18					
	s 5.20					
	s 5.22					
	5.27					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	

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

SOUTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
			9	417	215	463	409
			C. & E. I. 9 Pass.	Santa Fe 17 Pass.	G. T. W. 14 Pass.	Erie 8 Pass.	Santa Fe 9 Pass.
			DAILY	DAILY	DAILY	DAILY	DAILY
			P. M.	P. M.	P. M.	P. M.	P. M.
D-N	Lv. CHICAGO		6.15	7.00	8.10	9.45	10.00
D-N	1.3 A. T. & S. F. JCT.	1.3	6.20	7.05	8.15	9.50	10.05
D-N	2.4 40TH ST.	3.7	6.23		8.19	9.53	
D-N	9 47TH ST.	4.6	6.24		8.20	9.54	
	10 49TH ST. (G. T. Conn.)	4.9			8.21		
	55TH ST.	5.6					
D-N	4 FORD ST. (59th ST.)	6.0	6.27			9.57	
D-N	6 ENGLEWOOD	6.6	6.29			9.59	
	7 NORMAL PARK	7.3					
D-N	6 74th ST. JCT. (Hamilton Pk.)	7.9	6.31			10.01	
	8 AUBURN PARK (79th ST.)	8.7					
D-N	3 81ST ST.	9.0	6.33			10.03	
D-N	3 PULLMAN JCT.	12.3				10.08	
	2 SO. DEERING (112th St.)	15.0				10.12	
D-N	1 MAIN LINE BRIDGE	16.5				10.14	
	1 FORD CROSSOVER	17.6				10.15	
D-N	6 BURNHAM	18.2				10.16	
D-N	1 STATE LINE	19.8				10.18	
D-N	1 HAMMOND	20.8					
D-N	2 Ar. SO. HAMMOND	23.3					
D-N	1 OAKDALE	10.1	6.36				
	9 EUCLID PARK	11.0					
	7 FERNWOOD	11.7					
	5 NORTH ROSELAND	12.2					
	5 ROSELAND	12.7					
	5 SHELDON PARK	13.2					
D	5 KENSINGTON	13.7	6.42				
D	2 DOLTON	16.6					
	2 DOLTON JCT.	16.8	6.46				
D-N	1 Ar. YARD CENTER	18.0	6.48				
			P. M.	P. M.	P. M.	P. M.	P. M.
	Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY	DAILY

FIRST CLASS				
95	207	413	117	407
C. & E. I. 95 Pass.	G. T. W. 6 Pass.	Santa Fe 13 Pass.	Wab. 17 Pass.	Santa Fe 7 Pass.
DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.
10.01	11.00	11.10	11.15	11.55
10.06	11.05	11.15	11.20	12.01
10.09	11.09		11.23	
10.10	11.10		11.24	
	11.11			
10.13			11.27	
10.15			11.29	
10.17			11.32	
10.19				
10.22				
10.28				
10.32				
10.34				
P. M.	P. M.	P. M.	P. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY

NORTHWARD

Telephone Stations	STATIONS	Distance from Chicago	FIRST CLASS				
			410	80	416	54	312
			Santa Fe 10 Pass.	C. & E. I. 80 Pass.	Santa Fe 16 Pass.	C. & E. I. 54 Pass.	Monon 12 Pass.
			DAILY	DAILY	DAILY	DAILY	DAILY
D-N	Ar. CHICAGO		A. M. 7.30	A. M. 8.25	A. M. 9.00	A. M. 9.30	A. M. 10.35
D-N	A. T. & S. F. JCT.	1.3	7.25	8.20	8.55	9.25	10.30
D-N	40TH ST.	2.4		8.16		9.21	10.26
D-N	47TH ST.	2.9		8.15		9.20	10.25
	49TH ST. (G. T. Conn.)	4.9					
	55TH ST.	5.6					
D-N	FORD ST. (59th St.)	6.0		8.11		9.16	10.21
D-N	ENGLEWOOD	6.6	s 8.10		s 9.15	s 10.20	
	NORMAL PARK	7.3					
D-N	74th ST. JCT. (Hamilton Pk.)	7.9		8.08		9.13	10.18
	AUBURN PARK (79TH ST.)	8.7					
D-N	81ST ST.	9.0		8.06		9.11	10.16
D-N	PULLMAN JCT.	12.3					10.12
	SO. DEERING (112th St.)	15.0					10.09
D-N	MAIN LINE BRIDGE	16.5					10.07
	FORD CROSSOVER	17.6					10.05
D-N	BURNHAM	18.2					10.04
D-N	STATE LINE	19.8					10.02
D-N	HAMMOND	20.8				s 9.58	
D-N	Lv. SO. HAMMOND	23.3				9.51	
D-N	OAKDALE	10.1		8.04		9.09	
	EUCLID PARK	11.0					
	FERNWOOD	11.7					
	NORTH ROSELAND	12.2					
	ROSELAND	12.7					
	SHELDON PARK	13.2					
D	KENSINGTON	13.7		7.59		9.04	
D	DOLTON	16.6					
	DOLTON JCT.	16.8		7.55		9.00	
D-N	Lv. YARD CENTER	18.0		7.53		8.58	
			A. M.	A. M.	A. M.	A. M.	A. M.
	Figures between Stations show Distances		DAILY	DAILY	DAILY	DAILY	DAILY

