

Chicago, Rock Island & Pacific Railroad Co.
AND
The New York Central Railroad Co.

Special Instructions No. 2
GOVERNING BETWEEN
CHICAGO and ENGLEWOOD

Superseding Special Instructions No. 1
Effective 12:01 A. M. (Central Time)
SUNDAY, NOVEMBER 16, 1958

Employes whose duties are in any way affected thereby, must have a copy of these instructions with them while on duty.

DEFINITIONS.

Medium Speed.—A speed not exceeding 30 miles per hour.

Restricted Speed.—Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.

Low Speed.—A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 miles per hour.

STANDARD CLOCKS—Locations.

N. Y. C., Chicago—Train Dispatcher's Office.

Englewood—Engine House, General Yard
Master's Office, 63rd and State Sts.

C. R. I. & P., LaSalle St. Station—Station Master's
Office.

47th St. Enginemans Room.

51st St. Yard Office.

BULLETIN BOARDS—Locations.

N. Y. C., Chicago—Conductor's Room.

44th St. Yard Office.

Englewood—Engine House, General Yard
Master's Office, 63rd and State Sts.

C. R. I. & P., LaSalle St. Station—Station Master's
Office.

47th St. Diesel house.

51st St. Yard Office.

12th St. Yard Office.

TRAIN REGISTER.—Location.

Chicago—Station Master's Office.

CLEARING OF TRAINS.

Chicago—N. Y. C. and N. Y. C. & St. L. passenger
trains, verbally by Train Dispatcher.

C. R. I. & P. main line passenger trains, clearance
from Telegraph Operator, and,

Suburban passenger trains, verbally from Station
Master's office.

TRAIN DIRECTORS, ROOT STREET.

(On duty 6:30 a. m. to 10:30 p. m. daily.)

Between Chicago and Englewood, movement of
trains and engines will be governed by signal indication.

Automatic block signals govern tracks as follows:

No. 2 Northward and southward.

No. 3 Northward.

No. 4 Southward.

No. 5 Southward and northward.

DESIGNATION AND USE OF MAIN TRACKS.

Between Polk Street and Root Street.

Tracks are numbered from the east.

No. 2, No. 3, No. 4, No. 5.

Tracks will be used as follows:

No. 2 In either direction—Passenger and freight.

No. 3 Northward—Passenger and freight.

No. 4 Southward—Passenger and freight.

No. 5 In either direction—Passenger and freight.

Between Root Street and 61st Street.

Tracks are numbered from the east.

No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

Tracks will be used as follows:

No. 1 In either direction—Freight.

No. 2 In either direction—Passenger and freight.

No. 3 Northward—Passenger and freight.

No. 4 Southward—Passenger and freight.

No. 5 In either direction—Passenger and freight.

No. 6 In either direction—Freight.

Between Root Street and 63rd Street Interlockings, movements on tracks 1 and 6 will be made as follows:

Trains or engines may enter track at 63rd Street, 61st Street, 45th Street and Root Street Interlockings on proper signal indication. Before entering track or fouling switches connected with it, at points other than interlockings, permission must be secured from nearest interlocking in direction movement is to be made. Before authorizing entrance to track by signal indication or verbal permission, 63rd Street, 61st Street and Root Street interlockings establish block with 45th Street interlocking and 45th Street interlocking establish block with Root Street or 63rd Street interlocking depending upon direction in which intended move to be made. Switchtenders 61st Streets establish block with 63rd Street, 61st Street or 45th Street interlocking before authorizing any movements.

Yard engines desiring to use main tracks for switching purposes between La Salle Street Station and 16th Street must obtain permission from tower at Polk Street and between 16th and 61st streets from tower at Root Street and must report to tower when work has been completed.

At non-interlocked crossovers, main track crossover movements must not be made without permission, and unless otherwise provided, the movement must first be protected in both directions as prescribed by Rule 99.

SIGNALS AND THEIR USE

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

8. Prescribed Signals.—Signals of prescribed color and type (flags, or lights when so prescribed) must be used by day, and lights of prescribed color and type by night.

9. Night and Day Signals.—Night signals must be used from sunset to sunrise, and when day signals cannot be plainly seen.