DRAWN FROM

FIRST CLASS						
10	72	414	402	418	100	
C. & E. I. 10 Pass.	C. & W. I. Pass.	Santa Fe 14 Pass.	Santa Fe 2 Pass.	Santa Fe 18 Pass.	C. & W. I. Pass.	
DAILY	Daily except Sat. & Sun.	DAILY	DAILY	DAILY	Saturday only	
A. M. 11.45	P. M. 12.01	P. M. 12.10	P. M. 12.20	P. M. 12.30	P. M. 1.35	
11.40	11.55	12.05	12.15	12.25	1.30	
11.36	11.51				1.26	
11.35	s 11.50				s 1.25	
	s 11.46				s 1.21	
11.31	s 11.45				s 1.20	
s 11.30	s 11.44				s 1.18	
	s 11.40				s 1.16	
11.28	s 11.39				s 1.15	
	s 11.37				s 1.13	
11.26	11.35				1.12	
11.24	s 11.33				s 1.10	
	s 11.31				s 1.08	
	s 11.29				s 1.07	
	s 11.28				s 1.06	
	s 11.27				s 1.04	
	s 11.26				s 1.02	
11.19	s 11.25				s 1.00	
	11.20				12.55	
11.15						
11.13						
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	Daily except Sat. & Sun.	DAILY	DAILY	DAILY	Saturday only	

All C. & W. I. suburban trains will stop at 134th Street for passengers.
The following signs indicate:—s Regular Stop; f Flag Stop; D Day; N Night.

NORTHWARD

Telephone Stations		STATIONS	Distance from Chicago	FIRST CLASS						
				124	424	420	456	306		
				Wab. 24 Pass.	Santa Fe 124 Pass.	Santa Fe 20 Pass.	Erie 5 Pass.	Monon 6 Pass.		
				DAILY	DAILY	DAILY	DAILY	DAILY		
D-N	Ar.	CHICAGO								
		1.3	P. M. 2.05	P. M. 3.00	P. M. 3.30	P. M. 3.40	P. M. 4.30			
D-N		A. T. & S. F. JCT.	2.00	2.55	3.25	3.35	4.25			
D-N		40TH ST.	1.56			3.31	4.21			
D-N		47TH ST.	1.55			3.30	4.20			
		49TH ST. (G. T. Conn.)								
		55TH ST.								
D-N		FORD ST. (59th St.)	1.50			3.26	4.16			
D-N		ENGLEWOOD	s 1.48			s 3.25	s 4.15			
		NORMAL PARK								
D-N		74th ST. JCT. (Hamilton Pk.)	1.45			3.23	4.13			
		AUBURN PARK (79TH ST.)								
D-N		81ST ST.				3.21	4.11			
D-N		PULLMAN JCT.				3.17	4.07			
		SO. DEERING (112th St.)				3.14	4.04			
D-N		MAIN LINE BRIDGE				3.12	4.02			
		FORD CROSSOVER				3.10	4.00			
D-N		BURNHAM				3.09	3.59			
D-N		STATE LINE				3.07	3.57			
D-N		HAMMOND					s 3.50			
D-N	Lv.	SO. HAMMOND					3.42			
D-N		OAKDALE								
		EUCLID PARK								
		FERNWOOD								
		NORTH ROSELAND								
		ROSELAND								
		SHELDON PARK								
D		KENSINGTON								
D		DOLTON								
		DOLTON JCT.								
D-N	Lv.	YARD CENTER								
			P. M.	P. M.	P. M.	P. M.	P. M.			
		Figures between Stations show Distances	DAILY	DAILY	DAILY	DAILY	DAILY			

FIRST CLASS							
12	110	412	92	314	218	450	
C. & E. I. 12 Pass.	Wab. 10 Pass.	Santa Fe 12 Pass.	C. & E. I. 92 Pass.	Monon 14 Pass.	G. T. W. 17 Pass.	Erie 9 Pass.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sunday only	
P. M. 6.45	P. M. 7.30	P. M. 8.00	P. M. 8.10	P. M. 8.15	P. M. 8.20	P. M. 11.00	
6.40	7.25	7.55	8.05	8.10	8.15	10.55	
6.36	7.20		8.01	8.06	8.10	10.51	
6.35	7.19		8.00	8.05	8.09	10.49	
					8.07		
6.31	7.16			8.01		10.46	
s 6.30	s 7.15		s 7.55	s 8.00		f 10.45	
6.28	7.12		7.53	7.58		10.43	
6.26			7.51	7.56		10.41	
				7.52		10.37	
				7.49		10.34	
				7.47		10.32	
				7.45		10.30	
				7.44		10.29	
				7.42		10.27	
				s 7.37			
				7.29			
6.24			7.49				
6.20			7.44				
6.16			7.40				
6.13			7.38				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sunday only	

Book of Rules dated October 1, 1955, will govern in all cases except when they conflict with the following.

SPECIAL INSTRUCTIONS

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

(1)—The 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 crossover Nos. 3 and 4 tracks and continue south on the west side to Pullman Junction, and where otherwise designated in these rules.

FOLLOWING TRACKS EQUIPPED WITH AUTOMATIC BLOCK SIGNALS.

Rules 251 to 256 inclusive, 281 to 292 inclusive and 505 to 519 inclusive are in effect.

Signals used to give indication under these rules are—INTERLOCKING, TRAIN ORDER and HAND SIGNALS where switch-tenders are located.

CURRENT OF TRAFFIC IS AS FOLLOWS:

MAIN LINE BETWEEN	No. 1 TRACK	No. 2 TRACK	No. 3 TRACK	No. 4 TRACK
State Line and Pullman Junction.....	Northward	Southward	.....	.....
Pullman Junction and 80th-81st Street Jct...	Northward	Southward	Northward	Southward
81st Street and 49th Street.....	Northward	Southward	Northward	.....
49th Street and 14th Street Sig. Bridge.....	Northward	Southward	.....	.....
DOLTON BRANCH				
BETWEEN				
81st Street and Yard Center.....	Northward	Southward	.....	.....

NOTE—No. 3 track between 81st Street and 49th Street will be used for southward traffic between the hours of 4:01 P. M. and 7:01 P. M. Trains must clear this track by the time mentioned for change of current of traffic or must protect in both directions as required by Rule 99.

FOLLOWING TRACKS NOT EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:

Rules 251 to 256 inclusive, 281 to 292 inclusive are in effect, and except as otherwise provided, movements not arranged by timetable or train orders may be made in the direction of current of traffic as per Rule 97, at reduced speed not exceeding 30 MPH.

SIGNALS used to give indication under these rules are—INTERLOCKING, and HAND SIGNALS where switch-tenders are located.

CURRENT OF TRAFFIC IS AS FOLLOWS:

MAIN LINE BETWEEN	No. 3 TRACK	No. 4 TRACK	No. 5 TRACK
80th Street and 49th Street.....	.....	Northward	Southward
46th Street and 22nd Street.....	Northward	Southward	Northward
DOLTON BRANCH			
BETWEEN			
80th Street and Oakdale.....	Northward	Southward	.....

A—Between State Line and South Hammond is single track, known as MONON track. This track is within MONON YARD LIMITS, under jurisdiction of C&WI train dispatcher and is governed by C&WI R.R. time-table and Operating Rules.

The siding at South Hammond to which the schedule of trains apply under time-table and train orders, is from the crossover switch in front of SOUTH HAMMOND YARD OFFICE to crossover switch at the MIDDLE CONNECTION opposite bracket pole 22.8 and 22.9. All single track rules are in effect.

B—YARD TRACKS.

TRACK	BETWEEN	ASSIGNED DIRECTION	CONTROLLED BY	NOTE
No. 3	22nd Street and 16th Street	Northward	Interlocking Signals	1-2-3
No. 4	16th Street and 22nd Street	Southward	Interlocking Signals	1-2-3
No. 6	22nd Street and 46th Street	None	Interlocking Signals	1-2-3-4
No. 6	49th Street and 80th Street	None	Interlocking Signals	1-2-3
East Lead	14th Street and 16th Street	None	Interlocking Signals	1-2-3
West Lead	14th Street and 16th Street	None	Interlocking Signals	1-2-3
No. 3	Kensington and Fernwood	None	.....	1-2-5

Note 1—Movements governed by TIMETABLE RULE 1-0.

Note 2—Rules 99-201 to 223 inclusive do not apply.

Note 3—Rules 252-281 to 292 will apply.

Note 4—Trains and Engines before coming out of North end of Canal Street Yard will call 21st Street tower and secure permission from Leverman before fouling track No. 6. Telephone located on 23rd Street Auto platform.

Note 5—On No. 3 track automatic crossing gates are operated by short circuit through the street. Trains using this track in either direction must come to a stop at stop board located to the right of the track near the crossing and will not proceed over street crossing until gates lower to horizontal position.

C—SIDINGS OF ASSIGNED DIRECTION.

TRACK	BETWEEN	ASSIGNED DIRECTION	CONTROLLED BY	NOTE
.....	State Line and Burnham	Northward	Interlocking Signals	1
.....	Burnham and State Line	Southward	Interlocking Signals	1
.....	110th Street and Pullman Jct.	Northward	.....	2

Note 1—Rules 99-105-252-255 and 281 to 292 apply.

Interlocking signal indication governing movement to siding will be authority to use siding in reverse direction.

Note 2—Rules 99-105-252-255 apply.

Trains and Engines using this siding will handle switches at 110th Street leaving them properly lined and locked for No. 1 track.

HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCK.

The following switches are equipped with electric lock; Permission to unlock must be obtained from leverman before switch lock is removed from keeper. Instructions are posted on inside of telephone box.

LOCATION	SWITCH	CONTROLLED BY
13th Street	Crossover from WEST lead to MONON lead	Leverman Roosevelt Road
47th Street	From No. 1 track to Milk Spur	Leverman 47th St. Tower
115th Street	From No. 2 track to CSL Yard	Leverman Main Line Bridge

SPRING SWITCHES

LOCATION	NORMAL POSITION	ROUTE FOR WHICH SPRUNG
51st Street	East fuel track	Inbound Engine lead

This switch is equipped with standard spring switch indicator.
All instructions pertaining to spring switches are in effect.

D—AT ROOSEVELT ROAD.

Between DEARBORN STATION and 14th STREET SIGNAL BRIDGE. All tracks are included in TAYLOR STREET YARD, governed by TIMETABLE RULE O, and are under the jurisdiction of the YARDMASTER located in Interlocking station ROOSEVELT ROAD.

Between ROOSEVELT ROAD (12th Street) and 14th Street Signal bridge, trains and engines will be governed by STANDARD INTER-LOCKING SIGNALS.

Northward trains and engines must not pass NORTH LINE OF ROOSEVELT ROAD VIADUCT until proper hand signal is given by SWITCHTENDER on ground.