10. Color Signals.

Color	Indication
(a) Red	Stop, unless otherwise prescribed by the rules.
(b) Lunar	Proceed at Low Speed.
(c) Yellow	Proceed at restricted speed, or for other uses prescribed by the rules.
(d) Green	Proceed, or for other uses prescribed by the rules.
(e) White	To stop a train only at a flag station indicated on its schedule, or for other uses prescribed by the rules.
(f) Blue	See Rule 26.

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

Fusee Signals.—A train or engine finding a fusee burning on or near ITS track must stop.

After stopping, will then proceed at Low Speed.

Fusee will not be extinguished.

Torpedo Signals.—Torpedoes must be placed on the rail two rail lengths apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury.

The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at restricted speed.

The explosion of one torpedo will indicate the same as two, but the use of two is required.

MARKERS.

The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train, but not to indicate the track on which such train is moving or standing:

(1) By day, marker lamps not lighted, in place provided.

(2) By night, marker lamps lighted, showing red to the rear and green or yellow to the front and side.

If a train is not equipped to display markers, a red flag by day or a red light by night will be displayed to indicate the rear of the train.

Yard to yard transfers must have a member of the crew with white light on the rear at night, unless equipped with caboose displaying lighted marker or red light to rear.

ENGINE HEADLIGHTS.

Engineers on northward NYC trains must dim headlight while standing at Englewood station and turn on to bright when train is ready to leave.

Flagging Signals.—The following signals will be used by flagmen:

Day signals { A red flag,
Torpedoes and
Red fusees.

Night signals { A red light,
A white light,
Torpedoes and
Red fusees.

Trainmen must know they have available at all times proper flagging signals, including a sufficient supply of fusees and torpedoes.

Engine men must know they have available at all times, proper flagging signals on the engine, including a sufficient supply of fusees and torpedoes.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

WHISTLE SIGNALS.

Sound	Indication
— — — — —	{ Flagman may return from North as prescribed by Rule 99.
— — — — —	{ Flagman may return from South as prescribed by Rule 99.

99. **Flagging Rule.**—When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted red fusees at proper intervals, and must continue observation to rear and take necessary action to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted red fusees. When recalled and safety to the train will per-

mit, he may return, and when conditions require, he will leave the torpedoes and a lighted red fusee.

When a train is seen or heard approaching before a flagman has reached a sufficient distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

99 (a). When rear end protection is required, the engineer will immediately sound Signal 14 (c), and if necessary, repeat the signal. When safety to the train will permit, he will recall the flagman.

99 (b). When necessary, the front of the train must be protected as prescribed by Rule 99 by the forward trainman or by an engine man.

Whenever train, light engine or equipment encounters delay of any nature (except trains ahead) a member of the crew must immediately contact towerman controlling the section. This does not relieve crew from complying with Rule 99.

The engineer will require such protection ahead immediately.

Conductors and engineers are responsible for the protection of their trains and engines.

Block Signal indications do not relieve them of this responsibility.

SIGNAL RULES.

The following signal rules will govern between Polk and 61st Streets.

All Home, Dwarf, Automatic Block and Entrance signals are of the color light type.

Home and *Entrance signals are absolute signals and display two or three vertical lights and have no number plate:

Top light—Governs straight route:

Top light—Green, proceed.

Yellow over Yellow—Proceed, reducing to 30 mph before leading wheels pass the next signal.

Top light—Yellow, proceed at medium speed;

Middle light—Governs diverging route

Middle light—Green, proceed at medium speed

Middle light—Yellow, proceed at restricted speed

Bottom light—Governs any route—Yellow, proceed at low speed

Dwarf Signals—Displaying one light:

Green light—Governs straight route—proceed

Yellow light—Governs any route—proceed at low speed

Dwarf Signals—Displaying two vertical lights

Top light—Governs straight route

*When a train or engine is stopped by an entrance signal and proceed indication is not immediately displayed by signal, trainmen or enginemen must communicate with Towerman controlling the section, and

in case of failure of communication may proceed at low speed to next point of communication.

Yellow over yellow—Proceed reducing to 30 mph before leading wheels pass the next signal.