Southward trains and engines may use NORTHWARD No. 1 track from ROOSEVELT ROAD to crossover to EAST LEAD near 15th STREET or to crossover to SOUTHWARD TRACK No. 2 or SOUTHWARD TRACK No. 4 at 17th Street on SIGNAL INDICATION.
E—AT 31st STREET.

Crossovers between tracks 3, 4, 5, and 6 connections to south end CANAL STREET YARD, and north end of C&EI yard are handled by switchtenders.

All trains will come to a stop at the stop boards and trains coming from yards will stop back of fouling point and proceed only on hand signal given by switchtender who 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 circuits, govern movements in conjunction with switches on tracks 3 and 4. It must be thoroughly understood these signals control traffic within limits of these switches only.

Color light signals, for track 5 is a route indicator only, all trains using this track must come to a stop at stop board, located 665 feet south of crossover switch on east side of track regardless of indication of signal and must not proceed until proper hand signal is given by switchtender.

Approach signals, are located on tracks 3 and 4 approximately 1200 feet in advance of home signals.

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 engineman or conductor when train is being shoved, that the signal has failed and train may then proceed under control.

F—IN 18TH STREET YARD.

No. 2 track is a southward running track and No. 7 is a northward running track, these tracks MUST NOT be used for storage purposes.

G—AT 80TH STREET.

Junction of C&WI main line and Dolton Branch tracks, Nos. 3 and 4, BELT RY. OF CHICAGO and connection with MAIN LINE tracks 1 and 2 and DOLTON BRANCH tracks 1 and 2, Switches are handled by switchtenders.

All trains must come to a stop at the stop-boards and will then proceed only on hand signals from the switchtender who will use a YELLOW flag or light for NORTHWARD trains, and a GREEN flag or light for SOUTHWARD trains.

Trains and engine crews must know that signal is intended for them and switches properly set and route is clear before proceeding.
H—AT PULLMAN JUNCTION.

All northward trains must come to a full stop at stop boards located 160 feet south of NKP CROSSING and all southward trains must come to a full stop at SEMAPHORE SIGNALS, and proceed only on clear signal indication.

For all irregular movements a train must not proceed until line-up is completed and hand signal is given by switchtender as directed by the C&WI OPERATOR.

Trains moving from C.R.I.&P. or PULLMAN R.R. to C. & W.I. must secure permission from C&WI OPERATOR before opening switch at either end of crossover and must lock switches after move is completed.

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&WI tracks, any other position of the target and gate is a stop signal for C&WI 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&WI trains in either direction, any other position of the target is a stop signal for C&WI trains.

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

TOP ARM governs movement to C&WI track No. 1.

MIDDLE ARM governs movements to C&WI track No. 3.

LOWER ARM governs movements to BELT track No. 1.

Trains from NKP to C&WI or BELT must not foul C.R.I.&P. crossing until proceed signal is displayed at crossing and hand signal received from switchtender located north of this crossing. Trains en-route to NKP must not foul CRI&P crossing until YELLOW color light signal is displayed at C&WI-NKP connection.

A CLEAR SEMAPHORE indication or a HAND SIGNAL does not give any train the right to proceed over the CRI&P or NKP crossing until complete STOP has been made.

J—AT SOUTH DEERING (112th STREET).

This interlocker is operated from MAIN LINE BRIDGE by remote control.

Crews desiring to crossover or enter main tracks will, on arrival call LEVERMAN at MAIN LINE BRIDGE informing him of moves to be made, Telephones for this purpose are located, at HOME SIGNAL on BELT RAILWAY DISTRICT track and at switch to CSL yard near 115th Street, These boxes are equipped with switch lock and must be locked after using.

K—AT FORD CROSSOVER.

At the connection with the FORD plant or the SOUTHSHORE YARD just south of 130th Street, and also the HEGEWISCH team track located near 135th Street, no train or engine will enter onto main tracks or crossover from one main track to another main track without permission of the Train Dispatcher. When ready to make such moves the Conductor will call leverman at the MAIN LINE BRIDGE advising him what move is to be made and leverman will secure permission from the train dispatcher for train to occupy the main track or use the crossover. After Conductor has ascertained position of the indicator, such moves must be made under flag protection and the leverman advised when such moves have been completed and main track is cleared, who will so inform the train dispatcher.

Telephones for communication with leverman at MAIN LINE BRIDGE is located in booth to right of No. 2 track near Ford Switch. In event telephone communication fails crews on clear indication of switch indicator may make moves under flag protection.

M—AT YARD CENTER.

All trains except first class must be cleared with clearance FORM 902 before entering onto C&WI MAIN TRACKS, as required by Rule 211.

Northward train order signal arm is removed. When train orders are to be delivered to a northward train, a RED or YELLOW flag or light will be displayed on the mast which carries the southward train order signal. When approach indication is displayed by northward home signal at YARD CENTER interlocking, enginemen will reduce speed sufficiently to permit picking up train order hoop at YARD CENTER telegraph office.

N—Location of YARD LIMIT BOARDS.

For HAMMOND YARD on ERIE track just north of STATE Line.

For SOUTH HAMMOND on MONON track just north of STATE LINE.

For C&EI YARD CENTER, 50 feet south of 134th Street.

O—YARD RULE.

Trains and Engines, will run at a speed consistent with conditions, prepared to stop short of a train, engine, car, switch improperly lined or any other obstruction.

In case of accident the responsibility rests with the approaching train.

Where HAND signals are necessary, train and engine crews must know that signals are intended for them, and that switches are properly lined.

2—Trains must use caution in passing a train entraining or detraining passengers at a station; and must not pass between the train and the station at which the passengers are being entrained or detrained.

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 the station.

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

3—All trains departing from Dearborn Station will receive a clearance FORM 902 from the C&WI dispatcher as authority for movement.

- (a)—First class trains of tenant lines, on arrival at junction points will use the tracks with the current of traffic and assume the schedule on C&WI timetable when such schedule corresponds in number, class, and direction with the time-table of such tenant line.

- (b)—When C&EI-WABASH-ERIE-GRAND TRUNK—or ATSF 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&WI tracks unless otherwise ordered by the C&WI train dispatcher.

- (c)—In regulating the passage of trains over the tracks, on a question of passage or crossing the trains of the several companies shall have precedence according to class, in the following order—First C&EI—Second—WABASH (Decatur Division) Third G.T.W. Fourth ERIE—Fifth MONON Sixth Wabash (Detroit Division) Seventh AT&SF, Eight C&WI. 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—Officers of other companies responsible for handling train and engine crews will know that such crews have been properly qualified before assigning them to operate over the rails of C&WI, otherwise they will request a pilot. Pilots are to be ordered from C&WI train dispatcher.

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

5—Levermen or Switchtenders must obtain permission from the C&WI train dispatcher before permitting a train or engine to enter onto C&WI tracks, except that schedule trains may be cleared without such authority when communication with train dispatcher is interrupted.

6—In case of track being obstructed from any cause, making it necessary to move trains around the obstruction, trainmen, must familiarize themselves with the situation and where possible advise train dispatcher promptly 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 information, when unable to contact the train dispatcher, the conductor and engineer must arrange to run the passenger train around, protecting it properly by flag.

7—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 the accident occurs.

8—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 and 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 train dispatcher or take such measures for the protection of trains as may be practicable.

9—STANDARD CLOCKS ARE LOCATED:

Telegraph Office—Dearborn Station.
 49th Street Roundhouse.
 Yard Offices—Taylor Street and 51st Street Coach Yard.
 South Hammond.

10—BULLETIN BOARDS ARE LOCATED AT:

Telegraph Office—Dearborn Station.
 Yard Office—Taylor Street and 51st Street Coach Yard.
 Wabash Telegraph Office—47th Street.
 49th Street Roundhouse.
 Erie Yard Office—51st Street.
 Yard Center—C&EI.
 State Line.
 South Hammond—MONON.

11—REGISTER BOOKS ARE LOCATED AT:

Telegraph Office—Dearborn Station.
 Yard Center for C&EI.
 South Hammond for MONON.
 Conductor will be particular to give the exact number of cars
 in their trains counting the caboose as one car.

12—TRAIN ORDER SIGNALS ARE LOCATED AT:

Pullman Junction.
 State Line.
 South Hammond—MONON.
 Oakdale.
 Yard Center—C&EI.

13—CROSSING GATES ARE ESTABLISHED AT THE FOLLOW-
 ING STREET CROSSINGS.

All trains must approach the crossing prepared to stop before passing
 over if the gates are not down unless given a clear hand 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.

All trains must approach street crossings at grade within muni-
 cipalities 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 a position to observe all danger and to assist in stopping train
 if necessary or actually flags the crossing if crossing is unprotected
 by flagman.

In cases of accident between vehicle and train in which the matter of
 flashing lights and automatic gates is involved, it must be thoroly
 understood that in case flashers and gates cut out and cease to operate
 after trains has passed over the crossing, in order to show that flashers
 and gates are working, the train will back up over the crossing and let
 the flashers and gates operate and get witnesses of the fact that they
 are operating and make necessary reports of such transactions.

MAIN LINE LOCATIONS	Automatic Gates	Automatic Manual Gates	Manual Gates	Automatic Flashers	Automatic Bells	Manual Flashers	Protected By Std. Crossback Only
14th Street.....			X				
112th Street.....			X	X	X		
114th Street.....							X
117th Street.....							X
130th Street.....			X		X		
134th Street.....			X				
135th Street.....				X	X		
136th Street.....				X	X		
BURNHAM AVENUE.....			X				
DOLTON BRANCH LOCATIONS							
95th Street.....	X			X	X		
97th Street.....							X
101st Street.....				X	X		
103rd Street.....	X			X	X		
107th Street.....	X			X	X		
109th Street.....				X	X		
111th Street.....	X			X	X		
113th Street.....		X		X	X		
PRINCETON AVENUE.....		X		X	X		
WENTWORTH AVENUE.....		X		X	X		
PERRY AVENUE.....		X		X	X		
115th Street.....		X		X	X		
LAFAYETTE AVENUE.....		X		X	X		
STATE STREET.....		X		X	X		
130th Street.....	X			X	X		
133rd Street.....							X
134th Street.....							X
138th Street.....						X	
LINCOLN AVENUE.....			X			X	