Top light—Yellow, proceed at restricted speed not exceeding 15 mph

Bottom light—Governs any route

Bottom light—Yellow—Proceed at low speed

Automatic Block Signals—Display two diagonal or staggered lights

Top light—Green—Proceed

Yellow over yellow—Proceed, reducing to 30 mph before leading wheels pass the next signal

Top light—Yellow—Proceed at medium speed

Top light—Red—Stop and proceed at low speed

Bottom light—Red—Marker indicates location of automatic signal, except bottom light on signal No. 574 at 57th Street, Track No. 4,—when bottom light is green indicates route at 61st Street is lined for N.Y.C.R.R. Crossover

Traffic locks are in service for operation of traffic in either direction by signal indication on tracks 4 and 5 between 16th and Polk St. interlocking.

Tracks Number 2 and 5 are equipped with automatic block signals governing train movements in both directions and are divided into sections which are governed by entrance signals controlled by Towerman between limits of various interlocking plants as follows:

Track	From	To	Direction	Controlled By
2 and 5	12th St.	15th St.	Both	Towerman at Polk St. and 16th St.
2 and 5	18th St.	25th St.	Both	Towerman at 16th St.
2 and 5	25th St.	32nd St.	Both	Towerman at 16th St. and Root St.
2 and 5	47th St.	59th St.	Both	Towerman at 45th St. and 61st St.

Switches connecting to tracks Number 2 and 5 must not be opened without permission of employe controlling the section occupied or to be occupied. No movements shall be made in the reverse direction to that authorized by entrance signal or Towerman, without further permission from Towerman controlling the section occupied.

Tracks Number 3 and 4 are equipped with automatic block signals governing train movements with the current of traffic between limits of various interlocking plants.

Conductors of trains and engineers of light engines must report promptly delays caused by signals, giving number.

Electrically locked outlying switches are controlled as follows:

Polk Street to 28th Street by 16th Street Towerman.

28th Street to Root Street by Root Street Towerman.

47th Street to 53rd Street by 45th Street Towerman.

53rd Street to 59th Street by 61st Street Towerman.

Telephones are located near all electrically locked switches.

Authority to use these switches must be obtained from Towerman. After using switch, must be restored to normal position and Towerman advised.

In case of failure of electric lock, notify Towerman and be governed by his instructions.

The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their train.

TOWERMAN'S EMERGENCY WHISTLE SIGNALS GOVERNING AT POLK STREET INTERLOCKING, CHICAGO

- (a) — All trains and engines within interlocking limits stop immediately.
- (b) OO Resume normal movement after receiving the proper signal or permission from Towerman.
- (c) OOO Whistle test.
- (d) OOOO Call Signal Maintainer.

Note.—The signals prescribed above are illustrated by "O" for short sound and "—" for long sound.

Polk Street Interlocking.—The first signal south of bumping posts in La Salle Street Station governs trains moving southward. Trains must not start from station until such signal gives an indication to proceed even though a portion of the train may be in advance (south) of the signal.

Indication of the lower light on the southward absolute signal located on the Signal Bridge immediately north of 12th St. Viaduct, governing movement on track 5, will operate in three positions as follows:

Red— Stop.

Yellow—Restricted speed.

Green— Proceed at restricted speed through interlocking limits, then assume normal speed to next signal in advance.

The above indication is equivalent to Rule 290 until entire train has passed through the Interlocking Plant, then equivalent to Rule 281.

SIGNALS ARE NUMBERED AS FOLLOWS:

SOUTHWARD		LOCATION		NORTHWARD	
Track 2	Track 5	Track 4	Track 3	Track 5	Track 2
Polk Street—Interlocking					
Entrance	Home	Home	12th Street	Home	Home
			14th Street	Dwarf	
Home	Home	Home	15th Street	Entrance	Entrance
Dwarf	Dwarf		16th Street	Dwarf	
16th Street—Interlocking					
Entrance	Entrance	184	18th Street	Home	Home
Home	Home	Home	Archer Ave.	223	Entrance
Dwarf				Dwarf	
22nd Street—Interlocking					
232S	235S	234	23rd Street	Home	Home
Entrance	Entrance	254	25th Street	253	Entrance
292S	295S	294	29th Street	293	295N
Home	Home	324	32nd Street	323	292N
				Entrance	Entrance
Root Street—Interlocking					
Home		Home	37th Street	Home	
	Home	Home	38th Street	Home	Home
			39th Street	Dwarf	
Dwarf	Home	Home	40th Street		
Dwarf	Dwarf		41st Street	Dwarf	
Home	Home	Home	Root Street	Home	
			42nd Street	Home	Home
			43rd Street		Dwarf
Home	Home	Home	44th Street	443	Home
45th Street—Interlocking					
Dwarf			44th Place		
			45th Place		Dwarf
			45th Street	Dwarf	
Dwarf	Dwarf		46th Street	Dwarf	Dwarf
Entrance	Entrance	474	47th Street	Home	Home
502S	506S	504	50th Street	503	505N
532S	535S	534	53rd Street	533	535N
572S	575S	574	57th Street	573	532N
Home	Home	Home	59th Street	593	575N
				Entrance	572N
				Entrance	Entrance
61st Street—Interlocking Jct. N. Y. C.					
Dwarf			60th Street		
			62nd Street	Home	Home
				Home	Home