LIMITS BETWEEN	Tracks Equipped With Automatic Block Signals	Tracks Not Equipped With Automatic Block Signals	Diverging Routes
14th St. and 22nd St.	20 MPH	Reduced Speed	
THRU 16th St. Interlocking Limits			10 MPH
THRU 21st St. Interlocking Limits			10 MPH
FROM 21st St. Interlocking Limits to NORTH Limits 40th St. Interlocking	60 MPH	Reduced Speed	
THRU 40th St. Interlocking Limits	45 MPH	Reduced Speed	10 MPH
FROM SOUTH Limits 40th St. Interlocking and THRU 81st St. Interlocking Limits	45 MPH	Reduced Speed	
EXCEPTIONS:			
C&WI Southward thru 47th St. Interlocking Limits.	25 MPH		10 MPH
GTW Southward thru 47th St. Interlocking Limits..	25 MPH		10 MPH
GTW Northward thru 47th St. Interlocking Limits.	15 MPH		10 MPH
THRU 74th St. Interlocking Limits	45 MPH	Reduced Speed	12 MPH
MAIN LINE			
THRU 81st St. Interlocking Limits	45 MPH		15 MPH
FROM 81st St. Interlocking Limits TO Pullman Junction Interlocking Limits	60 MPH		
FROM 80th St. Limits TO Pullman Junction Inter- locking Limits	60 MPH		
THRU Pullman Jct. Interlocking Limits	30 MPH		12 MPH
FROM Pullman Jct. Interlocking Limits TO South Deering Interlocking Limits	60 MPH		
THRU South Deering Interlocking Limits	35 MPH		12 MPH
FROM South Deering Interlocking Limits TO Main Line Bridge Interlocking Limits	45 MPH		
THRU Main Line Bridge Interlocking Limits	30 MPH		
FROM Main Line Bridge Interlocking Limits TO Ford Crossover	50 MPH		
FROM Ford Crossover TO Burnham Interlocking Limits	60 MPH		
THRU Burnham Interlocking Limits	50 MPH		12 MPH
FROM Burnham Interlocking Limits TO State Line Interlocking Limits	50 MPH		
THRU State Line Interlocking Limits	40 MPH		15 MPH

LIMITS BETWEEN	Tracks Equipped With Automatic Block Signals	Tracks Not Equipped With Automatic Block Signals	Diverging Routes
DOLTON BRANCH			
THRU 81st St. Interlocking Limits			15 MPH
FROM 81st St. Interlocking Limits TO Oakdale Interlocking Limits	55 MPH		
THRU Oakdale Interlocking Limits	20 MPH		20 MPH
FROM 80th St. Limits TO Oakdale Interlocking Limits		Reduced Speed	
FROM Oakdale Interlocking Limits TO Dolton River Bridge	60 MPH		
EXCEPTIONS:			
Roseland Curve	50 MPH		
OVER Dolton River Bridge	30 MPH		
FROM Dolton River Bridge and THRU Dolton Interlocking Limits	45 MPH		12 MPH

15—EMPLOYEES ARE WARNED OF CLOSE CLEARANCE AS FOLLOWS:

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

Roosevelt Subway (12th St.)

16th. St. Subway.

18th. St. Viaduct and Yard Tracks.

West Leg Penna Signal Bridge, Track 1—Between 24th. St. and 24th. Place.

Signals Bridges—24th., 28th. and 33rd. Streets.

Automobile Platform—23rd. St. and Team Tracks, Canal Street.

Yard—23rd. St. to 31st. St. Gantry crane tracks 46, 47 and 48 in Canal St.

Crane must be stationed at North end while switching Crane Tracks.

West Leg Penna Signal Bridge—track 1—32nd. St.

40th. St. Elevated Railway Bridge.

Signal Bridges at 38th., 40th. and 42nd. Sts. side clearance.

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

West leg 49th. St. Signal Bridge.

West leg Penna Signal Bridge 150 feet north Root St.

51st. St. Coach Yard (side clearances)

Englewood Freight House and Team Tracks.

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

Overhead clearances 87th. St.

Chatham Coal Co.—109th. St. (Overhead clearances) Dolton Branch.

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

All industry tracks at Warehouses and Coal Bins.

On account of the limited side clearances of Girders, Bridges, and other structures at various points along the C&WI tracks,

all train and engine men are warned not to hang on side of engine or cars. Special attention is called to girder bridges in Englewood team yard and steel columns and platforms in Taylor Street Yard, Dearborn Station.

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.

15. Permissible Clearance Limits for movements over the C.&W.I.R.R.

	Distance above top of rail	Width of car or load
(1) Dearborn Station to 20th Street.	Below 3 inches	7'0"
	3" to 1'3"	9'0"
	1'3" to 2'0"	10'0"
	2'0" to 15'9"	10'6"

Extreme height not to exceed 15'9". Extreme width not to exceed 10'6".

(2) 20th Street to 75th Street.

Below 3 inches	7'0"
3" to 1'3"	9'0"
1'3" to 2'0"	10'0"
2'0" to 5'6"	10'6"
5'6" to 18'0"	11'6"

Extreme height not to exceed 18'0". Extreme width not to exceed 11'6"

(3) 75th Street to Dolton or State Line.

Below 3 inches	7'0"
3" to 2'0"	10'0"
2'0" to 17'0"	11'6"

Extreme height not to exceed 17'0". Extreme width not to exceed 11'6".

Cars and loads exceeding these dimensions must be approved prior to movement.

16—TELEPHONES FOR COMMUNICATION WITH THE FOLLOWING INTERLOCKING STATIONS ARE LOCATED AT—

- 15th. St. 16th. St. & 21st. St.
- 14th. St. Crossingman's Cabin.
- 15th. St. on retaining wall—just east of Clark St.
- 15th. St. Santa Fe lead under Clark St. bridge.
- 18th. St. on pole east of No. 1 track.
- 20th. St. Southward home Signal track No. 2

21st Street.

- 21st. St. Power House.
- 22nd. St. Penna Switchtenders Cabin.
- 23rd. St. Automobile Platform.

40th. Street. Automatic Track Telephone.

- On west end, Signal Bridge 38th. Street.
- North "Y" Signal Pole 39th. Street.
- South "Y" Signal pole 40th. Street.
- West End Signal bridge 42nd. Street.

47th. Street. Automatic Track Telephones.

- Signal mast 45th. Street, track 6.
- West End of Signal Bridge 46th. Street.
- Wabash Yardmasters Office.
- Signal Bridge 49th. Street, track 4.
- On post outbound Engine lead.
- Signal post on west lead.
- Signal post No. 3 track at northward home signal.

Ford Street.

North End 55th. Street Viaduct.

74th. Street.

- East end signal bridge 72nd. Street.
- East end signal bridge 74th. Street.
- On post at Signal Wabash Connection.
- To call 74th. Street interlocking station, Ring 3 shorts—1 long.

South Deering. (112th. Street.)

- On post north end of Tool house.
- On post CSL connection 115th. Street.
- Concrete Booth Ford Crossover.
- To call Main Line Bridge, Ring 1 long—1 short—1 long.

State Line.

- On post east of EJ&E connection about 200 feet south of southward home signal.
- To call State Line ring 2 shorts.

Oakdale.

- On pole 25 feet south of 99th. Street. East side of track.
- On pole 10 feet south of 103rd. Street. East side of track.
- On pole 400 feet north of 109th. Street. East side of track.
- In box on west side of station Roseland. 111th. Street.
- On pole 200 feet south of 115th. Street. East side of track.
- In cabin at 126th. Street. East side of track.
- In box on east side of Dolton Station.

Train and Enginemen when held at a signal at any of the above mentioned locations must contact the Leverman and inquire as to reason for being detained.

When employes are thru with telephone, receiver must be properly hung on hook and door on box must be closed, if equipped with lock, same must be locked.

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 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 consistent with such operation and effect being given to this law shall in any way apply thereto".

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

RULE 21—

Passenger Extras may display two white flags and in addition, two white lights by night, when the rules of the Operating Department of the Individual Railroad require it.

Note—Other train signals and markers of Railroads operating over the C&WI R.R. Co. tracks, are those prescribed in the rules of the Operating Department of the Individual Railroads.

RULE 97—

Trains not scheduled on the C.W.&I. time-table will be designated as EXTRA trains and, except as provided in the special instructions, may use the tracks with the current of traffic, without running orders, and may run ahead of first class trains on signal indication, except as provided in Rules la-lk and lm.

RULE 105—

Unless otherwise provided, trains using a siding must proceed at Reduced speed.

A siding of an assigned direction must not be used in the reverse direction unless authorized by the employe in charge, or in an emergency under flag protection.

Unless otherwise provided, trains and engines must proceed at REDUCED SPEED unless the track upon which the movement is to be made is seen or known to be clear and switches properly lined.

RULE 251—

On portions of the railroad, and on designated tracks so specified in the time-table, or by special instructions, trains or engines will run with reference to other trains in the same direction by fixed signals whose indications will supercede superiority of trains.

RULE 252—

The movement of trains will be supervised by the train dispatcher who will issue instructions as may be required.

RULE 253—

The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

RULE 254—

A train or engine must not enter on nor foul the main track on any portion of the railroad where the movement is governed by these rules except by fixed signal indication, or until permission is received from the operator or train dispatcher. Permission must not be given by an operator without authority of train dispatcher, except that regular trains may be cleared without such authority when communication with the train dispatcher is interrupted.

RULE 255—

When signal or permission has been given to a train it may proceed until instructed by signal indication or message to take the siding, (or head into yard). Such instructions by message will when practicable, be given at a preceding station. When instructed by signal indication it may again enter the main track upon receiving the proper signal indication or on instructions from the train dispatcher.

Before a train or engine is permitted to run against the current of traffic outside interlocking limits, permission must be secured from the train dispatcher, who will issue necessary orders.

RULE 256—

When a train or engine is to be given exclusive occupancy of track, permission must be obtained from the train dispatcher specifying the clock time and the working limits. The train dispatcher will instruct the levermen to restore the signals to "stop" position and block the levers controlling signals governing movements into such limits, and blocks must not be removed until authorized by train dispatcher after train or engine has cleared such working limits.

Within such limits movements may be made in either direction without flag protection, Train and engine must be clear and reported clear of working limits before expiration of the time granted, and must not re-enter such limits without again obtaining permission from the train dispatcher.

(18)—LOCATION OF AUTOMATIC BLOCK SIGNALS. ROOSEVELT ROAD TO 81st. STREET.

SOUTHWARD TRACKS			LOCATION	NORTHWARD TRACKS		
No. 3	No. 2	East Lead		No. 1	No. 3	East Lead
.....	.....	1E	Roosevelt Road (250 ft. South).....	.....	.....	.....
.....	.....	3E	14th and Federal Street.....	.....	.....	2E
.....	.....	5E	15th and Clark Street.....	.....	.....	.....
.....	5	.....	18th and Clark Street.....	.....	.....	.....
.....	.....	.....	20th and Grove Street.....	6	.....	.....
.....	9	.....	24th and Stewart—Signal Bridge.....	8	.....	.....
.....	11	.....	28th and Stewart—Signal Bridge.....	10	.....	.....
.....	15	.....	33rd and Stewart—Signal Bridge.....	14	.....	.....
.....	.....	.....	38th and Stewart—Signal Bridge.....	18	.....	.....
.....	21	.....	42nd and Stewart—Signal Bridge.....	.....	.....	.....
.....	.....	.....	47th Street.....	20	.....	.....
.....	29	.....	52nd Street.....	.....	.....	.....
.....	.....	.....	55th Street.....	28	26	.....
31	33	.....	62nd and Wallace—Signal Bridge.....	32	30	.....
35	37	.....	65th and Wallace—Signal Bridge.....	36	34	.....
.....	.....	.....	72nd and Wallace—Signal Bridge.....	44	42	.....
.....	{ 41A 41B }	.....	74th and Wallace—Signal Bridge.....	.....	.....	.....
.....	.....	.....	80th and Wallace—Signal Bridge.....	52	50	.....