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Territory	Passenger	Freight
Track No. 1.....	20	20
Tracks Nos. 2, 3, 4 and 5.....	45	30
Track No. 6.....	20	20
16th Street, I. C. Crossing.....	15	15
22nd Street and Archer Ave. curves...	20	20
Through Crossovers.....	10	10
N. Y. C. trains or engines approaching junction of C. R. I. & P. and N. Y. C. Railroads at 61st Street.....	25	25
C. R. I. & P. trains or engines through reverse curves at 61st Street.....	15	15
Trains of mixed passenger and freight equipment.....	30	30
C. R. I. & P. Light engines running backward.....	30	30
N. Y. C. Light engines running backward.....	30	30
Switch engines with or without cars...	20	20

From 4:00 p. m. to 6:30 p. m. daily except Sunday, trains and engines using track No. 2 between 51st and 53rd streets move at restricted speed not exceeding 20 MPH.

All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Mile Post	Kind of Structure
0.59	12th St. Viaduct, Concrete Span
12th St.	Signal Bridge
15th St.	Signal Bridge
18th St.	Signal Bridge
Archer Ave.	Signal Bridge
23rd St.	Signal Bridge
25th St.	Signal Bridge
29th St.	Signal Bridge
32nd St.	Signal Bridge
37th St.	Signal Cant. Bridge
3.45	Signal Cant. Bridge
38th St.	Signal Cant. Bridge
3.73	Signal Cant. Bridge
3.74	Chicago Jct. RR Trestle Span (40th St.)
3.75	Rapid T. Co. RR Girder (40th St.)
Root St.	Signal Bridge
41st St.	Signal Cant. Bridge
44th St.	Signal Bridge
47th St.	Signal Bridge
49th St.	Signal Bridge
53rd St.	Signal Bridge
57th St.	Signal Bridge
6.17	Rapid T. Co. RR Trestle Span (59th St.)
61st St.	Signal Cant. Bridge

Trains or engines using tracks 1 and 6 must move at restricted speed approaching crossovers where engines or trains may be switching on these tracks.

Cars standing on wall tracks located between Root Street and Englewood will not clear a man on the side of car on Track No. 6.

All through girder bridges will not clear a man on the side of a car.

Whenever necessary to temporarily reduce speed of trains or engines over any structure or portion of track, Restricted Speed and Resume Speed signs will be placed as follows:

Yellow signs by day and yellow light in addition, by night, placed in both directions on engineer's side of track, not less than 4000 feet from point where the slow track begins.

In absence of specified instructions, speed of trains and engines must not exceed 10 miles per hour over track covered by Restricted Speed Signs.

Resume Speed Sign: Green sign by day and a green light in addition by night, placed at a point 150 feet beyond the point where slow track ends, and on the side of the engineer, as seen from a train or engine approaching track to be protected.

In territory where two or more main tracks are in service, each track must be protected in both directions the same as if it were single track.

RAILROAD GRADE CROSSINGS

16th Street, Illinois Central and Air Line Interlocking.

Crossing	Re- marks	Oper- ated By	Normal Position Gates AGAINST	Pole Target For	
				STOP	PRO- CEED
Balloon track connection with A. T. & S. F., Archer Ave., and N. Y. C. 18th Street Yard.	Gate and Arm	Trainmen	Entrance N. Y. C. 18th St. Yard	Horizontal	Vertical

Restrictions.—Engines with less than 32 ft. wheel base, including tender, must not be operated in automatic block signal territory except when coupled to another engine or car.

Engines with axle loads greater than sixty thousand pounds will not be permitted to operate between Englewood and Chicago on track 1.