(18)—LOCATION OF AUTOMATIC BLOCK SIGNALS 81st. STREET TO STATE LINE

SOUTHWARD TRACKS		MAIN LINE LOCATION	NORTHWARD TRACKS	
No. 4	No. 2		No. 1	No. 3
201F	.....	81st Street.....	.....	.....
.....	201	82nd Street Signal Bridge.....	.....	.....
203F	.....	86th and Stewart Avenue.....	.....	.....
.....	.....	87th Street and Stewart Avenue Bracket Pole.....	{ 202A 202B }	202F
205F	205	State Street Signal Bridge.....	204	204F
207F	207	West of Cottage Grove Avenue Signal Bridge.....	206	206F
.....	.....	94th and Vaughan Avenue.....	212	.....
.....	213	95th and Stony Island—Bracket Pole.....	214	.....
.....	215	99th and Cregier Avenue—Bracket Pole.....	216	.....
.....	217	103rd Street Viaduct.....	218	.....
.....	219	109th and Yates—Bracket Pole.....	220	.....
.....	223	119th and Torrence Avenue.....	224	.....
.....	227	130th and Torrence Avenue.....	.....	.....
.....	.....	134th and Exchange Avenue.....	230	.....
.....	.....	146th and Brainard Avenue.....	236	.....
DOLTON BRANCH 81st STREET TO DOLTON				
.....	99	82nd and Vincennes Avenue—Signal Bridge.....	.....	.....
.....	101	87th and Stewart Avenue—Bracket Pole.....	{ 100A 100B }	.....
.....	.....	95th and Stewart Avenue.....	104	.....
.....	105	94th and Stewart Avenue.....	.....	.....
.....	107	100th and Stewart Avenue.....	106	.....
.....	109	105th and Stewart Avenue.....	108	.....
.....	.....	110th and Stewart Avenue.....	110	.....
.....	111	109th and Stewart Avenue.....	.....	.....
.....	113	114th and Yale Avenue.....	112	.....
.....	.....	116th and Michigan Avenue—Bracket Pole.....	114	.....
.....	117	118th and Calumet Avenue.....	.....	.....
.....	.....	119th and South Park Avenue—Bracket Pole.....	116	.....
.....	119	124th and South Park Avenue—Bracket Pole.....	118	.....
.....	121	130th and South Park Avenue—Bracket Pole.....	120	.....
.....	123	134th and South Park Avenue.....	.....	.....
.....	.....	136th and South Park Avenue.....	122	.....

189-LOCATION OF AUTOMATIC SLICK SIGNALS AND STUDY TO STATE LINE

SOUTHERN TRACKS		MAIN LINE	NORTHERN TRACKS	
No. 1	No. 2		No. 1	No. 2
242		1st Street		
	24	2nd Street (North Bridge)		
243		3rd and Stewart Avenues		
		4th Street and Stewart Avenue (Market Park)	204 205	206
244	25	5th Street (North Bridge)	207	208
245	26	West of Cottage Grove Avenue Signal Bridge	209	210
		10th and Young Avenues	211	
	27	11th and Young Avenues - Market Park	212	
	28	12th and Chicago Avenues (Market Park)	213	
	29	13th Street (Market)	214	
	30	14th and Young Avenues (Market Park)	215	
	31	15th and Young Avenues	216	
	32	16th and Young Avenues	217	
		18th and Exchange Avenues	218	
		19th and Exchange Avenues	219	
DUBLON BRANCH AND STREET TO DUBLON				
33		1st and Young Avenues (Signal Bridge)		
34		2nd and Stewart Avenues - Market Park	220 221	
		3rd and Stewart Avenues	222	
35		4th and Stewart Avenues	223	
36		5th and Stewart Avenues	224	
		6th and Stewart Avenues	225	
37		7th and Stewart Avenues	226	
38		8th and York Avenues	227	
		10th and Michigan Avenues - Market Park	228	
39		11th and Calvert Avenues	229	
		12th and South Park Avenues - Market Park	230	
40		13th and South Park Avenues - Market Park	231	
		14th and South Park Avenues - Market Park	232	
41		15th and South Park Avenues	233	
		16th and South Park Avenues	234	

ALL SIGNALS TO BE PLACED AT THE STATE LINE

STATION 204
STATION 205
STATION 206
STATION 207
STATION 208

STATION 209
STATION 210
STATION 211
STATION 212
STATION 213
STATION 214
STATION 215
STATION 216
STATION 217
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STATION 225
STATION 226
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STATION 230
STATION 231
STATION 232

STATION 233
STATION 234
STATION 235
STATION 236
STATION 237
STATION 238
STATION 239
STATION 240

SIGNAL ASSIGNMENTS

ALL SIGNALS TO BE PLACED AT THE STATE LINE

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

DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces **DURING DAYLIGHT HOURS**, Diesel locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.