Switch crews making deliveries of passenger equipment will apply hand brakes, and blocking when necessary. Crews handling cars following delivery will make sure to release hand brakes and remove blocking before attempting to move cars.

La Salle St. Station and Polk St. Interlocking.— A RED Marker Light over bumping posts is a fixed signal indicating stop.

All engine storm windows, no-draft ventilators and awnings must be in closed position while engines are operating in LaSalle Station, Polk St. Interlocking and main tracks to and from LaSalle Station to 16th St. in order to avoid damage to this equipment.

Engineer or pilot handling train or cars within the train shed and within Polk St. interlocking must control movements to be able to stop within range of vision.

Responsibility of striking cars, engines or bumping posts rests entirely with the moving train or engine.

LOUD SPEAKERS AND LOUD SPEAKER TELEPHONES ARE LOCATED AS FOLLOWS:

Offices, Yards, Towers and Pole Boxes	Location	Side of Track	O—Loud Speaker
N. Y. C. Chief Dispr. Office	LaSalle Station.	
Station Master's " "			
Tower.....	Polk Street.....	WO
Yard Office.....	12th Street.....	E	
Pole Box.....	13th Street.....	E	
Switchtenders.....	14th Street.....	WO
Tower.....	16th Street.....	WO
Pole Box.....	Archer Avenue..	W	
Pole Box.....	22nd Street.....	E	
Pole Box.....	25th Street.....	E&W	
Pole Box.....	32nd Street.....	E	
Pole Box.....	35th Street.....	E&W	
Pole Box.....	37th Street.....	E&W	
Pole Box.....	38th street.....	E	
Tower.....	41st Street.....	EO
Switchtenders.....	" ".....	E	
Pilots Shanty.....	43rd Place.....	E	
Yard Office.....	44th Street.....	EO
Pole Box.....	" ".....	W	
Tower.....	45th Street.....	WO
Pole Box.....	46th Street.....	E	
Switchtenders.....	47th Street.....	W	
Switchtenders.....	50th Street.....	WO
Pole Box.....	50th Street.....	E	
Pole Box.....	53rd Street.....	W	
Pole Box.....	59th Street.....	E&W	
Tower.....	} 61st Street.....	E&WO
Switchtenders.....			
Booth—South of Bridge..	61st Street.....	E	

Loud speaker line must not be used for any purpose except train movement. Pole phones on loud speaker line are for the purpose of allowing enginemen and trainmen to communicate with parties at loud speaker points. Pole boxes on this line are equipped with both N. Y. C. and C. R. I. & P. switch locks. Parties using these lines will first listen on line, if not in use, call for party desired, waiting a few moments for reply before again calling.

Use of this line must be brief as possible.

Telephones.—Conductors or engineers must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.

Stand Clear of Track Circuits.—Trains, engines or cars standing on other than main tracks or signaled tracks, must be clear of track circuit.

Using Sand.—If necessary to use sand to stop an engine moving light, only sufficient sand will be used to insure safe operation.

After stopping, such engine must be moved immediately a sufficient distance to clear sanded portion of rail, to insure proper operation of block or interlocking signals.

Sand must not be used nor water permitted to run over movable parts of an interlocking, power switches, or spring switches.

Car Restrictions.—When handling Rocket and Streamliner type trains and the new type Suburban car trains and business cars, account close clearance between sides of engines, cars and the sides of girder bridges and at certain locations switches or turnouts in close proximity to the ends of bridges, such trains or cars, must not be moved through switch turnouts at the following points:

44th STREET

Switch No. 41—Leading into 44th St. Yard, from track 6 immediately north of 44th St.

Crossover No. 37—Between tracks 5 and 6 immediately south of 44th St.

45th STREET

Crossover No. 33—From track 3 to track 4, immediately north of 45th St.

45th PLACE

Crossover No. 13—From track 4 to track 3 immediately south of 45th Place, in emergency, this Crossover may be used at very slow speed.

ROOT STREET

Crossover No. 13—Between tracks 5 and 6 immediately north of Root St. girders.

Crossover No. 29—On track 4 to track 3 immediately south of Root St. girders.

Switch No. 25—From track 6 to Yard track 1, immediately south of Root St.

T. E. Reynolds
Supt. NYC

J. B. Buffalo
Supt. CRI&P